

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, December 9th, 2020

- I. Call to Order** Mr. Ridgway called the meeting to order at 5 p.m. in a Zoom meeting at the Port Directors Office.

II. Roll Call

The following members were present in person or on zoom meeting: Jim Becker-in person, Chris Dimond, Don Etheridge-in person, David Larkin, Annette Smith, Bob Wostmann, and Mark Ridgway-in person.

Absent: James Houck

Also present at the Port Directors Office: Carl Uchytel – Port Director (via Zoom) and at the Port Directors Conference Room: Erich Schaal – Port Engineer, Matthew Creswell – Harbormaster, and Ashley Bruce-Administrative Assistant II (via Zoom)

III. Approval of Agenda

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

The Agenda was approved as presented.

IV. Public Participation on Non-Agenda Items - None

V. Approval of November 12th, 2020 Operations/Planning Meeting Minutes

Hearing no objection, the minutes of November 12th, 2020 were approved as presented.

VI. Consent Agenda – None.

VII. Unfinished Business – None

VIII. New Business –

1. Regulation Change to 05 CBJAC 10.010 – “B Zone” Vehicle Description

Mr. Uchytel showed before and present day pictures of the Downtown Waterfront Improvements and said page 13 of the packet shows a diagram of the loading lot area. He said the new lot was designed to accommodate vehicles up to 25 feet in length but our regulation is written in regards to the number of passengers in a vehicle. At present, the regulation divides vehicles into three types of permits. A Zone for large coach buses, B Zone for smaller vehicles, and C Zone for pedi cabs. The B Zone permits are identified as vehicles able to hold 18 passengers or less, and A Zone permits hold more than 18 passengers. Mr. Uchytel said the 25 feet was determined with the assistance of a consultant who took inventory of the vehicles used and the 25 feet encompassed the airporter size vehicles, which hold up to 26 people. He said by definition they would not meet the criteria for a B Zone permit so we would change our B Zone designation to be vehicles 25 feet and less. The regulation starts on page 15 in the packet and page 19

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shows the proposed changes in red. Mr. Uchytel said another proposed change is on page 16 which would be to change the season dates. He said he is hesitant about making the season date change at this time. Mr. Uchytel said looking forward to managing this new infrastructure, staff believes it is appropriate to make an A and B Zone change to reflect vehicle length in lieu of passenger count.

Committee Questions

Mr. Wostmann asked why the second thoughts on changing the season date from May 1 to April 1?

Mr. Uchytel responded with the lack of tourism support from the community, it may be better not to bring attention to an earlier cruise season when we really want attention on the regulation change for loading zone permits.

Mr. Wostmann asked if a ship did come in early, would Docks & Harbors waive the administrative requirements or how would that be resolved?

Mr. Uchytel responded in the past we have just allowed it. Typically, the early and late season cruise ship visits have been placed at another dock such as the AJ dock and it has not been a problem. It has never been an issue, it is just not consistent with the strict reading of the regulation.

Mr. Ridgway asked if there were any impacts from an increase of passenger numbers moving through the lot.

Mr. Uchytel said a queuing study has not been completed.

Mr. Schaal said the design for the building was started with consideration to occupancy. The architects were provided estimates of 25-30 passengers per vehicle and in 2018 staff met on site to work on the flow pattern. We know that our building will be large enough for the average group of people and have ensured there will be sufficient facilities. Mr. Schaal said electric charging stations for electric buses have been added and we know their max capacity is 25 passengers. We anticipate smaller vehicles carrying under 25 passengers so we always anticipate a mix of vehicle sizes and believe the facility and infrastructure can accommodate those increased numbers.

Public Comment-

Kirby Day – Juneau, Alaska

Mr. Day with Princess Cruises said although up to 25 foot vehicles are able to utilize the area, it will often be vans holding up to 14 passengers and many of these up to 25 foot buses hold up to 22 people. Mr. Day asked if the timing of the season triggers anything regarding the City's lots and public parking. He said from the perspective of someone wanting to park, would they be able to park in April because formally the permits say May 1.

