

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, March 30th, 2023
CBJ Room 224 and via Zoom Meeting

A. Call to Order: Mr. Etheridge called the meeting to order at 5:00 p.m. in City Hall Room 224 and via Zoom.

B. Roll Call: James Becker, Paul Grant, Matthew Leither, Debbie Hart, Mark Ridgway, Annette Smith and Don Etheridge.

Absent: David Larkin

Also in Attendance: Carl Uchtyl – Port Director, Teena Larson – Administrative Officer, Jeremy Norbryhn – Deputy Harbormaster, Sherri Layne – Assistant Municipal Attorney,

C. Port Director Request for Agenda Changes

Mr. Uchtyl asked to add a Special Order of Business after the approval of the meeting minutes. He will also share an information item regarding the Seadrome property during Member Reports.

MOTION By MS. HART: TO APPROVE THE AGENDA AS AMENDED BY MR. UCHTYL AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

D. Public Participation on Non-Agenda Items – None

E. Approval of February 23rd, 2023 Board Minutes

1. Hearing no objections the February 23rd, 2023 Board minutes were approved as presented.

Special Order of Business – Jeremy Norbryhn Employee of the Quarter for January through March 2023.

Mr. Uchtyl read a document acknowledging Mr. Norbryhn's accomplishments recognizing him as Docks & Harbors Employee of the Quarter.

F. Consent Agenda

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

2. Hansen-Gress Property Appraisal and Non-Code Ordinance

RECOMMENDATION: TO ACCEPT THE HANSEN-GRESS PROPERTY APPRAISAL AS PRESENTED.

3. CY2022 Urban Alaska Consumer Price Index (CPI) Adjustment.

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RECOMMENDATION: TO ACCEPT THE CY2022 8.1% CONSUMER PRICE INCREASE FOR ALL APPLICABLE FEES.

MOTION By MS. HART: TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

G. Unfinished Business – None

H. New Business

4. Docks & Harbors Use Area – Auke Bay Loading Facility (ABLF)

Mr. Uchytel said on page ninety in the packet is a request from a business to pressure wash their fleet of vessels at the ABLF. Mr. Uchytel received two memos, one from Karl's Auto Marine regarding the issues at hand and one from Gastineau Guiding with a mitigation plan for the pressure washing if the Board elects to allow that activity. Docks & Harbors (D&H) received a Certificate of No Exposure from the Alaska Department of Environmental Conservation (DEC) to allow routine maintenance and oil changes. However, DEC was not willing to provide a Certificate of No Exposure for the pressure washing. Gastineau Guiding contracted with an environmental consultant and provided a report included in the packet. Mr. Uchytel said how he reads the report is that their mitigation plan would be a closed system collection device that would collect all the material and that material would be taken off site for disposal. This differs from what the Harbormaster was briefed in January.

Board Questions

Mr. Ridgway asked about Karl's Auto Marine lease and if we were able to compete and have the same type of services done on our section. He also asked if we make this exception for Gastineau Guiding, would we need to make it for everyone? Mr. Ridgway asked staff if additional companies had been in contact asking to use the ABLF for similar purposes. He asked about the income received for this type of use at the ABLF.

Ms. Layne from CBJ Law said there is nothing precluding D&H from allowing similar services at the ABLF. She spoke about the liability concerns with allowing Gastineau Guiding to use the facility for maintenance and pressure washing. She said D&H should require they get the proper permitting from DEC before using the ABLF. Ms. Layne said D&H could run into issues giving one company exclusive rights and not others.

Mr. Uchytel said we have two charter companies that typically use the ABLF for oil changes, Juneau Tours and Gastineau Guiding. He thinks this maintenance has been going on at the ABLF for seven plus years. Mr. Uchytel said D&H collected less than \$2K in fees associated with maintenance at the ABLF last year. As a public facility, D&H tries to accommodate all requests for use. The question before the Board tonight is no longer can we allow this activity, but should we allow this to continue on D&H property? We are listed as additional insured on all of their insurance policies. We receive \$36k a year from Karl's Auto and Marine's lease.

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Mr. Norbryhn said there was an email from a third company that was told back in 2019 they could not power wash their vessels and now wants to know if they can after reading past Board minutes.

Ms. Hart asked if our current staff numbers would allow for more and more use of the ABLF for maintenance and power washing.

Mr. Norbryhn explained how the ABLF is currently being used and the different types of activity that is normal. He expressed how the ABLF can be quite congested at times and occasionally staff needs to help with the flow. He feels most of the users get along well and make it work.

