

DOCKS AND HARBORS OPERATIONS/PLANNING COMMITTEE AGENDA

November 09, 2022 at 5:15 PM

City Hall Conf. Room 224/Zoom Webinar

<https://juneau.zoom.us> or 1-253-215-8782 Meeting ID: 876 3501 1312 Passcode: 939323

- A. **CALL TO ORDER:** (Immediately following the Special Board Meeting in CBJ Room 224 and via Zoom)
- B. **ROLL CALL:** (James Becker, Lacey Derr, Don Etheridge, Paul Grant, Debbie Hart, David Larkin, Matthew Leither, Annette Smith, and Mark Ridgway)
- C. **PORT DIRECTOR REQUESTS FOR AGENDA CHANGES**
MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.
- D. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** (not to exceed five minutes per person, or twenty minutes total time)
- E. **APPROVAL OF MINUTES**

1. October 19th, 2022 Meeting Minutes

F. **CONSENT AGENDA - None**

G. **UNFINISHED BUSINESS**

2. Legislative Priority List

Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RECOMMEND THE BOARD APPROVE THE PRIORITY LIST AS PRESENTED.

H. **NEW BUSINESS**

3. Assembly Authority for Negotiated Land Sale

Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RECOMMEND THE ASSEMBLY AUTHORIZE DIRECT NEGOTIATIONS WITH GOLDBELT IN ACCORDANCE WITH 53.09.260 FOR A POTENTIAL LAND EXCHANGE AT THE SEADROME PROPERTY.

I. **ITEMS FOR INFORMATION/DISCUSSION**

4. Auke Bay Speed Restrictions Request update

Presentation by the Harbormaster

Committee Discussion/Public Comment

5. Board Retreat

Presentation by Board Vice-Chair Derr

Committee Discussion/Public Comment

6. National Register of Historic Places - Aurora/Harris(not eligible)

Presentation by the Port Director

Committee Discussion/Public Comment

7. CBJ Budget Process Calendar

Presentation by the Port Director

Committee Discussion/Public Comment

8. Waterfront Project Manager Coordination needs with Private and Federal Partners.

Presentation by the Operations/Planning Chair and Port Director

Committee Discussion/Public Comment

J. STAFF AND MEMBER REPORTS

K. HARBORMASTER'S REPORT

L. BOARD ADMINISTRATIVE MATTERS:

The next Operations/Planning meeting is Wednesday December 21st, 2022 @ 5:00pm

M. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES

For Wednesday, October 19th, 2022
 CBJ Room 224 and Via Zoom Meeting

A. Call to Order: Mr. Ridgway called the meeting to order at 5:00 pm in CBJ Room 224 and via Zoom.

B. Roll Call : The following members attended in person or via zoom - James Becker, Lacey Derr, Don Etheridge, Paul Grant, Matthew Leither (arrived at 5:46pm), Debbie Hart and Mark Ridgway).

Absent: David Larkin, and Annette Smith

Also in attendance: Matthew Creswell – Harbormaster, Matthew Sill – Deputy Port Engineer, Kevin Dugan – Port Operations Supervisor, and Teena Larson – Administrative Officer.

C. Port Director requests for Agenda changes – Mr. Creswell had no changes

D. Public Participation on Non-Agenda Items - None

E. Approval of Minutes

1. September 21st, 2022 minutes - Hearing no objection, the September 21st, 2022 minutes were approved as presented.

F. Unfinished Business

2. Harbor Rate Study

Mr. Creswell said in the packet starting on page 14 is the memo from Mr. Uchytel summarizing the rate study process with timeline, intended purpose of the study, and tasks. The main take away from the information about the tasks is to meet the contractual obligation from HDR, they are to provide a power point presentation to the Board with the results of the rate study. The actual rate study starts on page 19. There are lots of good points laid out in the rate study. A good point is that the Harbor rates are a small component to boat ownership and the maritime business in Juneau, and our patrons would not be as sensitive to rate increases. Another part of the study shows a replacement reserve analysis table on page 32 of the packet. The way this is broken out is the second column is potential funding and the last column is our net expenditures should we receive all the funding that could be coming our way for that project. The rate increase recommended from this study is a nine percent rate increase based on if all the funding in the second column is received. Really the nine percent is the low end of the number for the replacement reserves to be able to recapitalize what we have. The ask of the Committee for tonight is to make a recommendation to accept and forward to the full Board for approval, or not to.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Committee Questions

Mr. Grant asked if staff has identified any weaknesses in the study that should be addressed? Is the study useful for what staff needs are?

Mr. Creswell said staff believes the study is adequate to address the questions we have.

Mr. Ridgway commented that Mr. Uchytel's memo was very helpful. He asked if staff believes we can use the HDR study as a foundation for establishing rates?

Mr. Creswell said the HDR study is a good starting point and provides documentation and research that shows we can raise rates without negatively impacting our customers too much and it also shows we need to raise rates to replace our aging infrastructure.

Mr. Etheridge commented that this does meet the contractual obligation with HDR and this can be used to look at the numbers we need to look at to raise rates.

Mr. Ridgway commented, pending submission and the acceptance of the presentation, the study meets the contractual requirements.

Mr. Grant asked how do we use the study to balance between how much of that nine percent do we want to do given what our other funding is for infrastructure. He sees the nine percent as being the long term way to build up balances and is this something we should get into tonight.

Mr. Ridgway said tonight is really asking the question if we want to accept the study and the question for the full Board would be what do we want to do with this study? We do not have a Finance Committee at this time set up so it is up to all the members to read the rate study and decide what we want for a fund balance and make other decisions from the information provided by HDR.

Mr. Grant asked staff if they believe the study is sufficient to make decisions for down the road?

Mr. Creswell said staff does. This is a good starting point with data to go back on. He recommended to not get too hung up on the projected nine percent increase because it could be more or less than nine percent. That will be a decision for the Board.

Mr. Tony Homan, HDR Representative

Mr. Homan said this was a standard exercise and this could change due to more or less grant funding or if the estimates change. The nine percent is not a hard fast number but based on the estimates. The study shows Docks & Harbors needs to raise funds.

Public Comment – None

Committee Discussion/Action

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Ms. Derr commented that this is a decent proposal based on the amount of money paid for it. This gives us the basic points we were looking for. When we started this project, we did not know if we needed to raise rates or how much. The study tells us we do need to raise rates and provides an estimated amount of how much. It is our job now to move forward with these tools and move forward with what we have. This is a good base point to say we have to raise rates and this is why. She approves moving this forward.

MOTION By MR. ETHERIDGE: RECOMMEND MOVE FORWARD THE RATE STUDY TO THE FULL BOARD FOR CONTRACTUAL ACCEPTANCE PENDING RECEIPT OF THE PRESENTATION TO THE FULL BOARD AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

3. CBJ Legislative Priorities List

Mr. Creswell said in the packet on page 36 is the CBJ Priority list. We are at that time of year again where the Assembly asks Docks & Harbors Board for input. The time line is on page 36. We need to have a list completed by December 1st. He is asking the Board how they would like to move forward with a list priority. He can bring it to the next Operations meeting on November 9th to finalize this list and advance to the full Board. Several of the items in the packet were on the list last year but there are four new ones, the new Aurora Harbor Office Building, Douglas Harbor Uplands Improvements, Juneau Fisherman's Terminal, and Marine Services Yard.

Committee Questions

Mr. Ridgway asked how does our priority list provided to staff interact with the priority list on page 37 of the packet. Is that list set by the Assembly?

Mr. Creswell said that is correct.

Mr. Derr asked if the Juneau Fisheries Terminal is a viable project with the concern of getting the property? It would have been high on her priority list but because of the uncertainty of getting the property should it not even be on the list at all?

Mr. Creswell said we need to treat it as if we will have the property.

Mr. Grant asked, with the thought the Assembly sets the priority, does the Board need to tell the Assembly what their priority is?

Mr. Creswell said we rank our projects and they add our ranking to their ranking.

Mr. Etheridge commented that the Board members need to sit down as individuals and decide their priority list and then bring it back before the full Board next week and we could discuss as a group at that time.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Mr. Ridgway requested the priority list be sent out in a doodle poll for ranking.

Public Comment –

Mr. Mike Reiderer, Juneau, AK

He said he wanted to emphasize the new Statter Harbor Breakwater project. He would like the growth of Auke Bay taken into consideration. He is unsure if the plan is to replace the current breakwater or add new floats.

Committee Discussion/Action

Mr. Ridgway asked staff to provide the Committee members with the summary sheet in a doodle poll and rank.

Ms. Derr said last year, staff sent out an excel sheet to all the members to rank and send back. Staff then put all input in another excel that averaged the ranking out.

Ms. Hart asked if staff has their ranking recommendations?

Mr. Etheridge commented we included staff rankings last year.

MOTION: No Motion

G. New Business

4. AELP Grant Agreement – Load Tap Changer Transformer @ Franklin Dock

Mr. Sill said we are currently working on a MOA with AELP to change the load tap transformer. In order to serve power for multiple cruise ships, the Franklin Dock needs to be upgraded. AELP requested passenger fee money back in December of 2021 and the Assembly put that money into the budget this year. Docks and Harbors will be doing an MOA with AELP that will allow them to go forward and purchase the load tap transformer. The next step is to get a formal agreement with the Assembly that will pay for the load tap changer transformer.

Committee Questions

Mr. Grant asked what is a load tap changer transformer?

Mr. Sill said the way it works is when a cruise ship plugs into our AELP power network, AELP tweaks the power parameters for the entire City to sync them up with the cruise ship. When we have more than one ship, AELP is unable to tweak the whole city to match multiple ships. The load tap transformer allows AELP to tweak the settings at the transformer and the City power will not need to be adjusted to accommodate the cruise ship. This is a more advanced transformer than what was installed 20 years ago.

Public Comment

Mr. Kirby Day, Juneau, AK

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Mr. Day said the current transformer is fine, but AELP needs to manually sync up the power loads. We can go forward with the current transformer but in order for another ship ever to be able to connect at another dock, the transformer has to be changed. That is why the Assembly approved the use of passenger fee money. The CBJ docks will need a similar transformer to be able to connect. He encourages to have this move forward.

Committee Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY APPROVE AN AELP GRANT AGREEMENT FOR PURCHASE AND INSTALLATION OF A LOAD TAP CHANGER TRANSFORMER FOR THE FRANKLIN DOCK SUBSTATION AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

5. Resolution in Support of Full Funding for the FY24 ADOT Harbor Facility Grant
Mr. Creswell said on page 52 and 53 in the packet is a request that comes every year from Alaska Association of Harbormasters and Port Administrators. This Resolution is in support of full funding for the State of Alaska Municipal Harbor Facility Grant program in the FY 2024 State Capital Budget. This is really our only source of funding for Harbor improvements. Staff is trying very hard to get our harbor funds expended for Aurora Harbor Phase III right now so we can be complete with that project and go live next year and apply for another harbor matching grant for continued construction to get, or near finishing, our Aurora Harbor. This will be forwarded to the Assembly for final approval.

Committee Questions - None

Public Comment - None

Committee Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT A RESOLUTION IN SUPPORT OF FULL FUNDING FOR THE FY24 ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES – HARBOR FACILITY GRANT PROGRAM AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

H. Items for Information/Discussion

6. Auke Bay Speed Restriction - Proposal

Mr. Creswell said in the packet on page 54 is an email from Mr. Mike Reiderer and on 55 of the packet is a diagram of Auke Bay showing the 20 mph speed limit zone request. He said Mr. Reiderer is petitioning the Board for an increased speed zone area in Auke Bay to a 20 mph speed restriction. The email states that over the years there has been an

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

increase in Auke Bay traffic and it is the busiest waterway in Juneau. Mr. Reiderer proposes implementing a 20 mph speed restriction running from the Coughlan Cut to Dock Street. This area is State waters and not controlled by Docks & Harbors. Mr. Creswell said Docks & Harbors could be involved with the process but we do not have jurisdiction to approve the speed restriction request.

Mr. Mike Reiderer, Juneau, AK

Mr. Reiderer said he realizes this is extreme but for the waters that CBJ controls they could increase the no wake zone around the Harbor. He would like to work with the State to have a recommended no-wake zone in Auke Bay because being in Auke Bay in the summer there are several different user group boats that park in the no-wake zone. This was brought up before in 2012 and 2015 and maybe other times. The TBMP has worked with the City before on guidelines but he does not believe that is working to reach goals of multiple users in the area. Even on a really calm day it seems like there are three foot seas just in Auke Bay. He suggested in a future master plan to tie in a larger breakwater where there could be more spaces. He believes there could be a better solution with the whale watching boats coming so fast and close to the harbor.

Committee Discussion

Mr. Creswell cautioned with talking about any speed restrictions within Auke Bay. He said when you start reducing boat speed to 20 mph from 30 mph, this creates more wake. His stand point is to start slowing boats down way out but we have no authority, or slow way down to nothing as soon as the boats are in our jurisdiction.

Mr. Grant said if we are going to do anything, it should be off step 5 mph. He does not believe 20 mph is the answer. He asked where does the Harbor jurisdiction end?

Mr. Creswell said the speed buoy is roughly 1,000 feet off the breakwater. At the speed buoy it is 5 mph and as soon as you get to the breakwater it is 4 mph. The problem is with Greens Creek mine boat and other vessels not entering the Harbor and not entering that no wake zone.

Mr. Ridgway said much of this traffic is coming to our facility. Here is a member of the public raising concern. He would like Mr. Reiderer to be assisted with connecting with TBMP, the Auke Bay Steering Committee, and DNR. This may come up again and again. If Docks & Harbors has an opinion with regard to speed zones and wake outside of their jurisdiction, we should develop the opinion and make it known.

Mr. Grant asked if a modest increase to the 5mph zone would address the issue?

Mr. Reiderer said if CBJ has the jurisdiction to increase the 5mph zone, that would be the best solution for next summer.

Mr. Ridgway asked Mr. Ben Brown the CBJ attorney what CBJ authority is with regards to speed restrictions in Auke Bay?

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Mr. Brown said the definition of boat harbor and port in title 85.05.010 is what constrains the jurisdictional limits of what speed limit the Board can establish. The first prohibited acts in the Boat Harbors (Aurora, Harris, Douglas, and Statter) entrances and exits and appurtenances and improvements to is still a limited area. The Harbors is quite far from the area that the speed restriction can be extended to. There are legally some things the Board can recommend to the Assembly to do such as changing a regulation or ordinance. However, if you want to address this problem the Board needs to look at federal regulation in title 33 which governs navigation in navigable waters. That has hundreds of specific safety or security zones or regulated navigation areas across the country that is regulated by Coast Guard district. If you look at the regs, the 17th Coast Guard District is Alaska. It could be possible for Mr. Renderer to petition the Coast Guard to create a safety zone and it would be equally possible for the Docks & Harbors Board to do that in conjunction with him as well as Mr. Day with TBMP. If a federal solution is what we are looking at, try to build some consensus among the interested parties here in Juneau and then have that be the proposal made to the Coast Guard. If there is a solution under State law title 05, communicating with Senator Jesse Kiehl, Representative Hannon, and Representative Story and see if they would be willing to try a legislative fix at the State level for a solution.

Mr. Etheridge said he was involved with trying to extend the speed buoy out a few hundred yards in the past and we found that area is under the Coast Guard and DNR jurisdiction to control the speeds out there. The current marker had to be approved through Coast Guard before we were able to put the buoy where it is now. He believes the main organization to contact on this topic would be the Coast Guard.

Mr. Ridgway made known for the record Mr. Leither joined the meeting.

Mr. Brown commented that even if Docks & Harbors were able to get the Assembly to extend City jurisdiction, then Docks & Harbors would be on the hook to enforce that. It would be good to also involve the State and Federal authorities that could also share in the enforcement responsibility.

Mr. Ridgway asked staff to follow up at the next Operations meeting with an idea on how to move this forward.

Ms. Derr said this will be a big project and she does not believe Docks & Harbors has enough band width to tackle this project. She recommended if a member of the public wanted to work on a presentation for this the Board could then support that.

Mr. Ridgway said there are multiple stake holders and multiple interests. The Board needs to decide if this is a good idea, and if it is, then we have a goal. How the stakeholders are involved is a separate issue.

Mr. Etheridge commented that before we can move forward with anything we need to have multiple public hearings on this topic. This needs to start with the Coast Guard. The

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

future plans for a new breakwater is outside the existing breakwater and there will be another float added where the existing breakwater is at. That is all in the plan for the new wave attenuator at Statter Harbor.

Mr. Ridgway said he would like staff to engage with D17 Waterways to see if they would be willing to lead this and meet with multiple stakeholders to discuss adjusting the speed restriction area.

Mr. Creswell asked if he should reach out prior to the whale watching meeting next week or after.

Mr. Ridgway commented he will leave that up to Mr. Creswell.

Ms. Hart asked about setting up a collaboratively engaged wake mitigation study that maybe the Board would be supporting of and maybe other entities could help fund. Having a mitigation study that looked at all the different jurisdictions and rules that different entities might be able to play might be helpful to know.

Mr. Creswell said up until 2019, the wake study was discussed but he does not believe it went anywhere.

Mr. Day said there was previous discussion on a wake study. The funding was going to be CBJ and part passenger fees. COVID hit and this was dropped. The other thing discussed at some point was in conjunction with the 5 mph buoy was to hire a Harbor Officer to sit out there in a boat and write tickets if they had the jurisdiction to do so. That also was dropped due to COVID.

Mr. Ridgway wanted staff to bring back the results from the meeting with D17 and any other suggestions to the full Board meeting next week.

Public Comment

Mr. Dennis Watson, Juneau, AK

Mr. Watson said his opinion is the Board needs to follow the federal path, it takes a little longer but they will set it up and apply the rules. There are a lot of constraints coming into Auke Bay. Statter Harbor is a small harbor that was built for the use in the 80's and now it has grown far beyond that. He thinks the federal government will need to be involved with their regulations. To solve this problem permanently, the member of the public will need to work with the Coast Guard.

Alix Pierce, CBJ Tourism Director

Ms. Pierce said she is planning to have some dialog around whale watching operations this winter. There is a meeting planned in a couple weeks to start that dialog. There may be some operational discussion to take this out of the Coast Guard jurisdiction realm at least for whale watching and tourism related vessels.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Mr. Day, Juneau, AK

Mr. Day said this is at least worthwhile for the Board to keep the speed buoy on their list because he sees every single TBMP comment about everything and this is an issue that needs to be resolved somehow. He suggested to try this as a pilot program for one summer to see if it makes a difference. This has been discussed a lot at TBMP over the last five years. This will not be an easy process for a number of reasons.