Mr. Uchytel responded the A and B Zones are Docks and Harbors by definition and it is managed to the best of our ability. In the past few years, we have worked with agencies like Parks and Recreation who use our lots in the off-season for parking. Staff is able to

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call them when we want them out and we make things work with our colleagues. He said staff intends to keep this new lot secure and before the first cruise ship comes in, there is much work to be completed such as cleaning and paint striping. Mr. Uchytel also pointed out the new lot has a reverse flow pattern, and there are concerns about leaving the area open for parking all year round. In the summer, the lot is intended for the permitted users and limited delivery drivers such as UPS, FedEx, and USPS. Our intentions are not to open the new lot this winter for public use.

Committee Discussion

Ms. Smith said it is difficult for members of the public to pick up friends and family from visiting ships and asked what is being done to resolve this problem in this lot.

Mr. Uchytel responded this is not a parking lot for the general public to use, but a bus-staging zone for permitted users. There is the Taku Parking Lot and the Marine Parking garage for general parking. We do not want regular people using this lot. He said after the Archipelago building is built and there is a year round facility, then we can consider how to best use this lot post cruise ship season to accommodate the retail activity down town. This lot was never planned to have private vehicle use.

Ms. Smith said she was not looking at the lot where someone could park for a long time, but just have a spot where they could meet their party particularly if any were handicap or slow moving. Ms. Smith pointed out the space on page 14 of the packet, which looked like an ideal spot to allow one or two vehicles.

Mr. Uchytel said the space Ms. Smith is referring to is a loading zone that is intended for UPS, USPS, FedEx, and other type delivery vehicles for the Archipelago building and area. A similar space exists at the Cruise Terminal for these types of delivery vehicles.

Mr. Ridgway said he believed staff should have data available to the public showing the number of passengers that will be coming through this lot.

Mr. Wostmann said he believes changing the start date for the season fixes a problem we do not have. If it turns into a problem, it is something we can deal with at that time. He asked if the reverse pattern for the lot was driven by the turning radius for the buses.

Mr. Uchytel that is correct, it is called auto-turn, and the map shown on page 14 shows the results of software that has calculated the best movements in and out of Franklin Street. Docks & Harbors worked with DOT for a permit so this is not something Docks & Harbors or some consultant just came up with. This was an effort over time to find the safest manner to drive around pedestrians. There is a lot of thought and rigor that went into this design.

Mr. Dimond suggested to make the start date align with the arrival of the first cruise ship and that would make the issue more flexible. Since we have the cruise ship schedules before the season starts, staff would know what date the permit becomes valid and when the parking lot would become unavailable to local parking. The permit could have the

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arrival date of the first cruise ship to the arrival date of the last cruise ship. Mr. Dimond said in regards to the reverse pattern, it is not ideal, but it has worked at Sandy Beach for years. It is essentially the same thing where you come in the wrong side and go out the wrong side.

Mr. Uchytel said the first cruise ship of the 2021 season is scheduled for April 26. The Norwegian Bliss will be at the AJ Dock.

MOTION By MR. ETHERIDGE: TO PROCEED WITH THE REGULATION CHANGES REDEFINING THE B ZONE TO BE 25 FEET OVERALL, INSTEAD OF VEHICLES LESS THAN 18 PASSENGERS AND ASKED FOR UNANIMOUS CONSENT.

The motion passed with no objections.

1. Auke Bay Loading Facility – Right of Way Encroachment Permit

Mr. Uchytel said the Auke Bay Loading Facility (ABLF) was completed about 2011. Before the ABLF is the Auke Bay Ferry Terminal. There is a right-of-way area that DOT has control of along the roadside. It took about four years to obtain the permits to build the ABLF and now staff is dealing with a right-of-way issue. Mr. Uchytel showed a recent aerial picture of the property which shows the structures built to support the moved boat yard from Statter Harbor. He said in order to build the ABLF, Docks & Harbors needed to procure property from the State. Prior to 2008, the ABLF area was all State property, but though the fill project, we were able to build the ABLF and worked with DOT to get an Encroachment Permit. Docks & Harbors owns the tidelands where our launch ramp is located, but a portion of the parking lot is in the DOT right-of-way. Mr. Uchytel showed pictures of other right-of-ways around Docks & Harbors properties around Franklin Street and the Yacht Club downtown. He said these right-of-ways have not been a problem in the past. Mr. Uchytel showed a picture of the Archipelago in 2012 and said one of the biggest issues here was cruise ship passengers crossing the road with no situational awareness or regard to cross walks. In 2019, the lots were reconfigured which improved the efficiency of driving through Franklin Street. He said we received notice this summer that around the Juneau Waterfront, DOT does not like certain characteristics such as the size of some trees, the locations of some planter boxes being too close to the right-of-way, and pedestals being too close to the street. DOT has sent a notice to the City Lands Department about these issues, and staff will eventually have to deal with it, but we need to start with the Auke Bay Loading Facility Encroachment Permit first. Mr. Uchytel said over the last 18 months we have received letters from the right-of-way people at DOT very concerned about items being stored in the right-of-way. When this project first started, we obtained an encroachment permit, which allowed the use of the right-of-way. In 2007, Docks & Harbors received an encroachment permit for the construction of the ABLF. It was a no cost permit good for seven to eight years, but staff was responsible for renewing the encroachment permit. In 2015, when moving the Auke Bay Boat Yard, staff obtained a conditional use permit. During this time, staff approached DOT, sent emails, and did not get a response so we moved forward thinking we were using the facility for storage, the ABLF boat yard support, and community