Mr. Becker asked about the storage at the facility, i.e. fuel tanks. He feels as Juneau grows, the limited space at the ABLF will be inadequate. He is uncomfortable approving this type of use at the ABLF.

Mr. Norbryhn said the ABLF has limited space and the different companies sometimes have a hard time turning their trailers around. He is currently working with a freight moving company, using the ABLF for storage, to downsize his foot print to create more space. Only empty fuel tanks are allowed to be stored as long as the drains are locked. He said he directed staff to paint lines for the different use areas.

Mr. Grant wanted to know if staff would need to be on site to keep track of the use and confirm the flimsy plastic guard is being used properly during power washing and oil changes. He has concerns about liability if there was a spill. Karl's Auto and Marine already has proper draining and is set up much better for this type of use.

Ms. Layne has the same concerns as Mr. Grant. She would like paperwork from the companies absolving D & H of liability.

Mr. Etheridge is concerned about other companies or private vessel owners requesting to use the ABLF for maintenance.

Mr. Uchtyl commented that Gastineau Guiding's consultant indicated in the provided report that DEC does not require a permit for the pressure washing activity which is different from what DEC told D&H. Each company would need to have a containment device, a commercial launch ramp permit, a reservation with the Harbor, and pay the work zone fee. Mr. Uchtyl pointed out currently all boat owners can change their oil in the Harbors with no permit.

Mr. Ridgway asked if there has been discussion on some of the requested work be provided by Karl's Marine for Gastineau Guiding and the other requested work be accomplished on our space?

Mr. Uchtyl said he has not heard that discussion and we are not involved in the private business to private business operations.

Mr. Grant asked if we do nothing by way of a motion, does the proposal die at that point?

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Mr. Uchytel said he is looking for direction from the Board for this policy question. His understanding from the Harbormaster is that pressure washing hulls at the ABLF without a permit is not allowed. That was the question to DEC in January.

Ms. Hart commented that currently D&H does not have a policy for the ABLF work zone and the question is really how to mitigate liability and mitigate congestion at the ABLF. What can be created in a policy to help address those two items?

Ms. Layne provided next step suggestions, make a motion to provide direction to Mr. Uchytel to see if there is or develop a policy for the ABLF work zone area, and bring that information back to the Board. The Board could ask for more information and this could be continued at a future meeting. These are good options to continue moving this forward.

Public Comment – (time limited to five minutes per person)

Mariann Cummings – Juneau, Alaska

Ms. Cummings commented that to be able to use the ABLF work zone area, you need to have a Commercial Launch Permit and she wanted to know how many were issued in 2022 and is this the potential number of companies that could use the ABLF work zone for maintenance and power washing? She asked if the lease with Karl's Auto and Marine had implied he would be the only one in the area doing boat maintenance or power washing. She is concerned the number of people that would get a Commercial Launch Permit would also want to do power washing and maintenance going forward. She has experienced being third or fourth in line to haul-out and it can definitely take a while. She is concerned about long lines and usage.

Mr. Uchytel said there are twelve to fifteen Commercial Launch Permits issued. Most of these are companies like Karl's Auto and Marine that will haul-out multiple different vessels.

Robert Reges – Anchorage, Alaska

Mr. Reges said he is an attorney representing Juneau Tours and is also helping Gastineau Guiding on this topic. He said he specializes in environmental law. There is either an individual permit needed for power washing a hull, or the power washing entity can capture, contain it, and moves it offsite. He said APDES stands for Alaska Pollutant Discharge Elimination System which is a permitting system that the State of Alaska took over in the last decade from the Federal Government which was created by the Clean Water Act in 1972. This is not the Multi-Sector General Permit (MSGP) that he believes Karl's Auto and Marine has now. The Multisector General Permit is not the correct permit for power washing. Karl's or the tour operators need to get an APDES permit to power wash legally. There would be no need for a permit unless there is a discharge of a pollutant, i.e. barnacles, seaweed or marine growth. If the discharge is captured and removed from the site, there would be no discharge to the waters of the United States and so there would not be a need for a permit. One way to decide who can use this space is if

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the requesting company to pressure wash is capturing their discharge or the requesting company has an ADPEC permit and is compliant. Gastineau Guiding's proposal today is to capture the discharge and do this without needing any permit.