7. Omnibus Regulations Changes with Fiscal Notes – Update

Mr. Creswell said in the packet beginning on page 56 is the omnibus regulation that has been discussed in depth. At a previous Special Board meeting we did not include the required fiscal note so we went back out to advertise with fiscal notes and there will be another Special Board meeting for public input before the Operations/Planning meeting on November 9th. There has been no substantive changes other than the inclusion of the fiscal note requirements.

Mr. Brown said there are two elements to this. The first is a fiscal note is required if there is going to be an increased appropriation and that is a somewhat subjective standard and that needs to be approved by the Finance Director. Cost estimates is the second requirement of this and CBJ Law just wanted to error on the side of caution to make sure this is being done un-argumentatively and in compliance with the regulation. There is no actual fiscal note because none of these regulation changes will require an increased appropriation. The red text documents shows that the analysis has been made and the cost estimate is more informal and prepared by staff.

Committee Discussion - None

Public Comment - None

8. Board Strategic Planning

Board Member Ms. Derr said the Board members have been briefly talking about the Board strategic retreat. Last year our retreat time focused on our financial crisis. She asked what should be discussed at this year's retreat? The Legislative priority list is going to be sent out to the Board for ranking.

Committee Discussion

Mr. Etheridge said the Board should discuss the rate increase study at the retreat and try to figure out what direction we want to go as a Board with the rate increase. Another item would be to look at our By-Laws. This could also be done at a Board meeting if there is not time at the Retreat. How much time does the Board want to put into the Retreat? There is more discussion time needed than one evening to figure out some of these issues.

Mr. Ridgway commented that the amount of time he would be willing to give is kind of based on what he will get out of it. He would like to get a good facilitation to get the Board to some decision making criteria. He would like to see a list of issues to work on.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

He suggests to hone the retreat to getting something out of it and not spreading us overly thin. He is willing to put the time in but he wants to make sure the time is productive.

Mr. Grant said early on when he was first on the Board, he and Mr. Wostmann went over the By-Laws. We did come up with recommended changes but it never made its way to the Board. The changes were to do with Zoom meeting and other changes for current times. Mr. Wostmann took the notes for the meetings and if he can get his notes he believes the By-Laws topic could be discussed at a normal Operations/Planning Meeting. He said he will contact Mr. Wostmann to obtain the meeting notes.

Mr. Etheridge said the By-Laws would just need to be updated with the newer technology which has changed dramatically from the last time they were updated.

Ms. Derr suggested to have the retreat over a couple of evenings for two to three hours per evening. The focus could be on big items, setting rates, legislative planning, and weeding through the Boards personal projects list.

Mr. Ridgway commented that he looks at this as we have a bunch of issues and then there is always a list of projects. Projects has many issues of funding, rates, and personnel. Projects is a manageable thing that we spend money on and he would like to see a broader list. He would like staff to send out a list of projects on a spreadsheet similar to how the Legislative priority list and send out prior to a meeting showing staff recommendations. The Board members can go over this individually then go over the individual suggestions in a meeting. He believes this will save the Board time by reviewing all the projects prior to a meeting. There should be two emails sent out, a list of issues to discuss, and a projects list for the next few years.

Mr. Grant suggested any discussion about the rate study we should also look at the list of projects to see how the two relate.

Mr. Ridgway wanted the project list to have a description by each project and an estimated cost.

Mr. Creswell commented that some of that information is in the rate study with a timeline.

Public Comment - None

9. Board 2023 Calendar

Ms. Larson said in the packet is the 2023 Board meeting calendar. This is brought to the Board for the Boards approval every year. The monthly Board meetings are the last Thursday of the month and the Operations/Planning meetings are the Wednesday prior to the last week of the month. The times are 5:00 pm but if the Board wanted to change the dates or times that could be changed.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Mr. Creswell added the only date required in the By-Laws is the annual meeting which is the last Thursday in July. The Board does have the authority to change dates and times as they see fit.

Committee Discussion –

Mr. Grant asked in October why there are two Thursday meetings?

Ms. Larson commented the Wednesday is Alaska day that we would have normally held the Operations/Planning meeting on so it was moved to a Thursday.

Mr. Etheridge commented that this will need to be approved at the Board level next week.

Public Comment - None

10. Working Waterfronts Framework

Mr. Creswell said this is from Senator Murkowski's office. They took the initiative to push forward this working waterfront framework. This is a draft agreement. They are requesting responses prior to December 2nd. Both Mr. Uchytel and Mr. Creswell reviewed what is in the packet starting on page 66. If any member of the Board looks through this and would like to add comment please forward to Mr. Uchytel and Mr. Creswell. A lot of the information in this plan is not directly related to Docks & Harbors except the final two items, Tourism, and Small Boat Harbors/Boat Ramps. This is just stating what we also see, that there is not a funding source for Harbor improvements. Senator Murkowski is proposing to fund the Denali Commission an extra \$5M this year to fund waterfront small boat harbor projects. The \$5M is for the whole State, but it is better than nothing.

Committee Discussion

Mr. Ridgway asked if staff has talked about the Workforce Development Maritime Trade which is something that we have given our position on.

Mr. Creswell said this was newly received and it was put in the packet for the Board's awareness and review.

Ms. Hart commented she sees other things listed in the plan that may also be related to Docks & Harbors supporting fisheries and tourism. This may be able to be used in some dialog.

Mr. Creswell said another thing to point out is in the tourism portion is that the PIDP grant allowing applicants to utilize funding for electrification projects will now be eligible to apply for a period of 10 years so we will have nine more years to apply for this grant opportunity.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

Mr. Ridgway reminded the Committee that if they have comments or suggestions to send in an email to Mr. Creswell and Mr. Uchytel.

Mr. Grant asked if there was going to be direct interaction with the delegation on this topic?

Mr. Creswell said Mr. Uchytel is involved with our federal delegation and will be heading to DC in November and is already scheduling meetings. This is well on his radar.

Public Comment - None

I. Staff & Committee Member Reports

Mr. Creswell said the icebreaker CGC HEALY, is coming to Juneau November 2nd through the 7th. In 2018 we had the Navy ship USS OKANE visit Juneau and we had a Juneau welcoming committee for that ship. Mr. Creswell said he is working to get together a welcoming committee for the CGC Healy's November visit. We want to show our support and welcome to Juneau for the Coast Guard.

J. Harbormaster Report

Mr. Creswell said he has been asked for an update on the Snowcloud camera system. He said Snowcloud provided a camera system to a patron in Douglas Harbor as a pilot program and they worked with Snowcloud so they could see how much data was needed to run that system. When they determined that, they offered a plan to our Harbor patrons with enough data to run the camera system with motion sensing. So far that customer is the only one signed up. Over the summer, Snowcloud had about 100 customers signed up throughout our Harbors for the Wi-Fi service. It is about 70 currently. He said he will re-engage with Snowcloud to push the offer back out to our customers.

Ms. Derr asked if the Harbors looked into putting in the cameras for the Harbor security through Snowcloud?

Mr. Creswell said yes, that is a project he has been working on in the last two years. This is not as easy as doing it all at once but he is getting cameras installed little by little as funds are available and availability of the contractor to install them.

Mr. Creswell said an update on Docks & Harbors staffing is that we are kind of in a rebuilding period.

- The part time limited positions worked well at the Port this summer.
- Kevin Dugan is the new Port Operations Supervisor who took Scott Hinton's position.
- We recently have had two admins resign, one was a long time admin and one resigned after a few weeks. We are currently looking to hire two year around admin positions.
- Mr. Sill is the Acting Port Engineer. The Port Engineer position closes November 15th.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, October 19th, 2022

Section E, Item 1.

K. Committee Administrative Matters

Mr. Ridgway said there will be a Special Board Meeting on Friday October 21st at 5:00 pm.

Mr. Creswell said we need to know if any Board Member will not be able to make this meeting. This is important because we open bids at 10:00 am and if the bids are favorable we will need Board approval at that Friday Special Board meeting so it can advance to the Assembly meeting on Monday.

Mr. Etheridge commented that if you are not able to attend in person to please Zoom because it will be a brief meeting. The bids will need to be approved so it can move forward to the Assembly.

Mr. Leither said he has a retreat he will be attending in Sitka and will not be able to attend unless it is absolutely necessary.

Next Operations/Planning Committee Meeting-Wednesday, November 9th, 2022

L. Adjournment – The meeting adjourned at 6:49pm

DEPARTMENT LEGISLATIVE PRIORITIES
For D&H Board Review and Ranking

Docks

Project Name	Board Priority	Rank Total	Staff Priority	Rank Total	Amount Requested	Project Notes
Shore Power at Dock Cruise Ship Docks	2	10	2	8	\$25,000,000	The project would provide the final design and construct the electrical infrastructure (substation, load tap changer transformer, feeder cables, etc.) and shore power infrastructure (submarine cables, power connection floats, cable positioning devices) at the two CBJ-owned cruise ship docks.
Small Cruise Ship Infrastructure	1	8	1	4	\$30,000,000	This project would provide the necessary improvements to construct a new 350- foot concrete float which would expand opportunities for small, American flagged cruise ship to operate more efficiently and to maximize Juneau as a turn-around port.
Total					\$55,000,000	

Harbors

Project Name		Board Priority	Rank Total	Staff Priority	Rank Total	Amount Requested	Project Notes
Aurora Harbor Rebuild - Ph IV		2	16	1 & 2	9	\$1,000,000	Request for funding to continue the reconstruction of the Aurora Harbor Facility. Past work has been divided into segments. This request would continue preliminary design and begin permitting tasks.
Auke Bay New Breakwater		1	13	1& 2	9	\$5,000,000	The requested funding would allow for the preliminary planning and design phases, including permit acquisition. This opens the opportunity for the construction of a new breakwater at the end of the Statter Harbor.
North Douglas Boat Ramp Expansion		4	29	5	19	\$250,000	Requested funding would accomplish the first steps to expanding the North Douglas Launch Ramp Facility. These include planning, research and permitting to initiate the project.
Auke Bay Bay Walk		8	40	8	30	\$250,000	The requested funding would accomplish the initial steps to build a Baywalk in Auke Bay.
Juneau Fisherman's Terminal		3	23	4	18	\$35,000,000	This project will expand harbor amenities to benefit the commercial fishing industry by constructing a drive-down repair/logistical float and doubling the linear foot capacity of the crane dock. The project also envisions creating upland improvement by providing a net repair shed and shoreside services such as bathrooms, showers, washer/dryers.
Douglas Harbor Uplands Improvements		7	34	6	20	\$5,000,000	This project will expand Douglas Harbor amenities to include new bathrooms with showers, curb/cutter/paving and modest landscaping to improve the functionality and aesthetics at this facility. The proposed improvements will bring Douglas Harbor to a level enjoyed by the other three small boat harbors.
New Aurora Harbor Office Building (Potential Public-Private Partnership w/Marine Exchange of Alaska)		6	32	3	13	\$3,000,000	This project recapitalizes the existing harbor office with facilities appropriate to meet the Docks & Harbors’ mission.
Marine Services Yard – Little Rock Dump		5	31	7	26	\$50,000,000	This project would develop approximately 5 acres of industrial property at the Little Rock Dump in support of boatyard repair and maintenance.
Total						\$99,500,000	
Docks & Harbors Totals:						\$154,500,000	



Port of Juneau

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

From: Port Director

To: Docks & Harbors Board

Via: Docks & Harbors Operations-Planning Committee

Date: November 4th, 2022

Re: ASSEMBLY AUTHORITY FOR NEGOTIATED LAND SALE

1. Docks & Harbors has been approached by two separate private entities requesting consideration to acquire CBJ owned land which is managed under Docks & Harbors. The next steps are to conduct appraisals and begin negotiations allowing the transitions to be considered and acted upon.
 - a. Goldbelt, Inc is proposing an exchange of parcels near the Seadrome Building to develop a new visitor oriented building in support of the Juneau tourism market. On August 25th, 2022 the Board approved Goldbelt's request with the following motion: "Direct staff to initiate an appraisal and establish a process to coordinate Docks & Harbors interests with Goldbelt's efforts to develop the Seadrome property."
 - b. Hansen-Gress has applied to the CBJ Lands & Resources Office to purchase CBJ owned tide lands which are managed by Docks & Harbors. On August 25th, 2022 the Board approved Hansen-Gress request with the following motion: "To advance the Hansen-Gress proposal that includes easements for future Docks & Harbors development as well as first right of refusal on the consolidated land and building sale as well as the evaluation of property by Docks & Harbors contracted appraiser that assumes the property as a single lot." At the September 26th Assembly LHED meeting, that Committee recommended the Assembly to "work with the original proposer in accordance with city Code 53.09.260."
2. The Hansen-Gress application has progressed through the Assembly and does not require action from the Board at this time. Goldbelt's request does require Board and Assembly authorization to move forward. Title 53 allow several options in disposing of CBJ lands: (1) auction sale, (2) over-the-counter sales, (3) sealed competitive bids or (4) by negotiated sale. 53.09.260 outlines the requirements for direct negotiated sale and specifies that the Assembly

approve that option by motion.

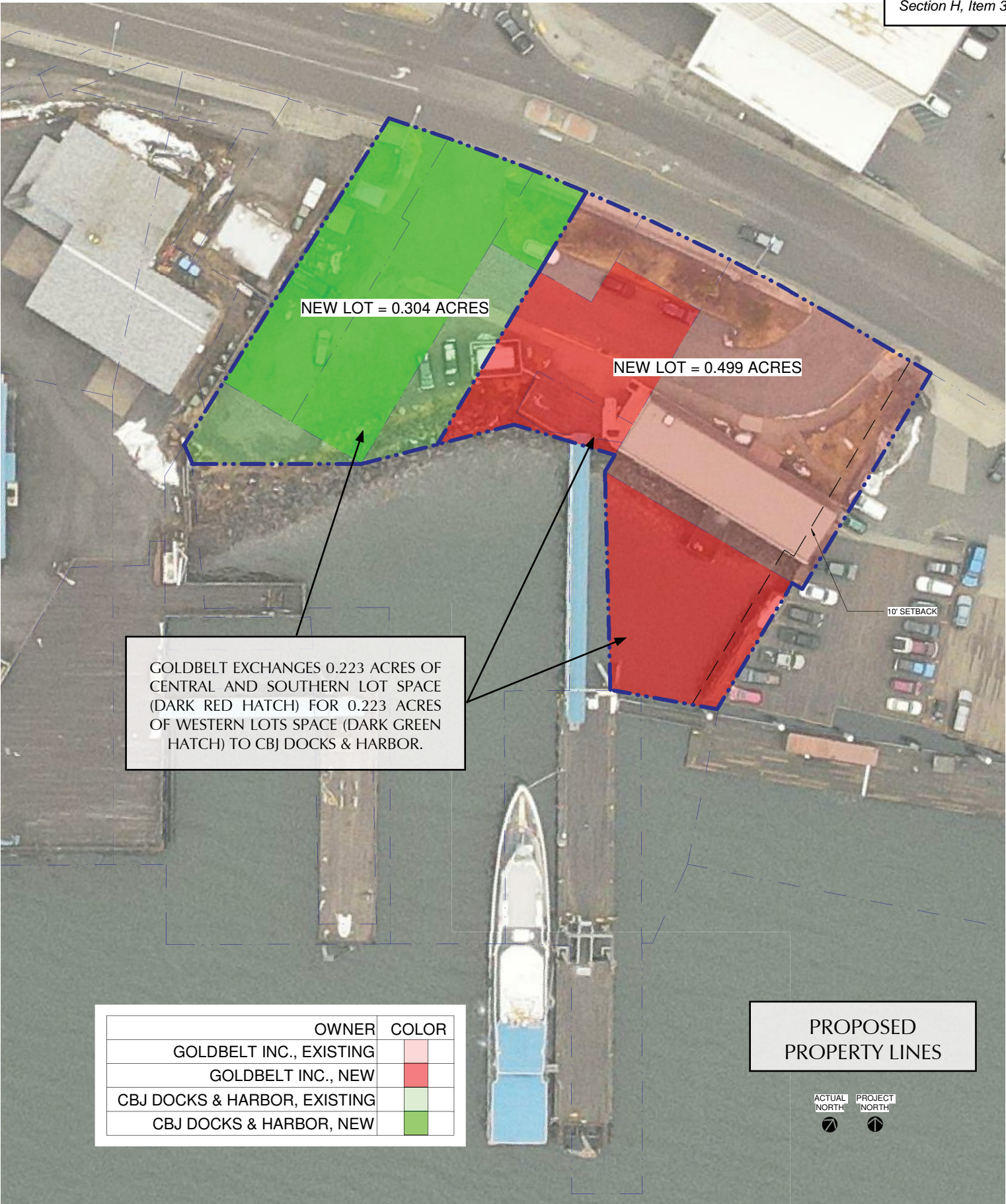
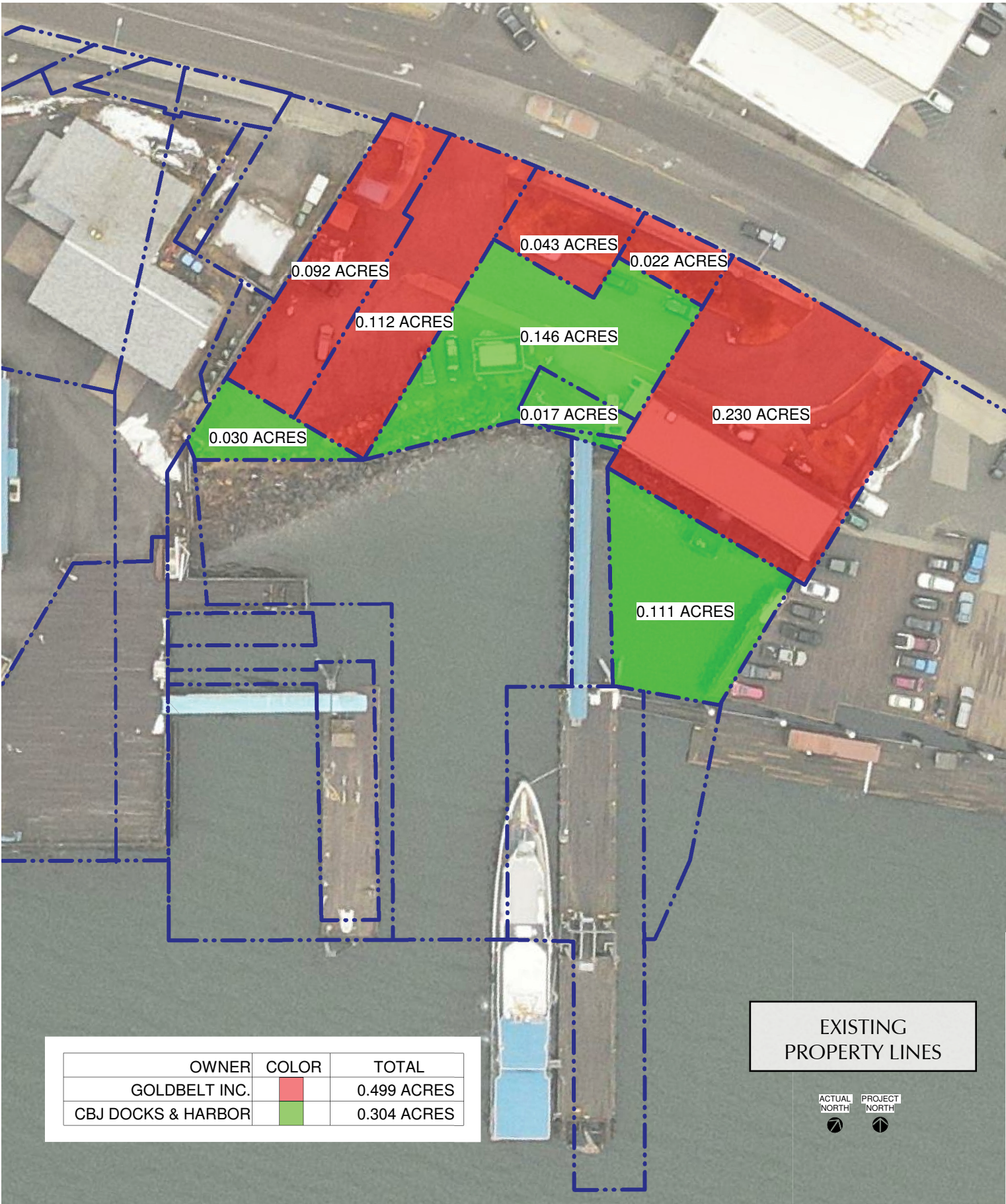
53.09.260 - Negotiated sales, leases, and exchanges.