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needs. Staff was surprised to find DOT had taken a stance on how we were using the facility. Docks & Harbors use of the 26,000 square feet right-of-way is not in line with the vision of the State and over the last year we have been told to make changes which we have done the best we could. Mr. Uchytel said we have tried to work with our Lobbyist, Kevin Jardell, but the DOT is very stern on what they think is appropriate use of their right-of-way. Mr. Uchytel said, in previous meetings, one of DOT's biggest concerns was the storage of vessels with tanks in the right-of-way, and pointed out the Federal Highway Administration requirement that there are no tanks allowed in the right-of-way and they need to be moved right away. He said on November 20th, he received the letter provided in the packet from DOT. It says DOT reviewed our request for an encroachment permit and they will consider it under specific stipulations and the charge will be \$18,482 per year for the permit for use of the right-of-way. He said page 29 of the packet shows the stipulations. Mr. Uchytel said electric pedestals along the Jersey barrier have been added to accommodate the hauled out vessels and water lines as a benefit to the property. These utilities are unacceptable in the eyes of DOT and they would like us to remove it, or they will not consider a permit. The Port Engineer is going through the process of obtaining a right-of-way permit. Mr. Uchytel said it is interesting to note there are some power poles in the right-of-way that DOT does not object to but they do object to having the electrical pedestals in the right-of-way. Mr. Uchytel said the issue is we are at a point where there is not going to be an easy way of appeasing DOT.

Committee Questions-

Mr. Dimond asked if DOT was involved in the design process and did they have any sign off when this infrastructure was built?

Mr. Uchytel said yes, they were very involved in the decision to remove the parking off the street, remove the sidewalk along the Cruise Terminal Lot, and the driveways. Staff had to delay the project for an entire year because we did not get a driveway permit for the Taku Lot. DOT was very involved in the design of the Cruise Ship Terminal Staging Area.

Mr. Becker asked if we are violating some principal of the highway right-of-way or are we going to pay the \$18 grand and stay there as long as we can.

Mr. Uchytel said we can talk about solutions, but the right-of-way, which was built before the current Port Directors time with Docks & Harbors, is a space reserved by the State to put utilities in, or affords them the opportunity to expand a highway if needed in future years. A significant portion of this fill was done by Docks & Harbors which added to the area. The right-of-way was very likely right at the shoreline, 15.6 feet mean high water. He said he understands what DOT is saying, but he believes they are being extreme on their position. They do not want to work with us to develop a solution that benefits the community and is also not impacting DOT operations. Mr. Uchytel said the highway is not affected by the ABLF and it was Docks & Harbors money that built the facility. He said in his opinion, there should be some deference.

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Mr. Larkin asked if we will be taking the opportunity for mitigation or an alternative appraisal?

Mr. Uchytel said no, we should pay the State the \$18K and then request to purchase the right-of-way. There is precedence for us to own and control the right-of-way. Mr. Uchytel said an example is Mr. Deems driveway at the new Statter Harbor Launch Ramp lot which is the house closest to the lot, DOT needed to redesign the roundabout, and Docks & Harbors sold them the needed property to provide a drive way. Docks & Harbors asked in 2012 if DOT would sell us the right-of-way, and they declined, likely to protect their interest for future expansion, but we just have to ask again. Mr. Uchytel said that we should ask to purchase it with the promise that if Glacier Highway were to need expansion we would sell it back to them. The uplands off the shoreline is in high demand and we have to protect what we have and what we have built for the best and highest use of our marine users.