Kenneth Dimarzio – Juneau, Alaska

Mr. Dimarzio is speaking on behalf of Juneau Tours. He does not think there has been any complaints of congestion at the ABLF and they use the facility daily. The only requirement is speaking to the D&H office and scheduling a time. If the office staff tells them it is busy, they switch to a different day to perform the maintenance. He feels Mariann has seen congestion because Karl's Auto and Marine does not contact staff or use their calendar. He has the largest truck and trailer in town which is about 100' and has never had an issue moving around at the ABLF. This discussion was not started due to complaints or city outcry, it was Karl's Auto and Marine that started this issue.

Karl Leis – Juneau, Alaska

Mr. Leis said he had extensive conversations with Mr. Creswell and Mr. Uchytel and they told Mr. Leis when he took over the boatyard that all the ABLF was just a loading facility and maintenance and power washing would be done by him at his leased boatyard. He made a large investment from that knowledge. This loading facility has now turned into a maintenance facility. He has a double filtration catch system and is then sent through the wastewater sewer system. The DEC knows about this system and knows which permit he has. Mr. Leis is doing everything possible to abide by all rules.

Dawn Wolfe – Juneau, Alaska

Ms. Wolfe is speaking on behalf of Gastineau Guiding. She feels the discussion about a flood of business to come to the ABLF is a little silly. Gastineau Guiding has been using the ABLF for this purpose for more than seven years now. They are just realizing they need a catch system and they always indemnify the City and Borough of Juneau (CBJ) on land and water with their policies. She said they are only in the ABLF for potentially two hours at a time depending on what maintenance is being performed. Her main concern is convenience and being able to perform maintenance at a moment's notice. Gastineau Guiding only has five months to make all of their revenue for the year. We will not know about an opening in our schedule until the night before. Gastineau Guiding's tours are sold on the ship. She is asking D&H consideration to continue to operate, with the exception of adding the containment system. Last year Gastineau Guiding was billed thirty times for using the ABLF for haul-out. She believes that was wrong and she met with Mr. Uchytel and Ms. Larson to let them know she will use the ABLF 80 to 100 times in 2023. She would like to continue to operate as in the past and feels Gastineau Guiding is a good operator.

Serene Hutchinson – Juneau, Alaska

Ms. Hutchinson is the General Manager of Juneau Tours. She wanted to comment that she does not think there will be a mad rush for companies to do their own service. There are very few companies that have nine or ten vessels and can afford the expense of having their own maintenance staff. Juneau Tours spends \$300K annually on staff

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payroll to maintain their vessels. Their business model is having their own maintenance staff because no one else can take care of their vessels like they can. They cannot afford a vessel to be down for even a day during the season. We do not want to be knocking on some mechanic's door in the middle of the night.

Robbie Janes – Juneau, Alaska

Mr. Janes spoke on behalf of Gastineau Guiding. He thanked the Board for having patience while they looked into all of this. He explained the process of hiring the environmental consultant and coming up with their plan for containment. The containment device is a heavy-duty piece of equipment that weighs two hundred and fifty pounds. It can be rolled out to the length of their vessels and is a five to ten minute set up. If they order it now it can be here in Juneau before the first oil change is needed. He is not concerned about the containment device failing because the ABLF is paved. Gastineau Guiding works very well with the other users of the ABLF and he wants to be compliant with the DEC and D&H to be able to keep doing what they have been doing.

Shelly Leis – Juneau, Alaska

Ms. Leis expressed concerns with the size of the containment device and congestion. She also would like to know how they will remove the water and pollutants from the device. She is concerned about the length of time the device will be staged at the ABLF. Ms. Leis said she has run into problems when big boats are trying to get out of the water.

Bob Janes – Juneau, Alaska

Mr. Janes said he rents a piece of land from D&H where they keep a forty-four foot trailer plus the truck of thirty foot. They have been paying for this rented space for seven years now. He is worried about the ability to get his boats serviced quickly at a moment's notice. They have cruise ships that show up late, or weather that keeps their vessels from providing tours. When these last minute things come up they try to service as many vessels as possible. The ABLF is a busy facility, it brings revenue and hopefully a bigger busy facility in the future. We are happy to pay higher user fees for the convenience. If you want to slow down overuse, set a criteria for commercial use and maintenance. Establish a requirement for pads, proper disposal, pump outs, permits, and permission for a leased space for this activity.

Jake Hotch – Juneau, Alaska

Mr. Hotch is speaking on behalf of Gastineau Guiding. He said regarding congestion, the companies are good to talk to each other, the Deputy Harbormaster and the Statter Office and provide an update on when the activity is needed to happen. If the area is extra busy, we can switch the day if needed. It has not been so congested that people are not able to move around and he cannot remember any problems in the past. Regarding the containment system, this will catch all the water and go into a big container that can be dumped at a disposal area by Skate Park that they did receive permission for that disposal. The cleanup is not anticipated to take very long because they are on a very tight schedule.