(a)Application, initial review, assembly authority to negotiate. Upon application, approval by the manager, and payment of a \$500.00 fee, a person or business entity may submit a written proposal to lease, purchase, exchange, or otherwise acquire City and Borough land for a specified purpose. The proposal shall be reviewed by the assembly for a determination of whether the proposal should be further considered and, if so, whether by direct negotiation with the original proposer or by competition after an invitation for further proposals. Upon direction of the assembly by motion, the manager may commence negotiations for the lease, sale, exchange, or other disposal of City and Borough land.

3. Enclosure (1) was provided in the Goldbelt presentation on August 25th. The patchwork of CBJ owned versus Goldbelt owned property is readily apparent. The existing parcels are limiting to both CBJ and to Goldbelt for future development. The proposal to consolidate parcels in a coherent fashion will benefit both parties. It is appropriate that the land exchange discussions be continued with Goldbelt exclusively and that direct negotiations be authorized in accordance with 53.09.260.
4. I propose the Board make the following motion: To recommend the Assembly authorize direct negotiations with Goldbelt in accordance with 53.09.260 for a potential land exchange at the Seadrome property.

#

Encl: (1) Seadrome Property Map



From: [Carl Uchtyl](#)
To: [Teena Larson](#)
Subject: FW: No Wake Zone in Auke Bay
Date: Friday, November 4, 2022 1:09:53 PM
Attachments: [image001.png](#)

Carl J. Uchtyl, P.E.

Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors

From: Matthew Creswell <Matthew.Creswell@juneau.org>
Sent: Wednesday, November 2, 2022 7:23 AM
To: Newell, Michael D LCDR USCG (USA) <Michael.D.Newell@uscg.mil>
Cc: Carl Uchtyl <Carl.Uchtyl@juneau.org>; Seris, David M CIV USCG D17 (USA) <David.M.Seris@uscg.mil>
Subject: RE: No Wake Zone in Auke Bay

Good Morning Sir,
Thank you. Our board will be discussing this further and we will be in touch.

Matt

From: Newell, Michael D LCDR USCG (USA) <Michael.D.Newell@uscg.mil>
Sent: Thursday, October 27, 2022 3:38 PM
To: Matthew Creswell <Matthew.Creswell@juneau.org>
Cc: Carl Uchtyl <Carl.Uchtyl@juneau.org>; Seris, David M CIV USCG D17 (USA) <David.M.Seris@uscg.mil>
Subject: RE: No Wake Zone in Auke Bay

Matt,

I'm not sure why D&H doesn't have authority outside of 1000 feet. Is that a state regulation? My office would issue a private aid to navigation permit. If the aid needed to be a state owned submerged tide lands, then permission would need to come from the state.

If it was going to be a federal no wake zone, then it would need to come from the Captain of the Port (Sector Juneau). I don't believe there is enough data (collisions/allisions/damage/etc.) to justify a federal no wake zone, but Sector could take a look if they wanted to.

Very respectfully,

LCDR Michael Newell
D17 Waterways Branch Chief
Ph: 907-463-2263

From: Matthew Creswell <Matthew.Creswell@juneau.org>
Sent: Thursday, October 27, 2022 2:08 PM
To: Newell, Michael D LCDR USCG (USA) <Michael.D.Newell@uscg.mil>
Cc: Carl Uchtyl <Carl.Uchtyl@juneau.org>
Subject: [Non-DoD Source] RE: No Wake Zone in Auke Bay

Correction- the current zone is 1,000 feet not 1,000 yards from the breakwater.

Thanks,
Matt

From: Matthew Creswell
Sent: Thursday, October 27, 2022 1:33 PM
To: Michael.D.Newell@uscg.mil
Cc: Carl Uchtyl <Carl.Uchtyl@juneau.org>
Subject: No Wake Zone in Auke Bay

Good Afternoon Sir,

At last week's Docks and Harbors Operations and Planning Committee meeting, the board was presented with a proposal from a member of the public to potentially increase the speed/wake restriction zone in Auke Bay. We currently have regulations that limit speeds in Auke Bay to five knots beginning approximately 1,000 yards from the breakwater and the area is identified with a white speed buoy. It is my understanding that any further expansion of the zone would require CG action and enforcement since the area beyond 1,000 yards from the breakwater is outside of D&H's authority. I say all of this to ask, are you or your office the right place for this community member to reach out to regarding this request? If so, would you mind if I forward your contact info to him so he could reach out?

Thanks,
Matt



Captain Matthew Creswell, AMPE, CMO
Harbormaster

W: (907)586-5255

C: (864)993-2071

Matthew.creswell@juneau.org



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 6898
JOINT BASE ELMENDORF-RICHARDSON, AK 99506-0898

Section I, Item 6.

October 25, 2022

CEPOA-PM-C-ER

Ms. Judith Bittner
State Historic Preservation Officer
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The U.S. Army Corps of Engineers, Alaska District (USACE) plans to conduct future operational maintenance dredging and repair at two small boat harbors in Juneau, Alaska. In compliance with Section 106 of the National Historic Preservation Act of 1966 [36 CFR § 800.4(c)], the USACE has evaluated the historic significance of the Harris Harbor (JUN-01291) and Aurora Harbor (JUN-01292). Please find attached the USACE's determination that these harbors are **not eligible** for the National Register of Historic Places (NRHP). Per 36 CFR § 800.4(c)(2), the USACE seeks your concurrence on that the Harris Harbor (JUN-01291) and Aurora Harbor (JUN-01292) are **not eligible** for the NRHP. If you have any questions, please contact Ranna Wells by phone at (907) 753-5799 or email at joanna.wells@usace.army.mil.

Sincerely,

Ranna Wells
Archaeologist
Environmental Resources Section

Cc:

Carl J. Uchytel, Port Director, City and Borough of Juneau
Don Etheridge, Chair, Docks and Harbors Board, City and Borough of Juneau
Gary Gillette, Board of Directors, Gastineau Channel Historical Society



®

**US Army Corps
of Engineers**

Alaska District

Section I, Item 6.

Operations and Maintenance Program Site Investigation Results

Updated Determinations of Eligibility for Harris Harbor (JUN-01291) and Aurora Harbor (JUN-01292) in Juneau, Alaska



October 2022

Statement of Confidentiality

To protect fragile, vulnerable, or threatened cultural sites from disturbance, access to site-specific information from the Alaska Heritage Resources Survey is restricted or confidential. Distribution of those portions of this report that identify the location of cultural resources is to be limited to those with a legitimate need to know, such as appropriate personnel from the U.S. Army Corps of Engineers, Alaska State Historic Preservation Office, Tribal entities, and other authorized researchers. Restricted or confidential information is withheld from public records disclosure per Alaska state law (AS 40.25.110) and the Federal Freedom of Information Act (PL 89-554). Information about site inventory may be restricted pursuant to AS 40.25.120(a)(4), Alaska State Parks Policy and Procedure No. 50200, Section 304 of the National Historic Preservation Act (PL 89-665; 54 USC § 307103).

Executive Summary

The Harris and Aurora Harbors are located along the Gastineau Channel in Juneau, Alaska. This report discusses the history of the harbors and evaluates their historic significance in compliance with Section 106 of the National Historic Preservation Act and its implementing regulations [36 CFR § 800.4(c)]. After applying the National Register criteria (36 CFR § 63) to the Harris Harbor (JUN-01291) and the Aurora Harbor (JUN-01292), in 2019 the Alaska District, U.S. Army Corps of Engineers (USACE) determined that the two harbors did not meet the requirements of the National Register Criteria for Evaluation (USACE 2019a). In response, the Alaska State Historic Preservation Officer (SHPO) requested additional information to facilitate their review of the determination (SHPO 2019). Per the SHPO's request, this report has incorporated additional archival research and interviews conducted by USACE in support of a reevaluation of the eligibility of these two harbors for listing in the National Register of Historic Places.

USACE has determined that Harris Harbor (JUN-01291) does not meet the requirements of the National Register Criteria for Evaluation. The USACE has also determined that Aurora Harbor (JUN-01292) does not meet the requirements of the National Register Criteria for Evaluation. These two harbors are **not eligible** for listing in the National Register of Historic Places. This report has been prepared to support project planning and provide relevant cultural resources documentation for future Federal undertakings.

Table of Contents

1.0 Introduction..... 1

2.0 Historical Background..... 1

 2.1 Commerce and Industry in Juneau 2

3.0 Harris Harbor (JUN-01291) 7

4.0 Aurora Harbor (JUN-01292) 11

5.0 Results of Interviews and Research in Juneau..... 15

6.0 Considerations of National Register Criteria for Evaluation..... 17

 6.1 Application of National Register Criteria to Harris Harbor (JUN-01291)..... 18

 6.2 Application of National Register Criteria to Aurora Harbor (JUN-01292)..... 20

7.0 Conclusion..... 21

8.0 References 23

List of Figures

Figure 1. Location of Aurora and Harris Harbors in Juneau, Alaska. 1

Figure 2. Juneau Gold Belt mine locations (*from* Stone and Stone 1980:85)..... 4

Figure 3. Juneau gold mine chronology (*from* Stone and Stone 1980:8). 5

Figure 4. Dredging of Harris Harbor in 1939 (Alaska State Library, ASL-P359-035)..... 8

Figure 5. Aerial view of Harris Harbor, Juneau (USACE 2017). Photo taken facing south. 9

Figure 6. Photo taken while standing on the dock with an overview over the parking lot and Egan Drive to the Harbor View Elementary School. 10

Figure 7. Photo taken at Harris Harbor parking lot/dock junction. Harbor View Elementary School and Senior Information Office for home healthcare in view. Looking northeast. 10

Figure 8. View over Harris Harbor facing northwest. UAS in the background. 10

Figure 9. View over Harris Harbor facing southeast. Douglas Bridge in the background. 10

Figure 10. Aerial view of the proposed Aurora Harbor location (USACE 1962). 11

Figure 11. Composite wave barrier at Aurora Harbor, Juneau (USACE 2019). 12

Figure 12. Aerial view of Aurora Harbor, Juneau (USACE 2017)..... 13

Figure 13. Photo taken from Aurora Harbor parking lot/dock junction of private residences. Facing Northeast..... 14

Figure 14. View looking southeast. Juneau-Douglas High School on the left and UAS in the background. 14

Figure 15. Photo taken standing in the Juneau Port Parking Lot between Harris and Aurora Harbors. This lot is directly adjacent to the eastern side of Aurora Harbor. Northeastern view of Juneau-Douglas High School. 14

Figure 16. Overview of Aurora Harbor looking south/southwest. UAS visible in the background. 14

1.0 Introduction

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (formerly 16 USC § 470, now 54 USC § 306108) and its implementing regulations require all Federal agencies to identify historic properties within an undertaking's area of potential effect [36 CFR § 800.4(b)]. The purpose of this report is to evaluate the historic significance of the Aurora Harbor and the Harris Harbor in preparation for future U.S. Army Corps of Engineers (USACE) undertakings under the Operations and Maintenance Program [36 CFR § 800.4(c)]. Both harbors are in Juneau, Alaska (Section 22, T41S, R67E, USGS Quad Juneau B-2 SE, Copper River Meridian; Figure 1).

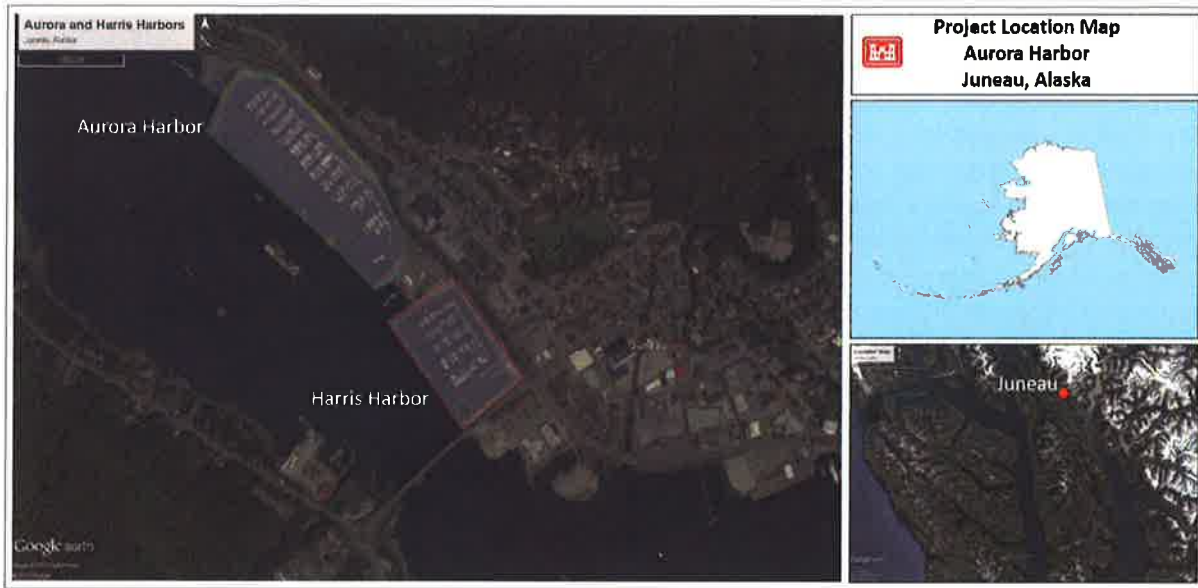


Figure 1. Location of Aurora and Harris Harbors in Juneau, Alaska.

In October 2021, USACE archaeologist Ranna Wells, MA, traveled to Juneau, Alaska, to interview Juneau residents, conduct archival research at the Alaska State Archives, Alaska State Library, and Juneau City Museum, and visit the harbors to gather more information on the role of Aurora and Harris Harbors in the development of the City of Juneau and its importance within the community. This research was conducted at the request of the Alaska State Historic Preservation Officer (SHPO), who was unable to concur with USACE's 2019 evaluation of the eligibility of Aurora and Harris Harbors for listing in the National Register of Historic Places (USACE 2019a). The SHPO requested that USACE provide additional information that "expand[ed] the themes of commerce and community development" and descriptions "of the surrounding area of each harbor" to include nearby buildings and structures in order to facilitate their review (SHPO 2019).

2.0 Historical Background

The City of Juneau was incorporated in 1900; however, the area was already inhabited by the Áak'w Kwáan clan of the Tlingit people, and Euroamerican colonists

had been drawn to the region for decades. In 1880, Alaska's first major gold strike occurred when Joe Juneau and Richard Harris, with the assistance of local Tlingit, found gold in the Silver Bow Basin (Stefansson 1959; Haycox 2002). Subsequent gold mining spurred the development of the area, eventually resulting in the settlement of Juneau and Douglas. By 1890, the two communities boasted a combined five hotels, three lodging houses, two restaurants, 36 saloons, two drug stores, 13 general merchandise stores, two grocery stores, two barbers, a steam laundry, two stove and tinware stores, a shoe shop, two breweries, two jewelers, two fur and curio shops, two cigar factories, and a slaughterhouse and meat market. At the time of its incorporation in 1900, Juneau became the center of Federal activity for the Alaska Territory (Haycox 2002).

In the 1930s, Juneau supported a population of about 5,000 people and was the primary supply and transfer point for a dozen gold mining and cannery settlements in the region (Jacobs and Woodman 1976). During World War II, Juneau served as a transshipment point for military supplies and troop transports moving from Seattle, Washington to Kodiak Island and the Aleutian Islands. In 1942, Juneau served a key role during the establishment of a military barge terminal in Excursion Inlet, 38 miles northwest of Juneau. During the initial construction effort in Excursion Inlet, the existing harbor facilities at Juneau were temporarily used by the military. This resulted in an expansion of the government dock, including the purchase of the Fenner dock to secure additional space and the purchase of nearby buildings for use as temporary military warehouses. The upgrades were authorized on July 26, 1942 and were completed in early April 1943. Juneau continued to serve as a military transshipment point for materials needed for the war effort until the close of World War II in August 1945 (Mighetto and Homstad 1997).