Mr. Wostmann asked, given the constraints DOT placed on the property, does the economic value DOT calculated seem like a gross overvaluation? Mr. Wostmann also said he spoke to a realtor who advised that an 8% capitalization rate shown on the waiver valuation form for land of top economic value barely passes the red face test. He suggested to challenge the rental amount because it should be less than half of what they are actually asking.

Mr. Uchytel said the document being referenced says an assessed value, but it is not an assessed value. The CBJ Assessor does not assess value on CBJ owned property so we know it has not been assessed. The Estimator, Michael Schuler, is the DOT right-of-way manager. Mr. Uchytel said he does not disagree that we can challenge if we want to go in that direction. He said we could hire our term contract appraiser, Horan and Company, and request an appraisal of the property. Mr. Uchytel said he agrees the limitations diminish the value of the property.

Mr. Ridgway asked if the square footage of the encroachment was the strip of land north of the lot adjacent to the highway, and what is the land that is represented by the \$345,500 or \$231,000.

Mr. Uchytel said yes, the strip of land shown is represented but we do not know the formula used to determine the value, and a right-of-way is not a parcel.

Mr. Ridgway asked if only collecting \$13,000 and spending \$18,000 on the property, is there a point we are digging a hole and we walk away from this enterprise?

Mr. Uchytel said he has been advised by the Board for years that a boat yard is critical for the marine users in Auke Bay so he does not think we will ever walk away from a boatyard in Auke Bay. The question becomes how do we appease DOT and what methods do we use. Mr. Uchytel said the lease rent collected from the boat yard is \$36,000 and if we pay DOT the \$18,000, we still have about \$17,000 for the use.

Mr. Wostmann asked if the current tenant has been made aware of these issues and do we know to what extent the limitations DOT wants would impact his business.

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Mr. Uchytel said we have been upfront with the leaseholders, Karl's Marine and Harri's Commercial Marine that we have these issues we are working through with DOT.

Mr. Ridgway asked if the stipulations outlined on page 29 are also in the lease with Karl's Marine.

Mr. Uchytel said no they are not.

Mr. Etheridge said the property we are talking about is not just the boat yard but includes a good portion of the loading facility on the other side of the property.

Mr. Creswell said on the right side of the property the right-of-way severely limits what can be done and is affecting storage tenants of the facility. He said we asked a big user of the facility, over the course of the summer, to rearrange how he operates and brings material into the site including his fuel deliveries. Mr. Creswell said he has had to use valuable space to store things like empty tanks waiting to go on the boat and be filled at a later date because they are prohibited from being in the right-of-way. He said we are prevented from placing vessels that need emergency or immediate repair to prevent them from sinking in the right-of-way. The way the facility was designed was to park things in the right-of-way, otherwise they would be in the loading zone and where vehicles need to come in and out of the facility. Mr. Creswell said it is a big impact not just financially, but operationally. He said he is also being required to complete checks on the right-of-way to ensure nothing is misplaced or misused there.

Mr. Schaal said DOT is fine with utilities that provide area lighting but the power pedestals and the surface mounted water line the previous facility leasee installed is a problem. DOT has said they will come in and remove it themselves and charge us for it if they are not removed which is another one of our risks.

Mr. Ridgway asked if any DOT discussions included the uphill property users?

Mr. Uchytel said they had not, but during the planning process there was a public process and when we decided to relocate the boatyard from Auke Bay to this location, there was another public process for the conditional use permit through the planning commission. The process is that every owner within 500 foot radius is sent a card notifying them of the conditional use permit. Mr. Uchytel said there is always a process but depending on what side of the decision you are on, you may not ever be happy.