Mr. Leis asked if he gets to pressure wash at that location as well?

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Board Discussion/Action

Mr. Ridgway commented that one thing brought up tonight is worrisome. Is there a legal or ethical reason to stop this activity right not? Hearing from CBJ Law, he does not believe so. Hearing from the Boatyard Lease holder, he indicated that he believed he was promised he would have all the boat maintenance business and this needs to be addressed.

Mr. Becker said he agrees with Mr. Ridgway.

Mr. Grant commented he has too many questions to move this forward. There is conflicting evidence about conflicting uses. Whether there are times of the week or day it is harder to use this property. He has concerns about the system that Gastineau Guiding is proposing to use that is rolled up and used from the back of a truck. That could be a long time solution for a potential liability for spill. He has concerns about other people wanting to do the same thing and why the space is taken up by one operator. One thing pointed out from public testimony was, "that if we have a busy day we reschedule". With that thought, why can't they use Karl's to schedule a time for them to do the work. The Board has discussed in length the need to have a vibrant functional boat yards, and has gone through a great deal to try to keep the downtown boat yard alive, and why we are not going through similar lengths for Karl's Auto and Marine. There is not enough information tonight to make a decision.

Mr. Leither commented that he can see both sides of the argument. He said there are conflicting opinions on whether there is space or not. He sees the containment system as being complex even if proposed to be easy. His biggest concern is we have Karl's that we charge a hefty lease for and a variety of other companies that want to use the space on the other side of the fence that is only charged minimum. Even with the good points made tonight he is not prepared to support using the launch ramp side for smaller maintenance. In prior meetings, other options were discussed that a boat owner can load there vessel on a trailer and take it offsite for maintenance or schedule an appointment with Karl's to have it done at the boat yard.

Mr. Ridgway said with the comments made tonight and the comments from the lawyer in Anchorage indicated the MSGP does not cover the discharge into the sewer, he would go back to legal and move this to a policy decision. Regarding the fair and ethical question, with this going on for the last seven years, this could be that there was miscommunication when Karl's Auto and Marine took over the lease. Boat Yards are very important to Docks & Harbors for the services to our patrons. He would like to give staff guidance on what is needed to move this forward. One question is if this activity has been going on for seven years, is it going to hurt Karl's business now? We do not want to do that. Another question is do we want to continue to offer the space to do minor maintenance? There needs to be a policy to be able to move this forward and what direction does staff need from the Board for a policy?

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Mr. Leither asked if we let this work be done, how do we stop someone in the future that does this type of work as a business from doing it at this space?

Ms. Hart agreed to provide direction to staff to be able to move this forward. She suggested to have Karl's also use the calendar to schedule when boats will be hauled out. Karl's boat yard has a lot of value and Docks & Harbors Board wants to show we support that business. Tonight she heard some of the challenges at the ABLF but does not have enough information to come up with a decision right now. DEC will need to weigh in on the actual requirement for the pressure washing and minor maintenance. She would also like a better understanding of what the current activity is at the ABLF. What are the current leases at the ABLF? How will that filter into a broader policy on uses. With the name being the Auke Bay Loading Facility do we just want it to be a loading facility or support some additional services? Giving an entity an exclusive use of an area is unsettling for her. Excluding an entity from doing something minor and easy to do maintenance would be bad to add an additional expense on those companies when it is something they have the staffing and they can do in house. She is sure Karl's would not be wanting to do that and providing Karl's that kind of exclusivity is not fair. She would like a policy to take those things into consideration. What allowable uses can happen on the D & H non-leased space at the ABLF? She would like Board input and bring back to the next Operations/Planning meeting to act on.

Mr. Ridgway pointed out that this has been going on for seven years. He said with thinking terms of environmental liability, any 35' vessel in our Harbor is potentially greater liability than pressure washing is. He does not want to make this exclusive for Gastineau Guiding but all boats. He would like to look at a balance between the two. This is not an unsolvable issue.

Ms. Layne commented that the exclusive use idea has to be approved by the Assembly. She is unsure if that was in this lease and she would like to review this lease further before any decisions are made.

Mr. Ridgway asked to see page 93 and asked staff to show where the proposed use area is. Mr. Norbryhn talked about the different uses and spaces used at the ABLF.

Mr. Ridgway asked why D&H has a commercial use launch permits.