In 1949, command of USACE activity in Alaska was moved from the Seattle District to the newly-created Alaska District at Fort Richardson in Anchorage. The Alaska District assumed responsibility for military and civil construction projects throughout Alaska; including the development of navigation improvements. The years following World War II can be characterized as a period of rapid growth and expansion of infrastructure related to water ways in Alaska (Mighetto and Homstad 1997). Between 1950 and 1960, Alaska's population grew by over 100,000 people; this decade represents the largest decadal jump in Alaska's population between 1930 and 1970 (Ramirez et al 2016).

2.1 Commerce and Industry in Juneau

The mining, timber, fishing, dairy, and tourism industries are essential to commerce in Southeast Alaska. Historically, all these industries have impacted the economic and population growth of Juneau. Timber, fishing, and tourism are still active parts of the Juneau economy today.

Mining

Mining was a staple of the early Alaskan economy. In Southeast Alaska, the mining industry began in 1867 with the “copper boom” which lasted until approximately 1918 (Sisk n.d. a). In 1870, placer gold was discovered in Sumdum Bay and Windham Bay, which are a part of what is known as the “Juneau Gold Belt.” Juneau and Douglas Island are the main locations of the gold belt (Stone and Stone 1980). In 1880, Joe Juneau and Richard Harris discovered placer gold near what would become Juneau (Sisk n.d. a). This discovery began the gold rush in Southeast Alaska and would last for the next 64 years (Stone and Stone 1980).

There have been a number of important gold mines in the Juneau area (Figure 2). They included the Treadwell Mine that was established in 1885 and the Perseverance Mine that was established in 1911, among others (Figure 3). Treadwell Mine on Douglas Island was closed in 1917 due to a cave-in. The Alaska Gastineau Mining Company grew Perseverance Mine to three times the capacity of Treadwell Mine and constructed a dam on Salmon Creek in 1913. The dam still provides hydroelectric power to Juneau today (Resneck 2021). By 1921, the Alaska Gastineau Mining Company operations had begun to decline, but the hydroelectric facilities still operated and sold power to the Alaska Juneau Gold Mining Company and Alaska Electric Light and Power (Stone and Stone 1980).

The Alaska Juneau Gold Mining Company established the Alaska Juneau Mine in 1897; however, the mine did not flourish until the 1930s (Stone and Stone 1980). It was during this decade that the company purchased other mines in the Juneau Gold Belt, including the failed Treadwell Mine, Thane Mine, and facilities at Sheep Creek, Nugget Creek, Salmon Creek, Gold Creek, and Annex Creek. However, the Alaska Juneau Gold Mining Company’s last profitable year was 1941. The Alaska Juneau Mine closed operations in 1944. By 1964 most of the equipment had been salvaged and anything that remained was destroyed by fire and vandalism (Stone and Stone 1980). The local importance of the Juneau Gold Belt diminished during World War II and never recovered its former level of significance.

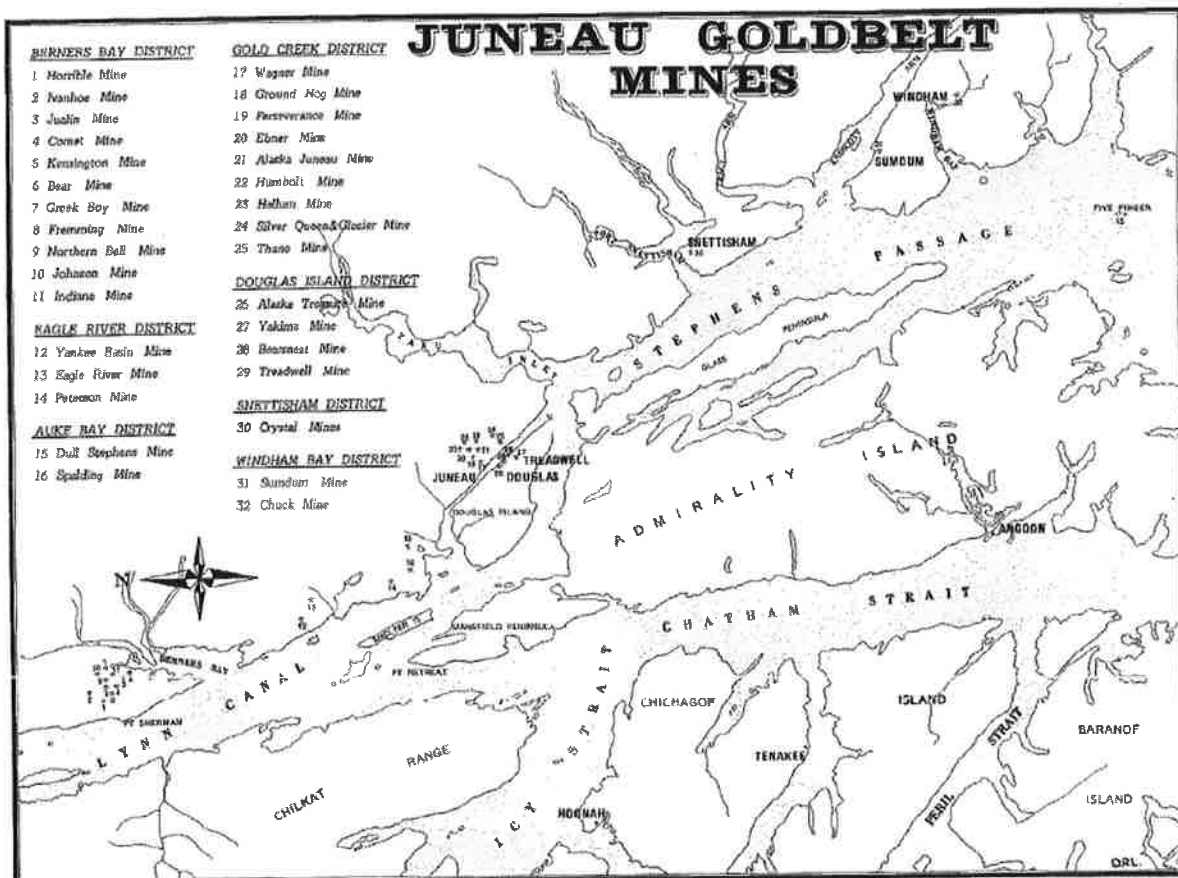


Figure 2. Juneau Gold Belt mine locations (from Stone and Stone 1980:85).

Chronological Evolution of the Treadwell, Alaska Gastineau & Alaska Juneau Mines

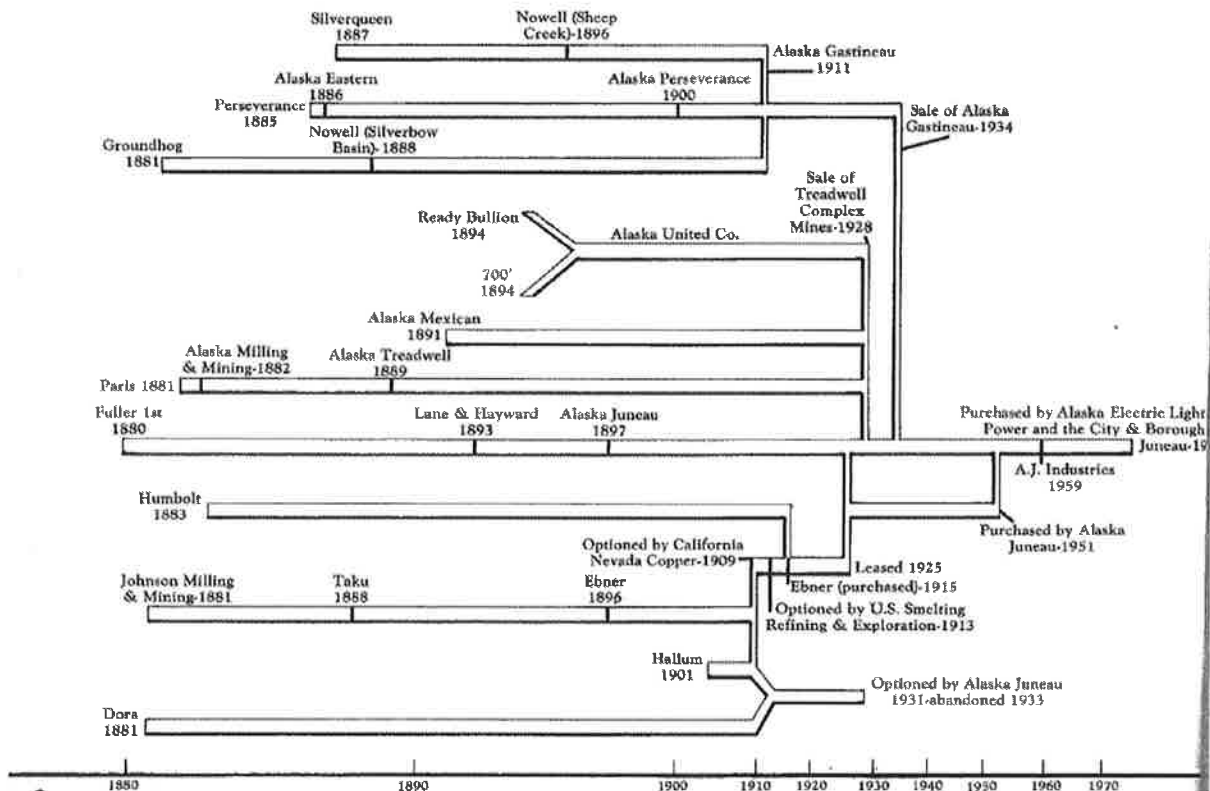


Figure 3. Juneau gold mine chronology (from Stone and Stone 1980:8).

Dairy

A demand for fresh produce, including dairy, poultry, and eggs increased as the population of Juneau rapidly increased in the late 1800s and early 1900s. From the late 1880s to 1965 more than a dozen dairies have operated in Juneau. Some of the earliest dairies included the Gold Creek Dairy, which was established around 1889, the Chicken Ridge Dairy established in 1900, and the Juneau Dairy established in 1911. Farmers delivered milk into town by horse and sleigh in the winter and by trucks when weather permitted. Farmers had cow feed, cows, and bottles shipped into Juneau. These animals and materials first arrived by barge before air travel and cargo became more consistent in the 1940s. However, easier access to materials used by the dairies coincided with cheaper access to Outside dairy products; dairy farming lost profitability. The last dairy farm in Juneau closed in 1965 (CBJ 1991).

Timber

Established in 1907, the Tongass National Forest in Southeast Alaska initially offered 25-year timber sale contracts that included the obligatory construction of pulp mills. No contracts were met, however, until the U.S. Forest Service increased the term

to 50 years, which better supported the creation of a thriving timber industry (Alaska Forest Association [AFA] n.d.). Before the obligatory pulp mills were constructed, however, logging was still an essential point of commerce panhandling Southeast Alaska. The timber industry was essential for supplying wood to other industries in the region, including mining and fishing (Bluemink 2006; AFA n.d.).

Sawmills developed in the Juneau-Douglas area included the Sheep Creek Sawmill constructed by E.H. Bodds and D.H. Murphy in 1883, the Treadwell Gold Mining Company's sawmill on the Douglas waterfront constructed in 1884, the Juneau Sawmill built in 1905, a Civilian Conservation Corps (CCC) sawmill constructed along Montana Creek in Auke Bay in 1937, a sawmill on Lemon Creek constructed by Joe Smith in 1946 or 1947, and a saw mill associated with the Gastineau Mining Company's carpenter shop run by the Alaska Yellow Cedar Company in 1947 (Mackovjak 2010). Although struggling, the timber industry continues to contribute to the region's economy today (United States Department of Agriculture [USDA] 2022; Resneck 2021)).

Built in 1952 by Thomas Morgan's Alaska Plywood Corporation, Juneau had the only plywood mill in Alaska history (Mackovjak 2010). However, mismanagement soon led to bankruptcy and a raid by the U.S. Treasury (Bluemink 2006; Mackovjak 2010). Foreclosure began in January 1959 and the mill burned down later that year (The Daily Chronicle 1959; Mackovjak 2010).

Fishing

Fishing has been a significant and necessary part of life in Southeast Alaska since time immemorial (Sisk n.d. b). However, during the Russian Period (1741–1867), the colonial concentration on natural resources was more focused on acquiring furs, specifically sea otter, and ignored the fisheries (Sisk n.d. b). After the Treaty of Cession in 1867, salmon fisheries in Alaska became an economic focus under the United States (Sisk n.d. b).

The first two canneries in Southeast Alaska were built at Klawock in 1878 and Sitka in 1899; the first cannery was not built in the Juneau area until 1918 (Table 1; Moser 1899; Alaska Historical Society [AHS] 2013; Sisk n.d. b). Two canneries have been built in Juneau, although neither were long-lived: the Northern Packing Company operated from 1918 to 1920, while the American Packing Company operated from 1928 to 1930. In contrast, four canneries have been built on Douglas Island. The longest-lasting of them, the Douglas Island Packing Company, operated from 1919 to 1931. The T.E.P. Keegan company operated from 1928 to 1929, Ellson Packing operated from 1931 to 1933, and Douglas Fisheries operated from 1933 to 1946 (AHS 2013).

By the early twentieth century, many different methods of fishing were employed in the region including gill and seine nets, spearing, trapping, and barricading streams; all of these types of collecting fish resulted in overharvesting, and the salmon runs were decimated (Sisk n.d. b). With the increase in the number of canneries and the decrease of the fish population, the U.S. Congress passed the White Act in 1924 which created

fishery reserves and exclusive fishing areas slated for certain companies. While this had the façade of fishery conservation, it was actually a move made by the cannery business to block competitors (Sisk n.d. b).

Upon acquiring statehood in 1959, the Alaska Constitution was written to stipulate that natural resources had to be managed for the benefit of the people; the following year commercial fish traps were banned (Harrison 1986, Sisk n.d. b). In 1972, new laws limited commercial entries into the fishing industry and changed who could hold fishing permits to prevent Outside corporations from expanding exponentially. It was not until 1974 that the salmon population in Southeast Alaska began to rebound after years of decimation (Sisk n.d. b).

Juneau was identified as the 44th largest commercial fishing port in the U.S and the 13th largest fishing port in Alaska. There are approximately 5,900 registered boats and vessels in Juneau with 1 boat for every 6.6 residents. As of June 2016, Juneau has a large seasonal fishing fleet that brings the harbors to capacity during the summer months (Rain Coast Data 2016). A large amount of these fishing boats are moored in Aurora and Harris Harbors Rain Coast Data 2016).

Tourism

Tourism did not become a fixture of the Juneau economy until the mid- to late-twentieth century, but its inception can be seen as early as 1879 when John Muir visited Southeast Alaska. His publications helped the region gain attention. Shortly thereafter, scientists began to study Glacier Bay and, by 1883, the first “tourists” arrived on the steamship *Idaho*. Until the 1960s, tourism in Southeast Alaska was merely an “economic footnote.” Tourism began to thrive during the “post-war affluence” and cruise ships started traveling to Southeast Alaska in the 1960s. In the 1970s, “ecotourism” started to become popular. When cruise ships docked in places like Juneau, tourists would contract local guides for backcountry and recreational fishing. The influx of seasonal tourists led to a boom in local retail businesses. Tourism in Southeast Alaska allows communities to collect tourism taxes and creates jobs. Since 1993 the number of visitors to Southeast Alaska has doubled (Sisk n.d. c).

3.0 Harris Harbor (JUN-01291)

In the 1930s, the USACE began conducting investigations into the feasibility of navigation improvements in Gastineau Channel. The Seattle District Engineer recommended the construction of an 11.5-acre boat and floatplane basin protected by two rubble-mound breakwaters. In 1935, the Alaska Road Commission completed the construction of the Douglas Bridge across Gastineau Channel, allowing land access between Juneau and Douglas. In 1937, Congress authorized dredging and construction of a breakwater to serve both communities. The USACE completed the dredging of the “Small Boat Basin No. 1” and the construction of its breakwaters in December 1939 (Jacobs and Woodman 1976; Figure 4). Harris Harbor is approximately 1,000 feet long (NW/SE), 550 feet wide (SW/NE), and 12 feet deep. The north breakwater is 1,540 feet

long, the south break water is 430 feet long and the entire project took \$153,716 to complete (USACE 2019; USACE 1953). The local Cole Brothers construction company built the docks in 1939, using a floating piledriver which they purchased from the Pacific American Fisheries at Excursion Inlet (CBJ 2019a). Today, Harris Harbor has 204 slips for small vessels (CBJ 2019b; Figure 5).

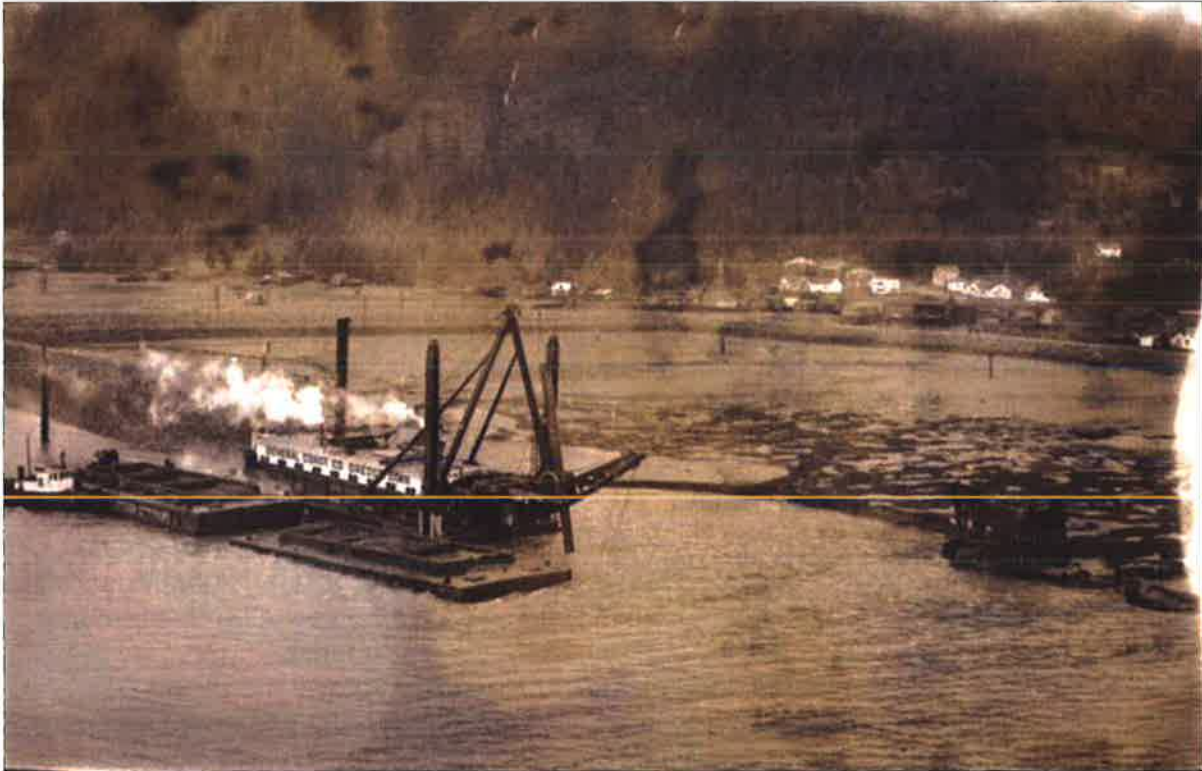


Figure 4. Dredging of Harris Harbor in 1939 (Alaska State Library, ASL-P359-035).