Mr. Schaal said we have gone through the conditional use permit three times if you count modifications. There was a conditional use permit for the initial construction, a second conditional use permit for the boatyard, and a modification for a conditional use permit to allow bunkering at the site. There was some interaction with the public when a developer made a road to allow for six or seven lots. Mr. Schaal said he received comments from one of the owners in which they were upset because they did not know about the project and were fearful of what the view plane would look like. Mr. Schaal said he shared pictures with them of the boat yard project and that is when they said they were outside of Sitka all summer when the card was mailed. Mr. Schaal said we follow a process to try to capture all the neighbors, but there are instances where neighbors are

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not around, do not live in town, or do not have the right mailing address. He said the complainant to DOT is treated as an anonymous report so they have been working with someone but they are not forthcoming with who reached out to them. Mr. Schaal said DOT has never told staff who started this process by claiming the boatyard was a junk yard, which DOT says now the boat yard operation follows under the no junk yard clause for federal highway rules, and this is where the tank issue comes up.

Mr. Wostmann commented that it would be valuable to pursue an assessment of what the encroachment is worth given the constraints DOT has put on it and he suggested to have an appraisal completed.

Public Comment-

Dennis Watson – Juneau, Alaska

Mr. Watson said the most valid point for Docks & Harbors is to ask why is all of that stuff considered and could it be considered preexisting, maybe the State would back off on most of it. Mr. Watson said one of the big concerns DOT had on this is the use of the property because when it was originally presented DOT was involved in the conversations. At that time it was to be a boat launch, and as you can see on the conditional use updates, the boatyard got added to it. Mr. Watson said during that time, the neighbors were watching and that does not just go for the neighbor's across the street. There were several people that showed up and they were pretty much satisfied with what was being done because they trusted the harbors and they trusted the city. Mr. Watson said one of the things that happened down the line of storage out there was there was going to be a couple of 40 foot containers slammed on the lot and that did not please them at all. Mr. Watson said there was supposed to be a restroom facility at the top of the ramp and that was not put in. Then someone else complained because they were filling fuel. The restroom is a small thing but the filling fuel really angered them especially when you read the original document that said there would be no fueling on that dock whatsoever. Mr. Watson said that was on the original application for building it. Mr. Watson said he thinks what is happening over time is the thought to just do it and beg for forgiveness later. Mr. Watson also stated that he thinks the State is going to widen the road and there is currently boat work there. Mr. Watson said there will always be people to make an issue over it and he does not think we will get around it. He said you are also storing fuel, or one of the contractors you are subleasing to is storing fuel right along the property line in propane tanks. Mr. Watson said going forward, the City has had exchanges with the State of Alaska, and it wasn't that long ago the State had actually built part of the State Building downtown on City property and the City negotiated and got through it on a swap. There was the road the State Of Alaska Building was built on that was owned by the City so there is some possibility of working out something. He said he believes Docks & Harbors is going to try to negotiate with these guys and they might let you use part of it or they will at least listen to you, but he thinks it is a losing battle. Mr. Watson added there was a lot of public comment on this at the time and it was a little contentious but there was a lot of involvement. He said one other thing that happened is the condominium at the boat launch, they had an outfall line that came all the way out underneath the ramp. The end result was the neighbors felt the dredging dislodged their outfall and they got sideways with the State. The State had to

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put in an extensive amount of work and a whole lot of money to put in an all new sewer treatment operation on their property. There is stuff over time that has not worked out real well for Docks & Harbors.

Committee Discussion/Action

Mr. Ridgway asked staff to look into what is being assessed and its valuation.

Mr. Uchytel said we can do that. He asked to confirm that this is on hold until the appraisal term contractor can validate the value of the property.

Mr. Ridgway said he sees Docks & Harbors moving forward with a greater problem if this issue is somehow connected to other issues such as peer notices for trees, etc. If those are connected, this is a larger problem and there is no reason we can not invite DOT to an operations meeting and discuss it with them. He said if that is something staff would like, please get a hold of Mr. Ridgway, Mr. Wostmann, or Mr. Etheridge to have that conversation.

MOTION By MR. ETHERIDGE: TO PROCEED WITH THE FILLING OF THE ENCROACHMENT PERMIT FOR THE ADOT RIGHT-OF-WAY AT THE AUKE BAY LAODING FACILITY AND ASKED FOR UNANIMOUS CONSENT.

The motion passed with no objections.