Mr. Uchytel said because it is businesses making money off launching vessels. Having a commercial launch ramp is not just exclusive to ABLF. It is a business that hauls out boats and they can use any launch ramp.

Mr. Ridgway asked if at the rest of the ramps it is common to see maintenance being performed?

Mr. Norbryhn said he does not allow that and tells them to take it off CBJ property.

Mr. Ridgway suggested to have members write down questions for staff and send to Mr. Uchytel. He said he is in favor of utilizing our property. He wanted to know what it will

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look like if we have an agreement to allow this activity on this property. He is not going to say yes or no to a DEC permit. He would like to have a D & H letterhead plan that states how this would be required with specifics with what we charge, and constraints on use. The need is out there and he wants staff to move forward to develop a use plan.

Mr. Leither asked what is D & H obligation to Karl's Auto and Marine, and what was Karl's understanding of the lease? Even if legal says we can do this, the question is whether we should do this. This is important to know before anything else. If it is not the right thing to do he will not support this.

Mr. Ridgway said he wants to look into if something was in writing that all boat work would come to the boat yard. He wanted to ask staff to figure that out.

Mr. Uchytel said he does not recall having a discussion with Mr. Leis telling him we will stop all operations that have been going on for the last five years. He might have said that the boatyard would continue to operate the same as Harri's Commercial Marine operated. Mr. Duvernay never said that there was an issue with the current activity. Since 2019, Mr. Uchytel has not hear anything until now that there was an issue with the pressure washing and oil changes currently going on.

Ms. Larson commented that the first term of Karl's Auto and Marine lease is ten years which expires April 2028 and has a maximum of twenty years.

Ms. Hart asked if there needs to be a formal motion to move forward. She understands that a policy sometimes takes a while and the season is fast approaching. Is there an one season, temporary policy that could be put in place until the permanent one was completed?

Mr. Etheridge said no need for a formal motion.

Mr. Ridgway said he would not want a temporary policy. He would like staff to come up with a use area guidance to allow a specific activity.

MOTION By MR. RIDGWAY: TO DIRECT STAFF TO DEVELOP A BRIEF ON WHAT A USE PLAN FOR ALLOWING THE ACTIVITIES THAT HAVE GONE ON IN THE PAST TO CONTINUE AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

I. Items for Information/Discussion – None

J. Staff and Member Reports

1. Operations Committee Meeting Report

Mr. Ridgway reported the committee met last week and the items were brought to the full Board.

2. Assembly Lands Committee Liaison Report - None

3. South Douglas/West Juneau Liaison Report – None

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4. Member Reports – Mr. Ridgway commented that the CG is going to have a buoy tender in town in April and asked if any Board member would like a tour of that vessel.

K. Port Engineer's Report

Mr. Sill reported –

- The Marine Park Deckover – This project is nearing completion. The contractor poured concrete earlier this week, the rails will be up early next week, and then onto landscaping. The project will be open to the public in early April.
- The Restroom and Covered Shelter at Statter – Dawson Construction is our contractor and they have had some delays with the cold weather and difficulty with getting the utilities in the ground. Staff anticipates the slab to be poured early next week and then the building will go up quickly. As the tour season begins, staff has a plan to allow people access around the construction site.
- Aurora Harbor Phase III – This project is the north end of the Harbor. The bid opening is on April 12th. He is trying to get an idea on what our bids might be so he is looking at a bid result from a current marine project in Southeast Alaska that has just closed. He said the bid looks high, but he will do some further review.
- Aurora Harbor Phase IV – This project will be the completion of the Harbor, which is the reinstallation of the gangway at the Norway point end, more work on the approach dock, reconnection of the head walk all the way through, and reconnection of the water. Our goal is to build the Harbor to be able to get rid of our waitlist. Staff plans to put some boards up to solicit public comment at the outreach meetings.

Mr. Grant asked why staff believes building the harbor from the waitlist is the correct way to proceed?

Mr. Sill said that is the demand at the moment.

Mr. Grant said it may be, that a larger vessel that is harder to trailer, would put their vessel on the waitlist, but the smaller vessels that are able to be pulled out of the water easily, probably do not sign up for the waitlist. Why is the waitlist being used as the measure to build the stalls?

Mr. Sill said he understands Mr. Grant that there may be an unmet need by working off the waitlist, but this is what staff has and is the unmet need that staff is aware of.

Mr. Etheridge commented that working from the waitlist was a direction from the Board.

Mr. Becker said he also contributed comments from the boaters that they wanted slips for the larger vessels.