Figure 5. Aerial view of Harris Harbor, Juneau (USACE 2017). Photo taken facing south.

Harris Harbor is isolated from inland structures by Egan Drive to the northeast (Figure 5). Visible from the harbor is Harbor View Elementary School, the Senior Information Office, and other private businesses (Figures 6 to 7). On the south side of Egan Drive, in between Aurora and Harris Harbors, is a University of Alaska Southeast (UAS) Technical Education Center (Figure 8). The Douglas Bridge (JUN-00174), completed in 1935 prior to construction of the harbor, is adjacent to Harris Harbor (Figure 9). Except for Douglas Bridge, these structures have not been evaluated for inclusion on the NRHP and they have not been entered into the AHRs (OHA 2022). None of these structures, including Douglas Bridge, have direct historical connections to Harris Harbor



Figure 6. Photo taken while standing on the dock with an overview over the parking lot and Egan Drive to the Harbor View Elementary School.



Figure 8. View over Harris Harbor facing northwest. UAS in the background.



Figure 7. Photo taken at Harris Harbor parking lot/dock junction. Harbor View Elementary School and Senior Information Office for home healthcare in view. Looking northeast.



Figure 9. View over Harris Harbor facing southeast. Douglas Bridge in the background.

4.0 Aurora Harbor (JUN-01292)

In 1960, the Alaska District Engineer recommended that a second small boat basin be constructed in Juneau (Jacobs and Woodman 1976; Figure 10). USACE finished dredging the Aurora Harbor basin in March 1963 and the main breakwater was completed in February 1964. Although the initial engineering plans called for a 670-foot (ft) long jetty on the north side of the harbor and a 1,150-ft long wave barrier, during construction the composite rubble-mound and vertical wall wave barrier was extended to 1,500 ft (USACE 1962, 1963). The final harbor construction is approximately 2,150 feet long (NW/SE), 480 feet wide (SW/NE), and 14 feet deep.

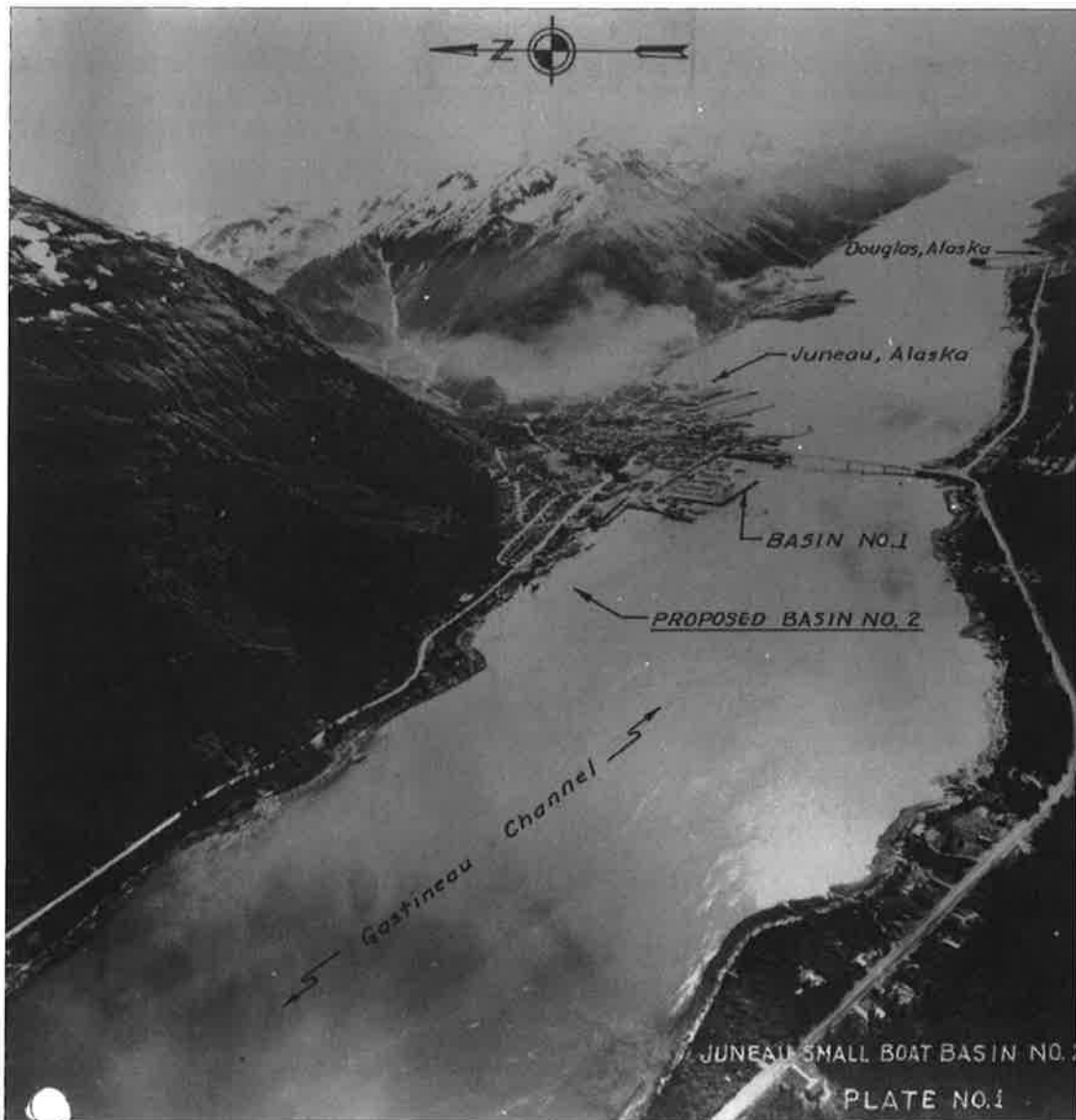


Figure 10. Aerial view of the proposed Aurora Harbor location (USACE 1962).

The vertical wall was constructed out of wooden planks and steel lagging as a cost-saving measure. This particular composite design was unique; although a timber-and-steel lagging wall is a common type of solid vertical wall, they are not usually constructed on *top* of rubble-mound breakwaters. Jacobs and Woodman (1976:64) mention that the breakwater is a “wall of planking supported by steel piling placed on top of the rock mound” and is “designed to resist 100 mph ‘Taku’ winds” as well as “lessen the structural weight of a breakwater that had to be built on soft soils.”

The timber and steel lagging wall was constructed with 3 inch (in) x 12 in creosote-treated wood planks with whalers at each pile which are bolted through to hold the planking on the opposite side. Thirteen horizontal planks are stacked to obtain a vertical wall height of 12 ft. The whaler side of the structure faces the Aurora Basin, while the plank side faces the Gastineau Channel (USACE 1962, 1963; Figure 11). The electric infrastructure at the harbor was installed by the local Wright and Hills Electrical Contractors (CBJ 2019a). The estimated life of the wave barrier was 15 years (USACE 1963); it is currently 55 years old. Today, Aurora Harbor has 449 slips, and is the home of the Juneau Yacht Club (CBJ 2019c; Figure 12).



Figure 11. Composite wave barrier at Aurora Harbor, Juneau (USACE 2019).



Figure 12. Aerial view of Aurora Harbor, Juneau (USACE 2017).

Aurora Harbor is isolated from inland structures by Egan Drive to the northeast (Figure 12). Visible from the harbor are private residences and the Juneau-Douglas High School (Figures 13 to 15). On the south side of Egan Drive, in between Aurora and Harris Harbors, is the UAS Technical Education Center (Figure 16). None of these structures have been evaluated for inclusion on the National Register of Historic Places, they have not been entered into the AHRS, nor do they have any direct historical connection to Aurora Harbor (OHA 2022).



Figure 13. Photo taken from Aurora Harbor parking lot/dock junction of private residences. Facing Northeast.



Figure 15. Photo taken standing in the Juneau Port Parking Lot between Harris and Aurora Harbors. This lot is directly adjacent to the eastern side of Aurora Harbor. Northeastern view of Juneau-Douglas High School.



Figure 14. View looking southeast. Juneau-Douglas High School on the left and UAS in the background.



Figure 16. Overview of Aurora Harbor looking south/southwest. UAS visible in the background.

5.0 Results of Interviews and Research in Juneau

Interviews

USACE archeologist Ranna Wells conducted research in Juneau, Alaska between 18 and 22 October 2021. Wells interviewed Don Etheridge (Docks & Harbors Board) and Jim Becker (Docks & Harbors Board) on the history and importance of Aurora and Harris Harbors. Matthew Sill, P.E. (Deputy Port Engineer) and Carl Uchtyl (Port Director) were also present for the interview. The following comments were provided:

Interviewee	Comments
Jim Becker	<ul style="list-style-type: none"> assumed that the need for Aurora Harbor was that Harris Harbor wasn't sufficient at the time.
Don Etheridge	<ul style="list-style-type: none"> said fishing fleets would come to Juneau and they would tie up 15 to 20 boats deep off the dock because there wasn't room for them in the harbors. Aurora would be full of fishing boats. fishing fleet would use Aurora Harbor to tie-up to in summer, but as Aurora started filling up they started tying up at the City Dock again. you don't want to be at the City Dock in the wintertime because of the winds. Only big boats could be there. They've clocked up to 99 knots there and that still happens occasionally. Cold storage ran year round. There were so many boats tied up to the dock at times that it blocked off the float where gill net boats would unload their fish into cold storage. This includes crab and halibut. When they first built Aurora they thought that it was the greatest and they were never going to fill it up and that it would be empty forever. Now it's too small. :"The biggest commerce that the harbors provided were the fisheries. Major fishery was at one time long line gill sein. The harbors were definitely a major support for the fishing industry for years." <ul style="list-style-type: none"> Lost a large portion of commercial fishing fleet in the late 60s early 70s when the city decided they were going to start charging tax on fishing boats "The fleets left and it impacted Juneau harshly. Cold storage shut down because there weren't enough fish. Fleets moved to Sitka, Hoonah, and Petersburg." This tax was because the city lost the ability to tax small airplanes and they were trying to make up the revenue by taxing boats. At the board meeting at the time they filled the room and said that if the city was going to charge tax on fishing boats then they need to charge tax on every single boat in Juneau and they knew that that wasn't going to happen. This tax killed the fisheries and they never really came back.

Archival Research

While in Juneau, Wells searched all relevant files at the Alaska State Archives. There was no documentation present that specifically called out Aurora or Harris Harbors by name. Inside a folder titled, "Division of Marine Transportation Record Series on Harbor Designs and Construction Reports 1960 to 1963," there was a document that described a small boat harbor that was being built by USACE. The paper itself doesn't have a date, but states that, "upon the completion of the harbor that State has scheduled the 1st phase of harbor installations for 1963-1964." Given the context, this passage likely refers to Aurora Harbor. This passage also references an existing harbor "of 11.5 acres with protective rock breakwaters" which is likely referring to Harris Harbor. Although not called out by name, this is the only reference a description of the Aurora or Harris Harbors.

The Alaska State Archives did hold the Congressional authorization documents for the "Juneau Harbor." House Document No. 249 (adopted in the Rivers and Harbors Act [RHA] of 1937) approved the harbor project that eventually became known as Harris Harbor. However, the authorization simply called it "Juneau Harbor." House Document No. 286 (adopted by the RHA of 1958) authorized a modification to the previous Juneau-Douglas Chief of Engineers Report. The changes were referred to as "Plan A" which modified "Juneau Harbor" by adding an additional 19-acre basin. After construction, this basin became known as Aurora Harbor. This House Document also provided for the construction of Douglas Harbor. The RHA of 1958 considers Aurora Harbor to be a part of the "Juneau Harbor" that was initially authorized in House Document No. 249.

The documentation in the archives did not reveal any useful information about the Aurora and Harris Harbors. Aurora Harbor, along with other harbors in Alaska, was briefly mentioned in political correspondence which discussed planned projects and funding. While the archives revealed minimal useful information specifically about Aurora and Harris Harbors, they did hold information that discussed the importance of harbors in general for the growth of industry in Southeast Alaska.

The Territorial Governor of Alaska, Frank B. Heintzleman (1953–1957) was focused on the economic development of the state (Heintzleman n.d.). In a paper titled "Alaska Rivers and Harbor Projects," Heintzleman (1956) wrote about maritime development and the need for harbors. He stated that

"The number of motor driven commercial vessels in use in Alaska has more than doubled in the last ten years, and the need for more harbor and costal waterway improvement has increased to the same extent...It is now imperative that more harbor and waterway facilities be provided for the commercial fishing, mining and timber-use industries if these industries are to continue their expansion...The point has not been reached where Alaska is suffering severely from the great lag which has developed in river and harbor improvement since before the start of World War II" (Heintzleman 1956).

This essay was written before the construction of Aurora Harbor and specifically calls out the Juneau Harbor development among other planned harbors in the state to be included in the upcoming Rivers and Harbor Act (Heintzleman 1956).

Another document in the archives was a letter written by two employees of the Division of Water & Harbors. The Port Director Cort Howard and the Operation's Engineer Don Statter addressed this letter to F.A. Murphy of the Research Department of the Sea & Pacific Motor Boat Company. They stated that that "...many of the harbors are overcrowded and congested and in transit vessels may often times have to tie abreast to other vessels." Historical documents demonstrate evidence of a clear need for harbors to be built during this time period. The Aurora Harbor was constructed as a result of this need being demonstrated to the Federal government.

In addition to the Alaska State Archives, Wells visited the Juneau City Museum and inquired with Niko Sanguinetti, the Curator of Collections and Exhibits, about any documents the Museum may have in reference to Aurora and Harris Harbors. Sanguinetti said that the Museum did not have information on the harbors. Wells also searched the Alaska State Library and found no documents relevant to these harbors.

6.0 Considerations of National Register Criteria for Evaluation

Cultural properties (districts, sites, buildings, structures, or objects) may be eligible for the National Register of Historic Places (NRHP) if they meet one or more of the National Register Criteria for Evaluation. The criteria listed in 36 CFR § 60.4 are:

- A. *Events*. Association with events that have made a significant contribution to the broad patterns of history.
- B. *Persons*. Association with the lives of persons significant in the past.
- C. *Design or Construction*. Embodies the distinctive characteristic of a type, period, or method of construction, representing the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. *Information potential*. Yielded or is likely to yield information important in prehistory or history.

As outlined in 36 CFR § 60.4, to be considered eligible for the NRHP a property must retain sufficient integrity to convey its significance in American history, architecture, archaeology, engineering, or culture. There are seven aspects of integrity – location, design, setting, materials, workmanship, feeling, and association. The property must also convey its historic identity through retention of essential physical features. Essential physical features enable the property to convey its historic identity; the features represent *why* and *when* a property was significant.

If a property is eligible for the NRHP under Criterion A, it should retain the essential physical features "that made up its character or appearance during the period of its association with the important event" (NPS 1997:46). And while design and workmanship may not be as vital, the integrity of location, setting, materials, feeling, and association should ideally be retained (NPS 1997:48; Table 3).

If a property is significant under Criterion B, the property should retain features “that made up its character or appearance during the period of its association with the important person(s)” (NPS 1997:46). Eligible sites under Criteria B must be in overall good condition with excellent preservation of features, artifacts, and spatial relationships that the extent that these remain are able to convey important associations with person (NPS 1997:46).

If a property is eligible for the NRHP under Criterion C, the structure “must retain most of the physical features that constitute that style or technique” (NPS 1997:46). If it has lost the majority of the features that characterized its style, then the property is not eligible. Under Criterion C, the integrity of design, workmanship, and materials are usually more important than location, setting, feeling, and association (NPS 1997:48; Table 5).

If a property is eligible for the NRHP under Criterion D, the integrity of the structure “is based upon the property’s potential to yield specific data that addresses important research questions” (NPS 1997:46). For “properties eligible under Criterion D, including archeological sites and standing structures studied for their information potential, less attention is given to their overall condition, than if they were being considered under Criteria A, B, or C” (NPS 1997:46). NPS (1997:49) recommends that evaluation of integrity under Criterion D focus “primarily on the location, design, materials, and perhaps workmanship” of the site (Table 3).

6.1 Application of National Register Criteria to Harris Harbor (JUN-01291)

Harris Harbor was completed in 1939; the structure is 83 years old. It is not listed on the Juneau Community Development Department’s Historic Sites & Structures database (CBJ 2019d), nor is it considered to be a key feature to the Juneau Downtown Historic District (Winter & Co. 2009).