2. Marine Passenger Fee- FY22 Project Request

Mr. Uchytel said on page 33 of the packet is last years request for Marine Passenger Fees (MPF). He said this is an annual event where in the month of December the City Manager is calling for MPF requests. In this meeting packet is last year's request. Mr. Uchytel said FY22 starts July 1 and we do not know how much money there will be but we know it will be less than it was last year. He said his recommendation is to resubmit what we have done historically, unless there is a Board member who has suggestions of projects to add. He said the typical items asked for and received are shown on page 34;

- Area wide port operations - this request augments the salaries of our Port Employees. Last year we asked for \$275,000, before that we have received about \$154,000 annually.
- Maintenance of the three buildings we maintain, the two visitor centers and the Port Field Office. Typically we ask for \$133,000 for the maintenance of those buildings. Mr. Uchytel said that number was established by the same square foot rent the Port Office pays at the Seadrome Building, \$2.50 per square foot per month.
- Landscape maintenance, which we pay \$45,000 every summer for all the flowers and cutting the grass and maintaining the whiskey barrels.
- The safety guard rail along the Seawalk. Last year we asked for \$1M. He said we may be able to make an argument to move money from the Archipelago public project so we may not need marine passenger fees but it does not hurt to make that request.
- The last couple of years we have asked for the whole docks operating cost for all of the salaries and expenses.

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Mr. Uchytel said the opportunity in ordinance is the manager solicits City wide and CBJ Departments will all make requests to the assembly as well as other entities that are impacted by the cruise ship industry. Entities like Cruise Line Agencies or Princess Cruises will all ask for money for things like maintaining restrooms and it is not limited to government entities.

Committee Questions-

Mr. Ridgway asked if it was a significant issue to request for the reinstallation of the Marine Park Lightering Float to be added and also maybe some funding for potential redesign of the Archipelago Lot.

Mr. Uchytel said a lightering dock is not appropriate primarily because part of the Norwegian Cruise Lines (NCL) argument is by building the NCL dock we will have no need to lighter so the lightering dock is not something that is going to sell. He said any needs for the Archipelago uplands is on a holding pattern until the Assembly decides on the next move with the Juneau-Douglas City Museum and where that goes. Mr. Uchytel said he would not recommend expending any additional funds there until we have more clarity. He said there are always neat things to ask for. As you walk the Seawalk and check out the new construction the parking garage just begs for something like a piece of art or a neat billboard that wouldn't sell anything but bring attention to the Capital City and that would be appropriate to ask for. Mr. Uchytel added we don't know how many passengers we might have in FY22, so the City Manager will likely be reluctant to approve large amounts of funding that is not required. He said he also anticipates the City Manager will likely have some COVID surveillance testubg money he will hold back for that purpose and what that looks like we do not know. He said it is not likely COVID will be over July 1, and we will still be battling it in some way, so the manager will want to keep some money reserved for that.

Mr. Ridgway said he did not mean for the lightering dock to accommodate cruise ship lightering but other vessels for the greater good.

Public Comment - None

Committee Discussion/Action

Ms. Smith also wanted the lightering dock.

Mr. Uchytel asked if the Board would like the MPF request to go back to the Board meeting to which Mr. Etheridge responded no.

IX. Items for Information/Discussion

1. Visitor Industry Task Force DRAFT Recommendations

Mr. Uchytel said attached in the packet is the Draft of the Visitor Industry Task Force Recommendations to review before it goes before the Harbor Board at the next meeting.

Committee Discussion/Public Comment – None

2. Statter For-Hire Floats Management Plan

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Mr. Creswell said he held a meeting on Wednesday December 2, with representatives from the major whale watching companies that operate inspected vessels out of Statter Harbor and discussed the plans to manage the Phase III Passenger for Hire Floats. The floats will be installed this winter and we intend to have them used by the larger inspected vessels. He said he is working on a plan for the smaller uninspected vessels elsewhere in the harbor. The work is currently being completed on the Seawall and the floats will be installed after Christmas for the facility to be up and running for the next tourism season. The new facility will be used for inspected vessels and it will accommodate 640 feet of side tied moorage. He said if we moor vessels a breasted, doubled up, it will create an extra 1280 extra feet when rafted. We will continue to use the Auke Bay Marine Station. The operators that used it during the 2019 season is suited for the area. He said with the boats operated in 2019, and the few that were added to the fleet, we are looking to serve 1264 feet and sitting at capacity with what we have built. There will be a waste pump out station installed and operated on a seasonal basis while the current pump out will be winterized to be open year round. The side tied moorage set up would be for overnight moorage and the vessels would still load at the traditional loading zone at the base of the ramp but as vessels are out on tours they can load within this facility only if the vessel is pier side. Vessels should not load their passengers across deck of other vessels. He said one of the things to consider is how space will be allocated if the fleet increases further.