Mr. Sill said staff has learned if boaters can take their boat out of the water easily, than people are doing that. We have had smaller stalls in the past and they were underutilized. Staff is trying to build to the current need.

Mr. Becker commented that the other request was for a gated area on the North end of Aurora for better security.

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Mr. Sill said at the Operations meeting there was discussion on installing a gate at Harris Harbor. Aurora Harbor has four different access points and will be more difficult and expensive to secure, but this could be done. The plan is to start at Harris and see how that works. If we receive good feedback, we can expand.

Mr. Ridgway commented that years ago there was discussion on having a gated finger and charging higher for that location. This is a brand new Harbor and he believe people would pay more for the additional security.

Mr. Sill said nothing planned will preclude staff from being able to install gates on fingers in the future. In this \$4M dollar project, we have not gotten down to the \$30K or \$40K level of detail yet.

L. Harbormaster's Report –

Mr. Norbryhn reported

- The first cruise ship will be here in just over two weeks. Staff is working hard to get ready.
- Hiring is going well but there are still a couple admin position, harbor officer positions, and part time limited positions open. They all close next week.
- The regular seasonal staff starts April 3rd and we plan to hit the ground running.
- Staff is work on getting the water turned back on and fixing broken pipes that broke over the winter.

M. Port Director's Report –

Mr. Uchytel reported –

- The Port Engineer and Harbormaster met with SECON who is requesting an area in the Douglas Harbor parking lot for a lay down area. The ask is for 15 months and staff believes it is possible to accommodate their ask. There will be a MOA executed to allow them to use a corner of the parking area and in return Harbors will get rap put down and a trench that will allow us to put a light in at the end of Douglas Harbor.
- On April 11th Mr. Uchytel will go to the Planning Commission due to failing to secure a new flood zone exemption for Statter Harbor phase IIIC. The exemption held previously expired in 2020.
- Based on last week's discussion about the Goldbelt property, he showed slides and described the Board's suggestions to date on this topic. He said originally, the thought was to make an even trade so both property owners had useable property and no money exchanged hands. The Board requested to go back and provide a change in the areas being swapped. That was brought back to the Board and there was more changes wanted from that layout. Mr. Uchytel said there is not a lot of property at this location. Our side of the property would have been more valuable had we been able to get the NOAA dock. Maybe in the future there may be a chance to make a deal with the Coast Guard but absent that property, our portion of the land at this location is not very useable.

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Mr. Becker suggested to have a meeting where just this property is discussed to come up with ideas on what we could do with our portion. If there is nothing, maybe we should sell all of it to Goldbelt.

Mr. Grant would not want to give up the waterfront property and he wanted to go back to the split with the 20' piece at the entrance to the property.

Mr. Bryson commented with this being tidelands, wouldn't this require final approval from the Assembly.

Mr. Uchytel said yes, this would require Assembly approval.

More discussion continued on the requirement for the green space by the road and the ability to use the Docks & Harbors portion of the area.

Mr. Ridgway commented that his thought is to maximize potential future use of this area.

Mr. Bryson commented that his understanding is the request has been made by the Coast Guard to obtain the NOAA property for the icebreaker that has been put into the President's Budget. There are a lot of moving pieces around this land being discussed. He said the Board could spend a lot of time devising the lines and the Assembly could go through and change those lines in one meeting. He recommended to just decide if this is a trade the Board wants to do but not to focus as much into the details because the Assembly could likely change it all.

Ms. Smith asked if the boats parked on the side of the road by the Douglas Harbor is in our jurisdiction?

Mr. Uchytel said no, that is a JPD issue.

N. Assembly Liaison Report –

Mr. Bryson reported -

- He did a town hall meeting for the North Douglas Crossing and met with different North Douglas Committee groups.
- Regarding the trash topic, he is having a work session next Thursday and bringing in the carrier and post collections trying to get a solid plan on how to move Juneau's trash situation forward.
- He talked on problem corner about locking the Harbors, after explaining this would be operated with a fob system, there was not a lot of push back from the public.

O. Board Administrative Matters

- a. Public Outreach Meeting – 6pm Tuesday, April 4th @ Mendenhall Library
- b. Special Board Meeting – Noon Friday, April 14th, 2023
- c. Public Outreach Meeting – 6pm Tuesday, April 18th @ Yacht Club
- d. Operations/Planning Committee Meeting – 5pm Wednesday April 19th, 2023
- e. Board Meeting – 5pm Thursday April 27th, 2023

P. Adjournment – The meeting adjourned at 7:33pm