Criterion A: Association with Significant Events

To be considered eligible for listing under Criterion A, a property must be associated with an important historic event (NPS 1997:12). Although JUN-01291 was constructed in response to a burgeoning population and economy in Southeast Alaska, there is no evidence, including no archival or oral history evidence, that it was built in association with any specific, significant historic event. Important economic events in Juneau’s history include the growth of the fishing, timber, tourism, dairy, and mining industries, but Harris Harbor was not directly involved in any of those industries. Although dairy farming was an important part of the economy in Juneau, the products were not shipped out of Juneau and did not specifically involve JUN-01291. The major mining operations in Juneau ceased their operations in 1941, shortly after the construction of JUN-01291. Neither timber nor tourism industries are known to have operated out of the harbor. And while small fishing boats have and continue to operate out of JUN-01291, there are no notable fishing boats or fishing related events that have

occurred there. JUN-01291 was used as a harbor of convenience during World War II, but it was not the only harbor in the area to perform that role, nor did it stop serving the general populace. Harris Harbor is not significant for its association or linkage to historic events; therefore, JUN-01291 is **not eligible for the NRHP under Criterion A.**

Criterion B: Association with Lives of Significant Persons

To be considered for listing under Criterion B, a property must be associated with the productive life of an individual whose specific contributions to history can be identified and documented (NPS 1997:15). The design of Harris Harbor is not attributed to a specific person or persons, only the USACE. An archival search, including a search of the "Gastineau Channel Memories" interviews that are archived by the Juneau-Douglas City Museum, revealed no significant persons associated with Harris Harbor (CBJ 2019a). Harris Harbor is not connected to a person of significance in the past; therefore, JUN-01291 is **not eligible for the NRHP under Criterion B.**

Criterion C: Distinctive Characteristics of a Type, Period, or Method of Construction

To be considered for listing under Criterion C, a property must "embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction" (NPS 1997:17). More specifically, properties associated with design or construction "must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction" (NPS 1997:18). And "a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history" (NPS 1997:18). Harris Harbor was built with the same construction methods that are used to build harbors today. The engineering of the rubble-mound breakwater and the dredging specifications were common during the period of its construction, and the design continues to be used by hydrological and civil engineers today. Harris Harbor does not embody distinctive construction methods; therefore, JUN-01291 is **not eligible for the NRHP under Criterion C.**

Criterion D: Potential to Yield Important Information in Prehistory or History

To be considered for listing under Criterion D, a property must have the potential to answer "important research questions about human history [that] can only be answered by the actual physical material of cultural resources" (NPS 1997:21). Harris Harbor was built using standard plans, common construction methods, and common construction materials. The actual physical materials of the property, the breakwater and docks, are not likely to answer important research questions about the history of Juneau or the history of harbor construction in Alaska. Harris Harbor has no potential to yield specific data that addresses important research questions; therefore, JUN-1291 is **not eligible for the NRHP under Criterion D.**

6.2 Application of National Register Criteria to Aurora Harbor (JUN-01292)

Construction of the Aurora Harbor was completed in 1964; the structure is 58 years old. It is not listed on the Juneau Community Development Department's Historic Sites & Structures database (CBJ 2019d), nor is it considered to be a key feature to the Juneau Downtown Historic District (Winter & Co. 2009).

Criterion A: Association with Significant Events

To be considered for listing under Criterion A, a property must be associated with an important historic event (NPS 1997:12). Although JUN-01292 was constructed in response to growing populations in Juneau and Douglas which caused increased vessel traffic in the Gastineau Channel, it was not built in association with any specific historic event. There is no evidence that Aurora Harbor contributed to the major historical economic forces in Juneau such as timber, fishing, tourism, dairy, or mining industries. However, the major mining operations in Juneau had ended before the construction of JUN-01292. Regarding the tourism industry, the harbor is not large enough to accommodate cruise ships and wildlife tours do not operate out of it. Timber industry activities also have not operated out of the harbor. Small fishing boats that contributed to the fishing industry did and still do operate out of JUN-01292, but there are no notable fishing boats or fishing related events that have occurred in JUN-01292. JUN-01292 is generally associated with the fishing industry, but not in a specific or particularly significant way. While JUN-01292 is associated with the fishing industry and the general growth of Juneau, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well" (NPS 1997:12). There is no evidence that the harbor had a "specific association" that contributed significantly to these trends. JUN-01292 is not significant for its association or linkage to historic events; therefore, JUN-01292 is **not eligible for the NRHP under Criterion A**.

Criterion B: Association with Lives of Significant Persons

To be considered for listing under Criterion B, a property must be associated with the productive life of an individual whose specific contributions to history can be identified and documented (NPS 1997:15). The original design of Aurora Harbor is not attributed to any specific person or persons. The original plans are attributed to USACE and signed by the chiefs of safety, design branch, and the engineering division. An archival search, including a search of the "Gastineau Channel Memories" interviews that are archived by the Juneau-Douglas City Museum, revealed no significant persons associated with Aurora Harbor (CBJ 2019a). Aurora Harbor is not connected to a person of significance in the past; therefore, JUN-1292 is **not eligible for the NRHP under Criterion B**.

Criterion C: Distinctive Characteristics of a Type, Period, or Method of Construction

To be considered for listing under Criterion C, a property must “embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). More specifically, properties associated with design or construction “must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction” (NPS 1997:18).

To be considered for listing under Criterion C, a property must “embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). More specifically, properties associated with design or construction “must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction” (NPS 1997:18). And “a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history” (NPS 1997:18). Although the specific combination of the timber-and-lagging vertical wall and rubble-mound breakwater for the wave barrier was aberrant at the time of its construction, it does not represent a particular type, period, or method of construction. Timber-and lagging vertical walls and rubble-mound breakwaters are common construction methods that continue to be used in harbor construction today. The engineering of the composite wave barrier, the rubble-mound breakwater, and the dredging specifications were in use prior to its construction and continue to be used by hydrological and civil engineers. Aurora Harbor does not embody a specific historic type, period, or method of construction; therefore, JUN-1292 is **not eligible for the NRHP under Criterion C**.

Criterion D: Potential to Yield Important Information in prehistory or History

To be considered for listing under Criterion D, a property must have the potential to answer “important research questions about human history [that] can only be answered by the actual physical material of cultural resources” (NPS 1997:21). Aurora Harbor was built using standard plans, common construction methods, and common construction materials. The actual physical materials of the property, the breakwater, wave barrier, and docks, are not likely to answer important research questions about the history of Juneau or the history of harbor construction in Alaska. The site is not likely to yield any information that has not already been recorded by extant engineering as-builts and photographic documentation. Aurora Harbor has no potential to yield specific data that addresses important research questions; therefore, JUN-1292 is **not eligible for the NRHP under Criterion D**.

7.0 Conclusion

Harris Harbor and Aurora Harbor, located along the Gastineau Channel in Juneau, Alaska, were constructed in 1939 and 1964, respectively. After applying the National Register Criteria to these cultural resources in accordance with 36 CFR § 63, it is clear

that neither the Harris Harbor (JUN-01291) nor the Aurora Harbor (JUN-01292) meet the requirements of the National Register Criteria for Evaluation. Per 36 CFR § 800.4(c)(2), USACE requests the SHPO's concurrence on the determination that these two harbors are **not eligible** for the National Register of Historic Places.

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CITY AND BOROUGH OF JUNEAU FY2024 BUDGET CALENDAR

DUE DATE	DESCRIPTION	STAFF WORKING GROUP
August 1, 2022	Cost allocation process begins.	Budget Section, Departments
October 3, 2022	Rate determination process begins.	Budget Section, Controller's Office, Risk, Facilities Maintenance, Fleet, P&R, Lands
November 18, 2022	Final rates due to Finance for inclusion in budget directives.	Budget Section, Controller's Office, Risk, Facilities Maintenance, Fleet, P&R, Lands
November 18, 2022	Debt service cost estimates, proprietary fund interest allocation, and arboretum endowment draw due to Finance.	Treasurer, Budget Section, Controller, Finance Director
December 1, 2022	Manager solicits for passenger fee project requests.	Manager's Office, Finance Director, Budget Section
December 11, 2022	Assembly holds retreat to determine budget direction.	Manager's Office, Finance Director
December 12, 2022	Distribution of Budget Guide, Budget Workbook, and Fleet Schedules to departments.	Budget Section, Controller's Office
December 14, 2022	Finance performs budget training with departments.	Finance Director, Budget Manager, Departments
January 1, 2023	Manager drafts passenger fee recommendations.	Manager's Office, Finance Director, Budget Manager
January 9, 2023	All department budget requests due to Finance (excl. P&R).	All Departments (excl. P&R)
January 15, 2023	Passenger fee recommendations open for public comment.	Manager's Office, Finance Director, Budget Manager
January 17, 2023	P&R budget request due to Finance.	P&R
January 27, 2023	Last date for D&H, Airport, and Eaglecrest boards to approve budgets.	D&H, Airport, Eaglecrest
January 30, 2023	CIP funding schedule due to Finance.	Engineering
February 1, 2023	Manager presents draft passenger fee recommendations to Assembly Finance Committee.	Manager's Office, Finance Director, Budget Manager
February 6, 2023 - February 17, 2023	Departments review budgets with Manager's Office.	Manager's Office, Departments, Budget Section, Controller's Office, Finance Director
February 15, 2023	Passenger fee recommendations public comment period ends.	Manager's Office, Finance Director, Budget Manager
February 27, 2023	Finance creates Major Revenue Forecast.	Budget Section, Revenue Officer, Controller's Office, Finance Director
March 1, 2023	Manager's final passenger fee recommendations posted to CBJ website.	Manager's Office, Finance Director, Budget Manager
March 1, 2023	2023 property assessments presented to Assembly Finance Committee.	Assessor, Budget Manager, Finance Director
March 1, 2023	BRH and JSD submit preliminary budgets to Finance.	School District, Hospital
March 17, 2023	JSD and BRH submit final budgets to Finance.	School District, Hospital
March 24, 2023	Final CBJ proposed budget book to printer.	Budget Section
March 31, 2023	JSD formal budget request to City Manager.	School District
April 5, 2023	Special Assembly Meeting - introduction of CBJ and JSD operating budgets, mill levy rate, and CIP resolution.	Manager's Office, Finance Director, Budget Section, Clerk's Office
April 5, 2023	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
April 7, 2023	Local newspaper publication of budget summary, CIP summary, and notice of public hearing due.	Clerk's Office, Budget Section
April 12, 2023	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
April 19, 2023	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
April 26, 2023	Special Assembly Meeting - public hearings on the CBJ and JSD operating budgets, mill levy rate, and CIP resolution.	Manager's Office, Finance Director, Budget Section, Clerk's Office
April 26, 2023	Assembly Finance Committee - establish local funding for school district operations; budget review.	Manager's Office, Finance Director, Budget Section



CITY AND BOROUGH OF JUNEAU FY2024 BUDGET CALENDAR

DUE DATE	DESCRIPTION	STAFF WORKING GROUP
May 3, 2023	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
May 8, 2023	Regular Assembly Meeting - adoption of JSD operating budget ordinance.	Manager's Office, Finance Director, Budget Section, Clerk's Office, Controller
May 10, 2023	Assembly Finance Committee - JSD operating budget for action; budget review.	Manager's Office, Finance Director, Budget Section
May 17, 2023	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
May 24, 2023	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
June 7, 2023	Assembly Finance Committee - regular business.	Manager's Office, Finance Director, Budget Manager
June 12, 2023	Regular Assembly Meeting - adoption of CBJ operating budget, mill levy rate, and CIP resolution.	Manager's Office, Finance Director, Budget Section, Clerk's Office
June 30, 2023	Publication of Notice to Taxpayers due.	Budget Section
June 30, 2023	Final CBJ adopted budget book due.	Budget Section

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Àak'w Landing

JUNEAU



The Ovoid

The Ovoid is the mother of Tlingit formline design. The shape is the building block that forms the visual center point from which all design patterns are created. From the Ovoid, all artwork develops and flows to establish movement and meaning.

Huna Totem
DEVELOPMENT GROUP



HUNA TOTEM



CORPORATION



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Huna Totem

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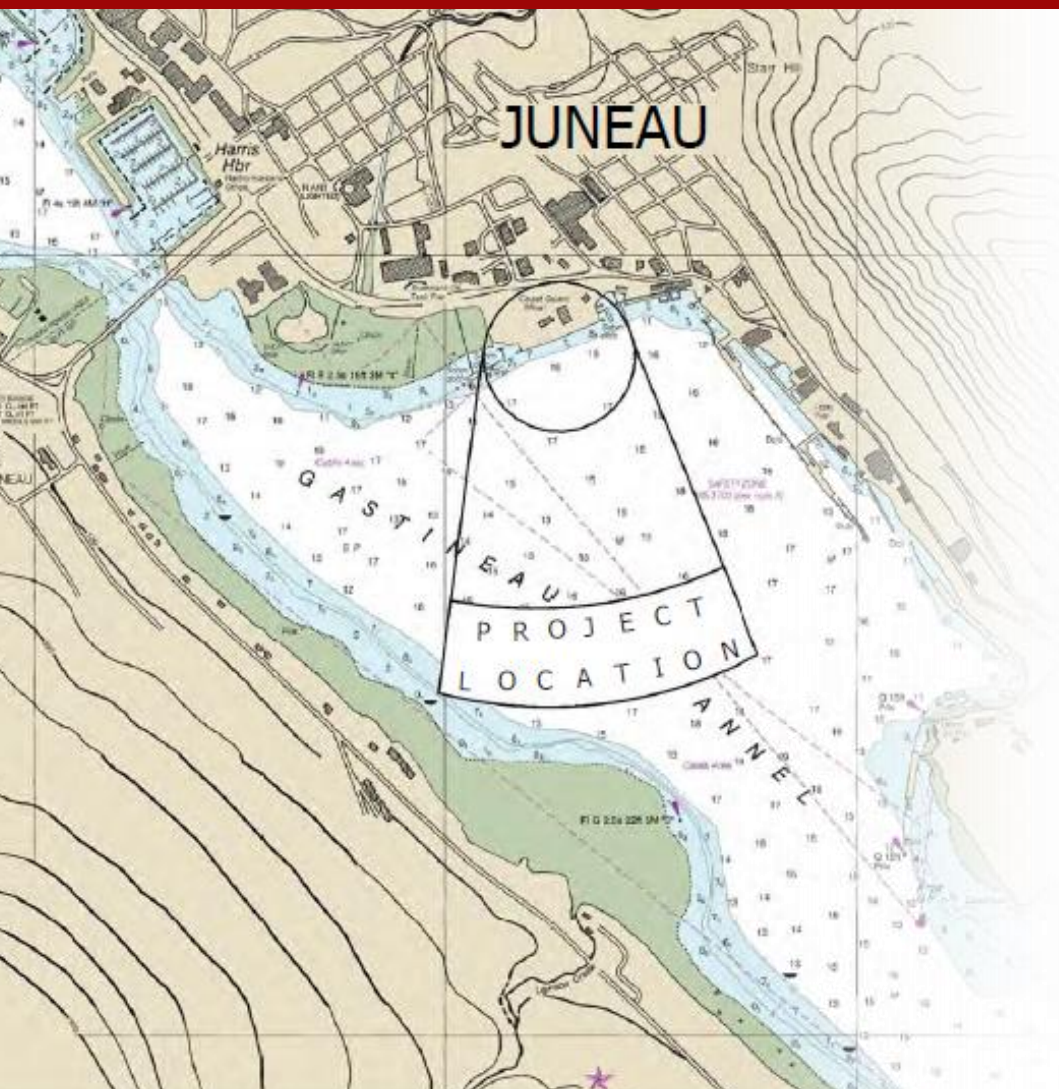


Methodology & Concept

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Our vision for the project is to create a dock and associated facilities that fully integrate the necessary elements of efficiency, durability, sustainability, smooth traffic and pedestrian flows, culture and history. Our collective company core values extend well beyond the specifics of the project boundaries to encompass the value equation that is driven by delivering a compelling project that guests experience as unique, relevant, and a value for their investment of time and money. The design concepts for the port follow five key principles:

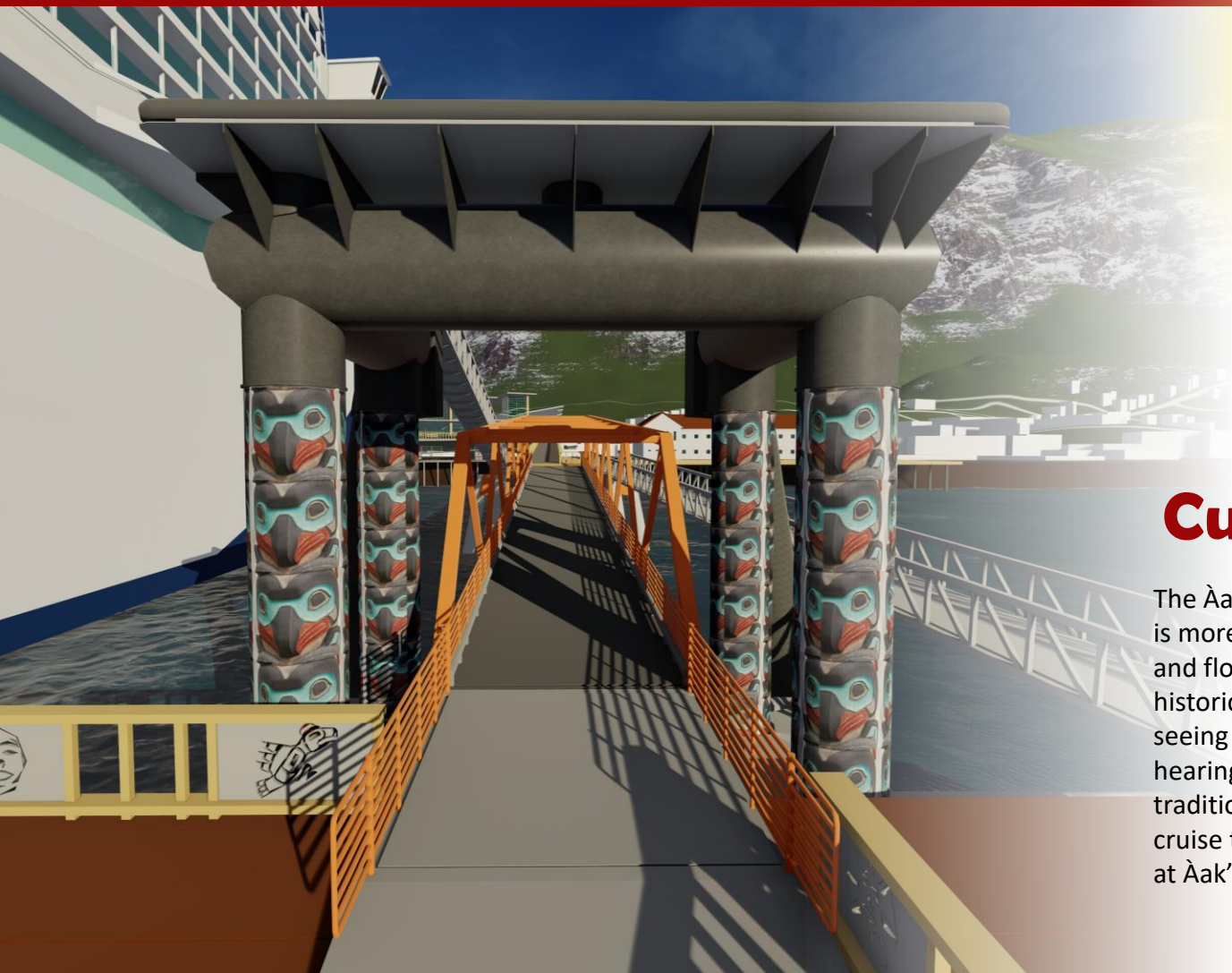
- 1 Represent Local Culture & People
- 2 Curated Traffic Flow
- 3 Open For Business Year Round
- 4 Meet NCLH Community Commitments
- 5 No Pixie Dust