Committee Discussion

Mr. Etheridge asked if we told the public we will not be using that loading zone why are we going to have to do that?

Mr. Creswell said the way it is set up now, it is not safe to load passengers across decks and it is not going to be a heavy use. He said he was not aware that we told the public we were not going to use that space as a loading zone. He anticipates other uses will be bringing their vessels through such as the catamarans of Allen Marine so the loading zone is going to have to be used to meet the demands of the facility.

Ms. Smith asked if there will be expanded bathroom facilities upland and will the horseshoe still be used as a loading zone?

Mr. Creswell said expanded bathroom facilities are in the Phase IIIC design of the uplands, but a completion date is unknown as it is dependent on funding and it will be operating with a portable sanitation unit. He said a plan is not defined for the horseshoe yet, and he has been working on a potential design for part of the area to accommodate the six-pac vessels.

Ms. Smith asked if the fish selling spot would be preserved at the base of the ramp?

Mr. Creswell said he is working on a plan and that he is thinking to include that in the horseshoe area.

X. Staff and Member Reports.

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Mr. Schaal reported

- Staff has received cost estimates for three piles at the Auke Bay Marine Station Float and we are evaluating the budget.
- The downtown waterfront project at the Archipelago lot is substantially complete and we anticipate having the Seawalk open on Friday. Trucano construction is almost done demobilizing their equipment and will be installing glass panels that form a portion of a barrier between the parking lot and Pier 49 as a fume screen. That installation is expected to take two days. There will be barriers installed to prevent people from using the lot this winter but it is open for pedestrian access. Mr. Schaal said it would likely be painted in the spring to coincide with warmer temperatures and the contractor's ability to travel.

Mr. Ridgway asked for a status on the Harris Harbor Dredging.

Mr. Schaal said Western Marine Construction has started operations but are under severe restrictions by USCG mandates and cannot use their vessel, Waldo, to move their barges around. They were hoping for an exemption but they were denied and are not allowed to leave the harbor with the status the Waldo is in. He said he is unaware of what is on the checklist the USCG is requiring entails but when they tried using a rented tug, they were unsatisfied with the use. Western Marine Construction is working with the Army Corps of Engineers to address the issue in their schedule. Mr. Schaal said the onerous has been put on them to call, email, and send letters, and to make sure our staff have the most up to date information in the event upset customers are calling. The contractors are still asking to remove pilings and finger floats for their work on the north side of the #1 float. He said we have worked closely with the Army Corps to explain our direct and specific expectations as to how those could be removed and reinstalled should they do that. He said there was a question at the last operations meeting about the cost to replace those finger floats because they have a twist in them. The design drawings have been dissected, and to add the torsion tubes to remove the twist, they would need to be completely removed from the water and disassembled. The torsion tubes are designed to go under all of the structure to support the floats so they do not pop through the floor and all the decking walked on. Normally those tubes go into a chase that is cut into the floatation. Mr. Schaal said an in-kind replacement is about \$32,000 per finger, which is \$150 per square foot.

Mr. Ridgway asked if there were any liquidated damages in the contract for the Harris dredging or anything that would be brought to bear.

Mr. Schaal said at this point it appears the permit limits are what the Army Corps is focusing on. He said they have a window their permits said they have to be done by, but the Corps seems amenable to giving Western Marine Construction as much time as they need, and there has not been any liquidated damage that we know of.

Mr. Ridgway said he would like to see what kind of outreach they have been passing on as they are essentially speaking for us.

Mr. Etheridge asked that the entire Board be kept up to date.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, December 9th, 2020

Mr. Creswell reported;

- He started the process of thinking about Seasonal Staff return, about March 30, 2021.
- The last major storm provided annual mudflow into the Cruise Terminal Lot and staff is working to clear that out.
- Notifications to displaced Harris Harbor vessels have been sent and we received a copy of that letter this week.

Mr. Uchytel said the next Finance Subcommittee meeting will be Wednesday, January 13, 2021, via zoom at 5pm.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting – Wednesday, January 20, 2021

XII. Adjournment at 7:15 p.m.

Respectfully Submitted by: Ashley Bruce