Sustainability

HUNA TOTEM

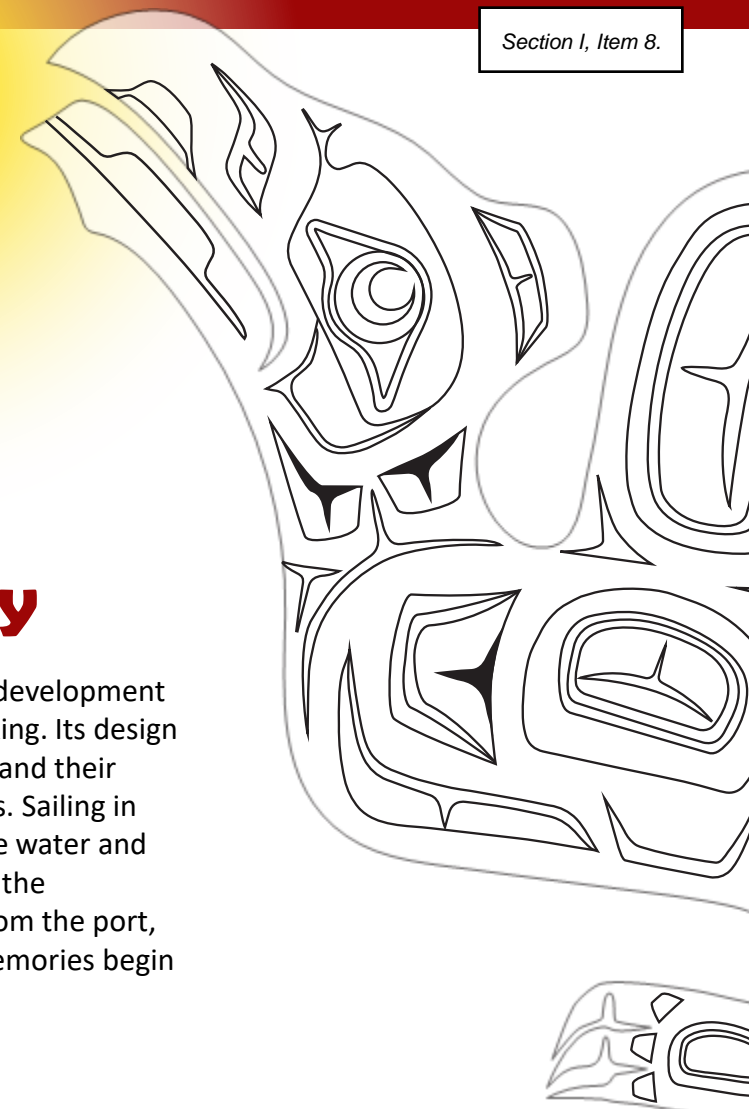


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Cultural Journey

The Āak'w Landing's berths and upland development is more than a simple dock and bus parking. Its design and flow tell the story of Alaska Natives and their historic ties to Juneau's lands and waters. Sailing in seeing totem pole faces reflecting on the water and hearing Goldbelt Tlingit performers sing the traditional welcome songs resonating from the port, cruise traveler will know a lifetime of memories begin at Āak'w Landing.



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The SkyWalk will make Àak'w Landing one of the most Instagramable ports in the world. Gradually moving cruisers from sea level to twenty-five feet above street level, the SkyWalk wraps around the artistic bows of the Norwegian ships demanding a photo stop every thirty feet. Its sweeping motion is easy to follow ashore, creating sightlines automatically leading visitors through the port.



HUNA TOTEM



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Welcoming Experience

Approach twenty-five feet above the Seawalk, Àak'w Landing's Totem Towers create leading lines from the waters to Mount Juneau's snowcapped peak 3,500 feet above the port. Its iconic mixture of bold, vertical lines evenly divided by horizontal vistas and Seawalks invite your senses to linger. Pathways seamlessly connect from cultural art installations to local shops and to restaurant chairs with 180-degree views.



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Àak'w Landing finally brings Alaska cuisine to Juneau's waterfront. Aided by the site's architectural design, the restaurant spaces bring the outdoor experience inside while leaving the weather elements out. A series tri-level canopy roof lines, glass awnings and glass entry ways, the restaurants are flexible with the weather, traffic patterns and now have a modern waterfront space to provide Juneau with year-round service. With two waterfront view levels, patrons can sit on the tideline or at 45 feet above street-level without an obstructed view of the mountains or the Gastineau channel.



Partnering with renowned Tracy LaBarge of Tracy's Crab Shack, Àak'w Landing delivers on our locals- only development strategy, maintains Tracy's current presence on the site, and looks to expand Tracy's high-end Salt restaurant and increases Tracy's capacity to grow her culinary tour products.

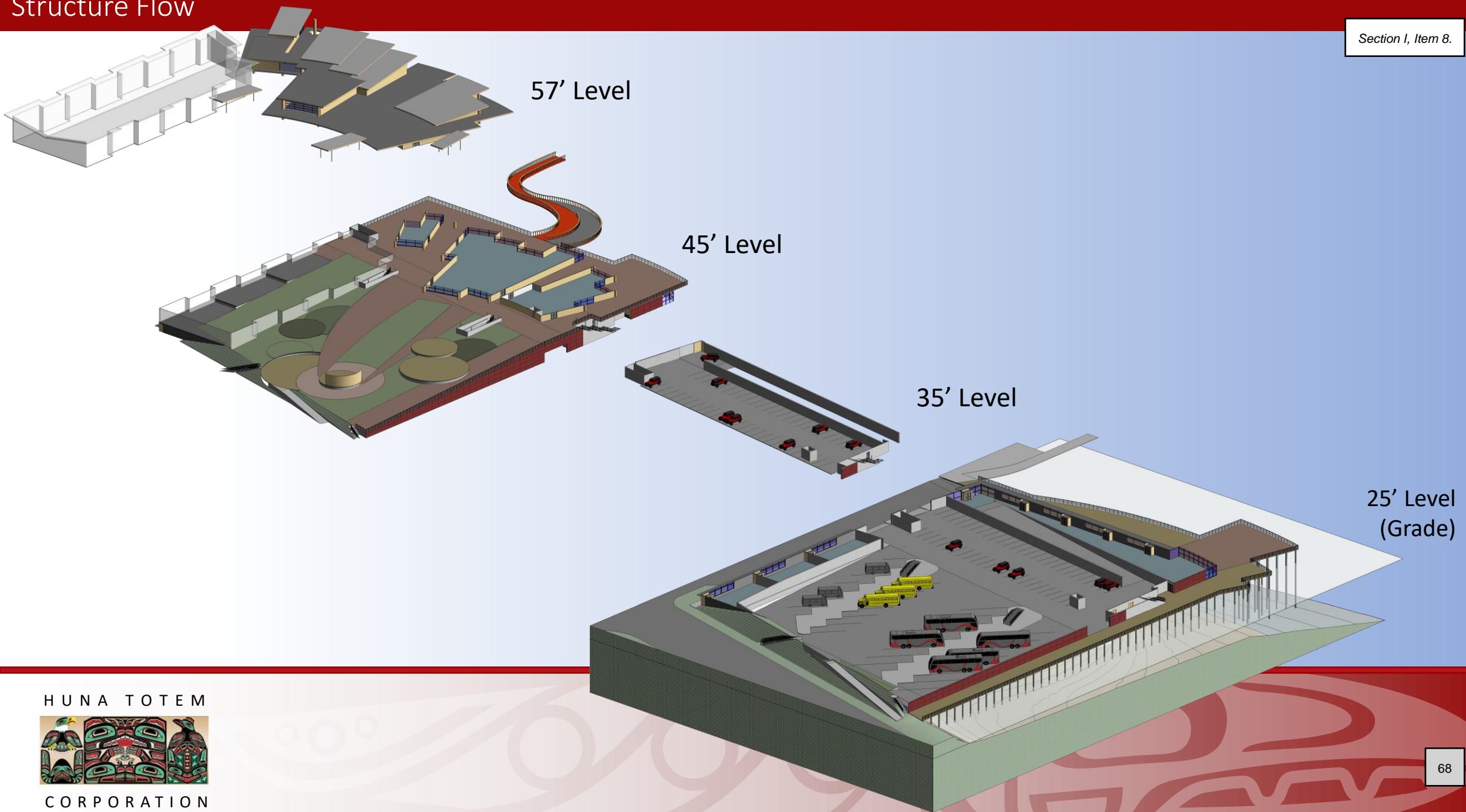




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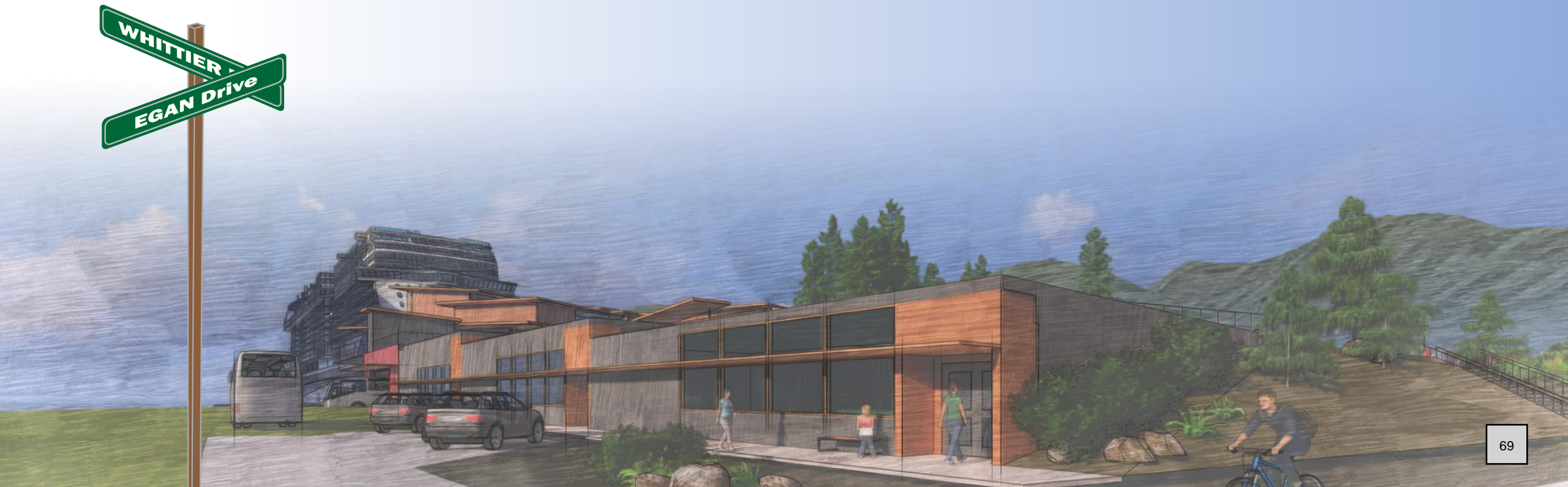
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Conference

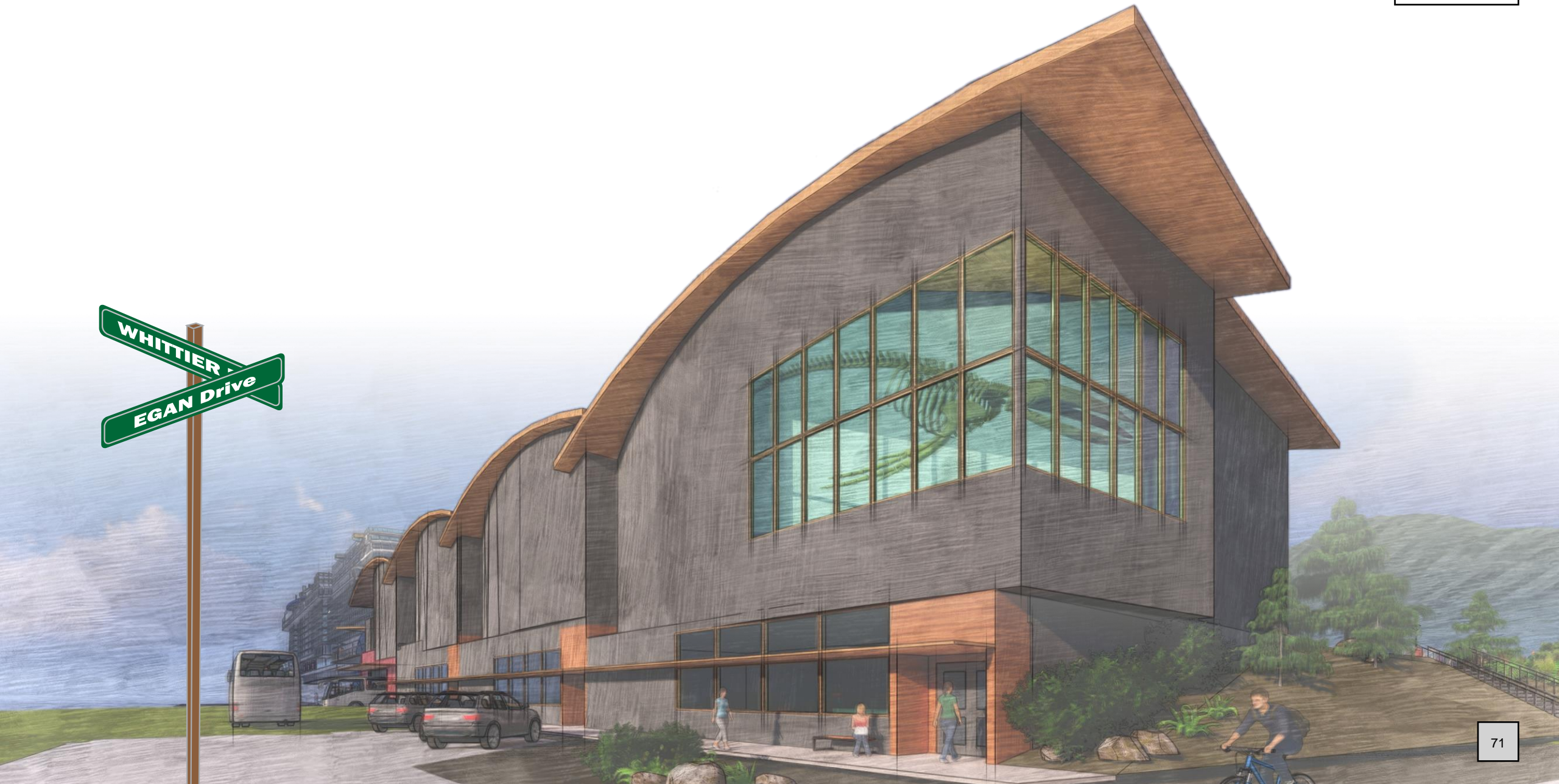


Ocean Center



Apartment

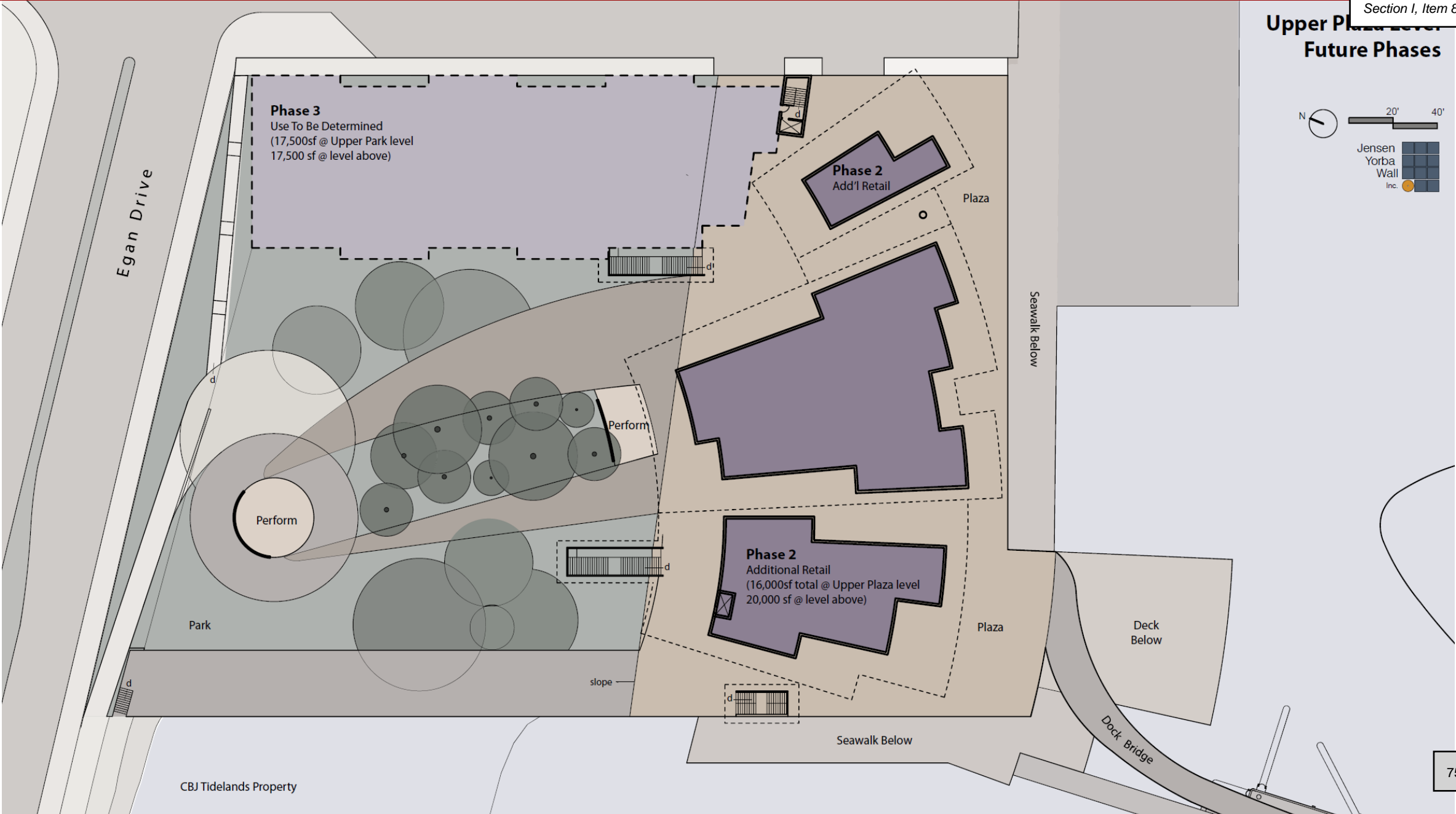


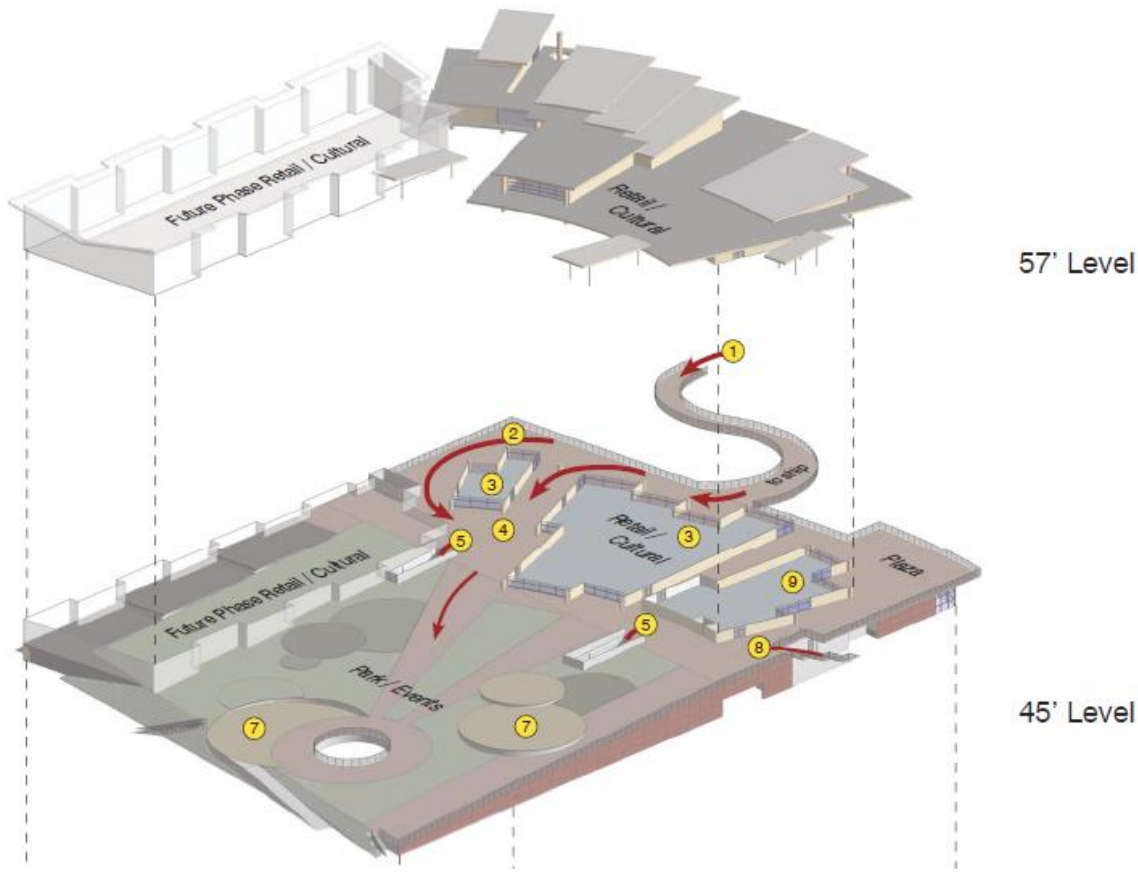






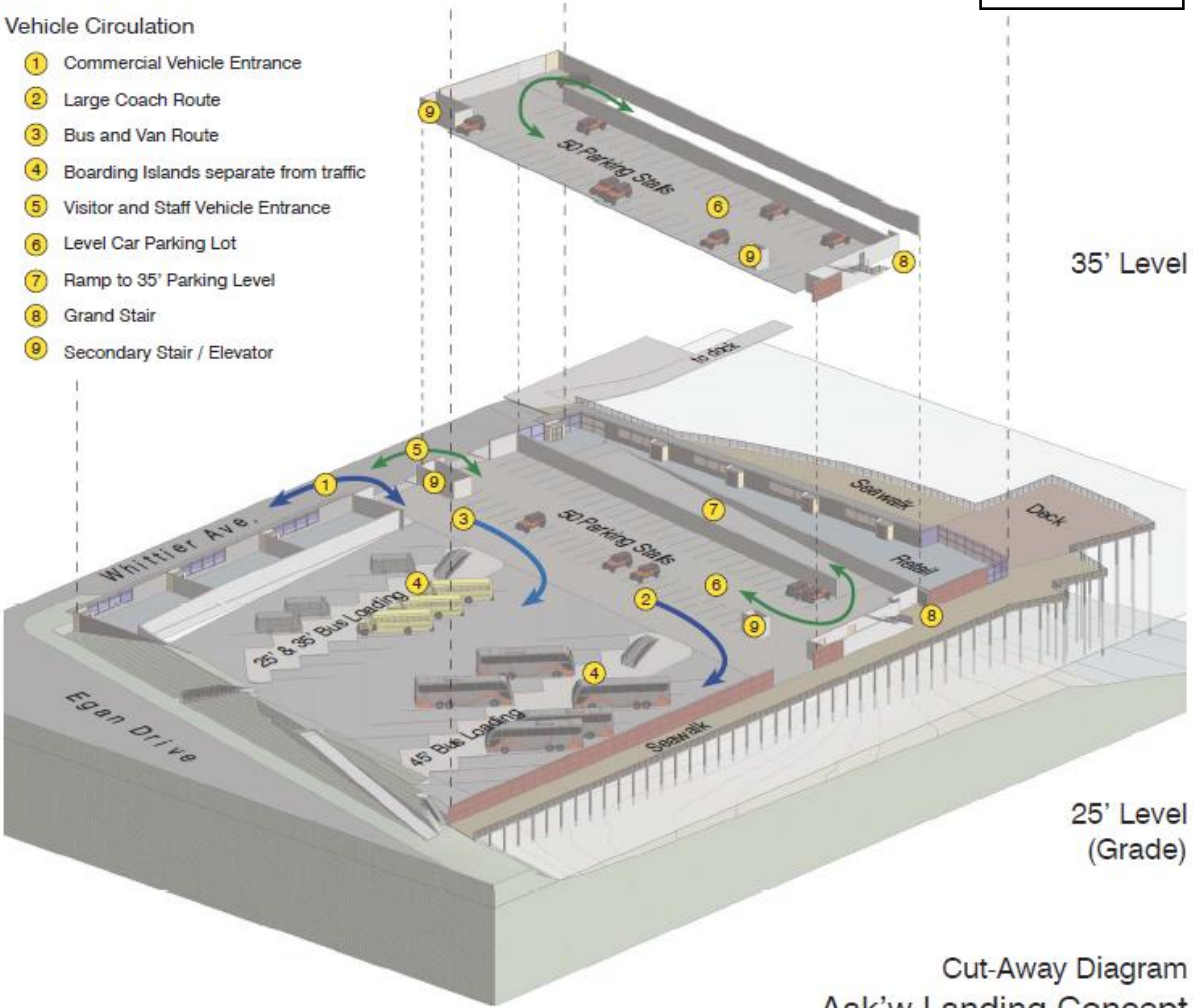






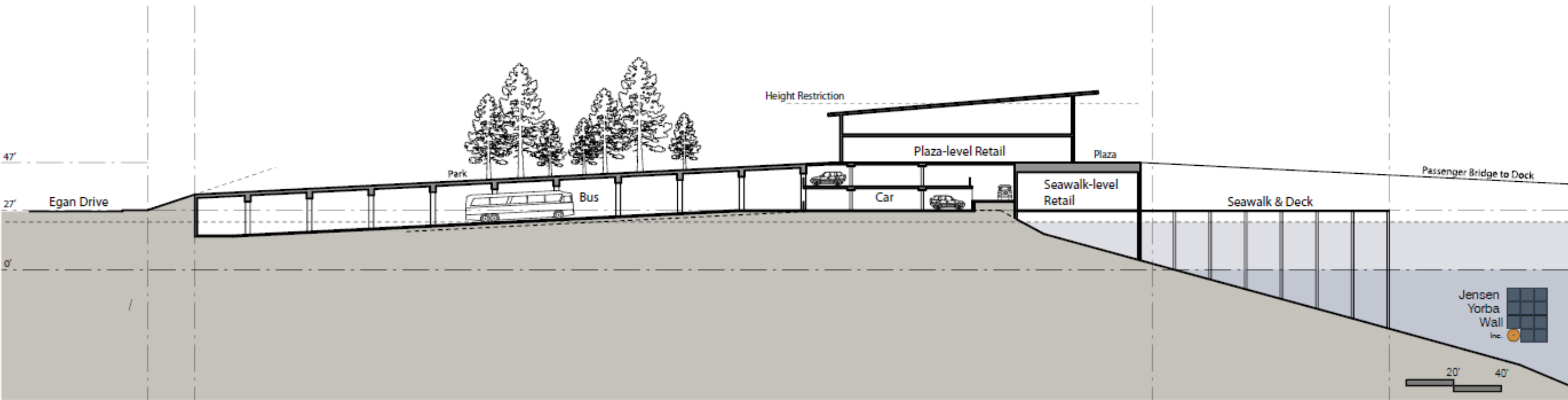
Vehicle Circulation

- 1 Commercial Vehicle Entrance
- 2 Large Coach Route
- 3 Bus and Van Route
- 4 Boarding Islands separate from traffic
- 5 Visitor and Staff Vehicle Entrance
- 6 Level Car Parking Lot
- 7 Ramp to 35' Parking Level
- 8 Grand Stair
- 9 Secondary Stair / Elevator



Cut-Away Diagram
Aak'w Landing Concept





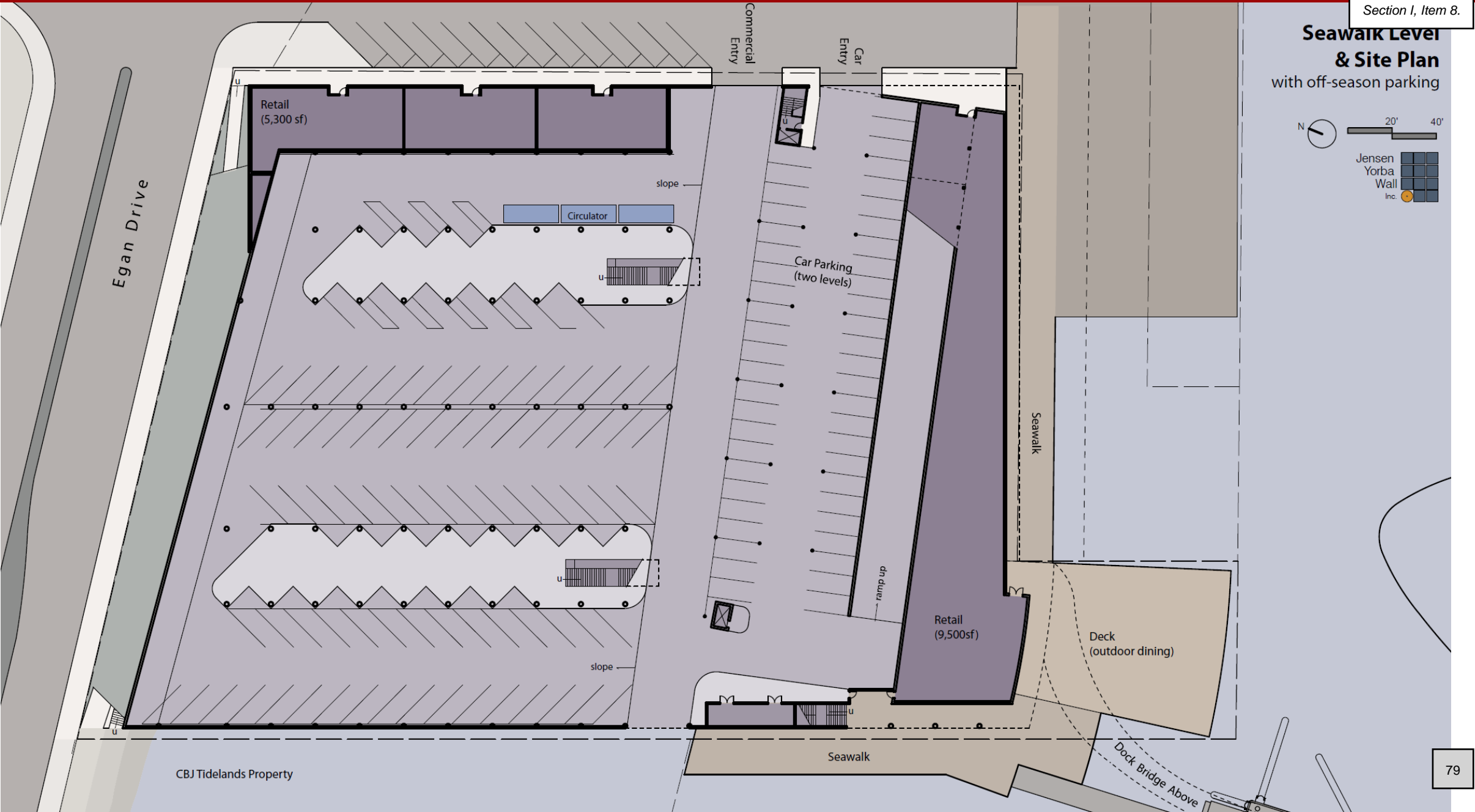


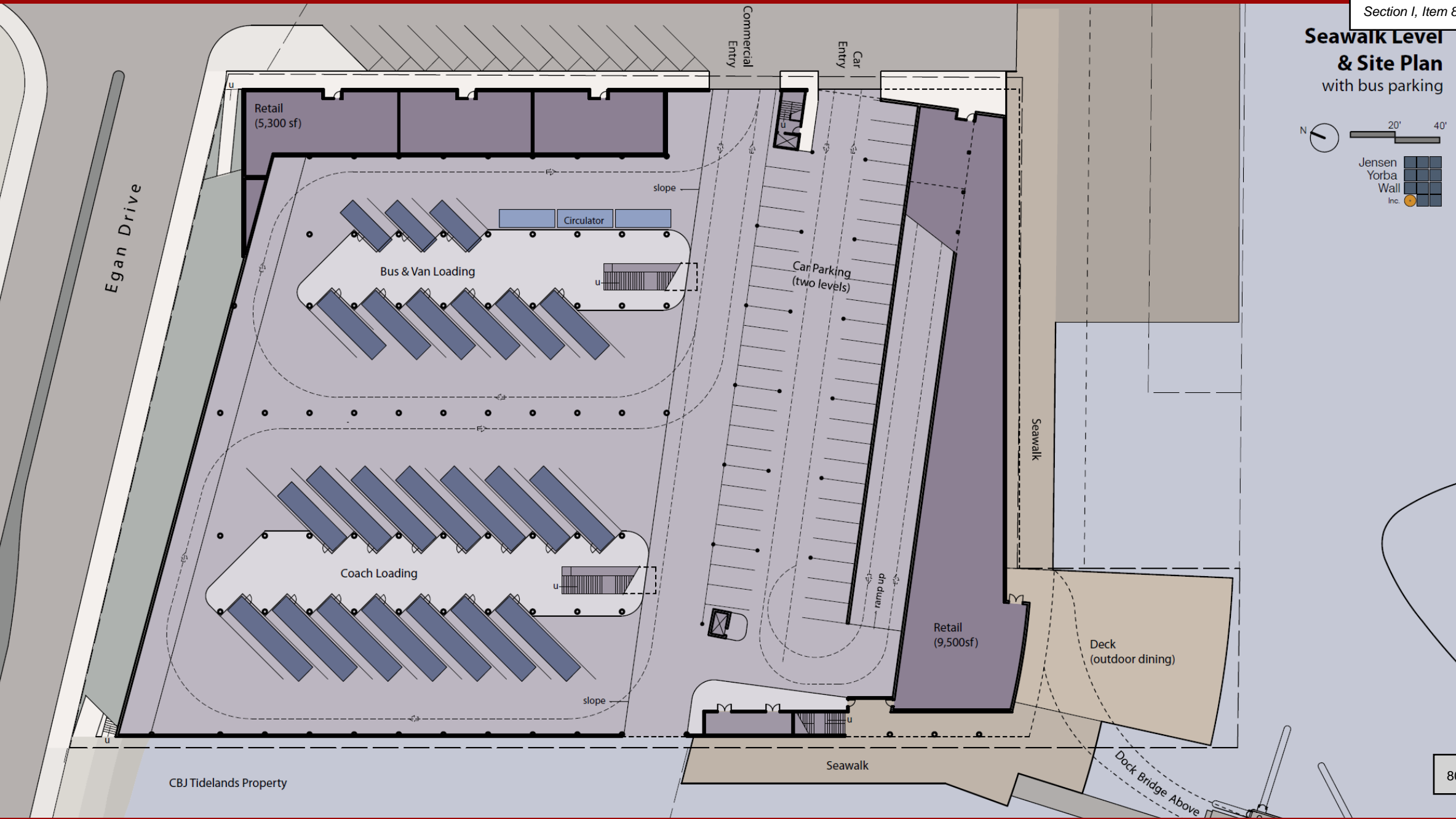
HTC Waterfront Lot

Coast Guard Dock

Tideland Dock Area

Event Parking – With Circulator





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