



DOCKS AND HARBORS BOARD MEETING AGENDA

September 26, 2024 at 5:00 PM

Port Director's Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/88664613887> or (253)215-8782 Webinar ID: 886 6461 3887 Passcode: 517371

A. CALL TO ORDER: (5:00pm in Port Director's Conference Room & via Zoom)

B. ROLL CALL: (James Becker, Tyler Emerson, Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith, Shem Sooter, and Don Etheridge).

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. SPECIAL ORDER OF BUSINESS

F. APPROVAL OF MINUTES

1. August 29th, 2024 Board Minutes

G. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes

B. Board Members Requests for Consent Agenda Changes

C. Items for Action

2. Direct Lease Negotiation with Franklin Dock Enterprises
Presentation by Port Director

RECOMMENDATION: THAT THE ASSEMBLY ALLOW DIRECT NEGOTIATIONS WITH FRANKLIN DOCK ENTERPRISES FOR A LEASE FOR THE NATIONAL GUARD DOCK AND TIDELANDS.

3. Direct Lease Negotiation with Goldbelt, Inc
Presentation by Port Director

RECOMMENDATION: THAT THE ASSEMBLY ALLOW DIRECT NEGOTIATIONS WITH GOLDBELT TO EXECUTE A LEASE OR PURCHASE & SALES AGREEMENT FOR PROPERTY ASSOCIATED WITH SEADROME BUILDING AND DOCK.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

H. UNFINISHED BUSINESS

4. Proposed Regulations Change - 05 CBJAC 10.040 (Tour Sales Permit)
Presentation by Harbormaster

Board Questions

Public Comment

Board Discussion/Action

MOTION: THAT THE BOARD APPROVE PROPOSED REGULATION CHANGE TO 05 CBJAC 10.040 (TOUR SALES PERMIT) AND TO SCHEDULE PUBLIC NOTICE AHEAD OF A PUBLIC HEARING.

5. Proposed Regulations Changes: 05 CBJAC 20.010 (Small boat harbor fee policy; 05 CBJAC 35.060 (Fees); 05 CBJAC 40.010 (General moorage management policy); and, 05 CBJAC 45.050 (Auke Bay Loading Facility).

Presentation by Harbormaster

Board Questions

Public Comment

Board Discussion/Action

MOTION: THAT THE BOARD APPROVE PROPOSED REGULATION CHANGES PURSUANT TO 05 CBJAC 20.010/35.060/40.010/45.050 AND TO SCHEDULE PUBLIC NOTICE AHEAD OF A PUBLIC HEARING.

6. Seadrome Building Development Property Request

Presentation by Goldbelt, Inc

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO PURSUE A PURCHASE & SALES AGREEMENT WITH GOLDBELT SELLING CBJ OWNED SEADROME PROPERTY AT FAIR MARKET VALUE IN ACCORDANCE WITH CBJ CODE.

I. ITEMS FOR INFORMATION/DISCUSSION

7. Proposed Lone Sailor Statue

Presentation by Pioneers of Alaska

Board Discussion/Public Comment

8. Next Steps : Replacement of Aurora G Float - Boat Shelter

Presentation by Port Director

Board Discussion/Public Comment

9. Planning for Docks & Harbor Board Retreat

Presentation by Port Director

Committee Discussion/Public Comment

10. Docks & Harbors Board - CY 2025 Calendar

Presentation by Port Director

Board Discussion/Public Comment

J. COMMITTEE AND MEMBER REPORTS

1. Operations Committee Meeting Report
2. Assembly Lands Committee Liaison Report
3. South Douglas/West Juneau Liaison Report
4. Member Reports

K. PORT ENGINEER'S REPORT

L. HARBORMASTER'S REPORT

M. PORT DIRECTOR'S REPORT

N. ASSEMBLY LIAISON REPORT

O. BOARD ADMINISTRATIVE MATTERS

a. Ops/Planning Committee Meeting - Wednesday October 23rd, 2024.

b. Board Meeting - Thursday October 31st, 2024.

P. 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.gov.



DOCKS AND HARBORS BOARD MEETING MINUTES

August 29, 2024 at 5:00 PM

Port Director's Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/83755356539> or (253)215-8782 Webinar ID: 837 5535 6539 Passcode: 433284

- A. **CALL TO ORDER:** by Mr. Etheridge at 5:00pm in Port Director's Conference Room & via Zoom
- B. **ROLL CALL:** James Becker, Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith, Shem Sooter, and Don Etheridge.

Absent: Tyler Emerson.

Also in attendance: Carl Uchtyl – Port Director, Matthew Sill – Port Engineer, Matthew Creswell – Harbormaster, Ella Adkison- Assembly Liaison, and Melody Musick—Administrative Officer.

- C. **PORT DIRECTOR REQUESTS FOR AGENDA CHANGES-** none.

MOTION BY MR. SOOTER TO APPROVE THE AGENDA AS PRESENTED OR AMENDED

- D. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS-** none.

- E. **APPROVAL OF MINUTES**

1. July 25th, 2024 Board Minutes

The minutes were approved unanimously.

- F. **PUBLIC HEARING**

2. **DOCKAGE CHARGE WAIVER FOR US COAST GUARD CUTTER**

Mr. Uchtyl referenced the agenda packet, on page 15 there is a letter from Mr. Uchtyl to the Docks and Harbors Board. A ship agent from Cruise Line Agencies of Alaska (CLAA) contacted Mr. Uchtyl to inform him of the potential for a Coast Guard cutter port call in October. Due to the fiscal year change-over there is a concern that the cutter would not have enough funds to make a port call in Juneau. Mr. Uchtyl recommended that the cost of moorage for the Coast Guard cutter be waived. The waiver would only cover dockage and exclude any additional fees. The loss in revenue to Docks and Harbors would be approximately \$1,000 for the four-day port call. Mr. Uchtyl said that this offer of goodwill would help build rapport with the Coast Guard. This was not brought to the Docks and Harbors Operations and Planning Committee. If the Board chooses to support waiving moorage fees Mr. Uchtyl will contact the ship agent at CLAA.

Board Questions

Ms. Smith asked if there would be a timing conflict with the cruise ships.

Mr. Uchtyl said that CLAA coordinates the schedule for cruise ships as well as the cutter and therefore would be responsible for navigating any conflicts in the schedule.

Public Comment- none.

Board Discussion/Action- none.

MOTION BY MS. SMITH TO WAIVE USCG CUTTER DOCKAGE CHARGES DURING ANTICIPATED OCTOBER 2024 VISIT.

Motion passed unanimously.

- G. **UNFINISHED BUSINESS**

3. Taku Harbor Repair Options

Mr. Sill referenced page 14 of the agenda packet. PND Engineers have created design options for the repair of the Taku Harbor float. The Taku Harbor float is connected to the beach by floats that were originally at Amalga Harbor and then repurposed for Taku Harbor. The floats have been in service for the last 30 years and need replacement or repair. The first design concept from PND calls for replacement of the boarding floats that typically sit on the beach with a series of three gangways. The first concept would require the least number of pilings and be most environmentally friendly. The second concept is a conventional approach dock that would entail building a wharf. The second concept would entail more pilings, timber, and steel. The third concept would replace in-kind the current design, with the floats still sitting on the beach. The first and third options are the most cost-effective. The first option would have the benefit of being easiest to install based on an environmental perspective and be the easiest to maintain. At the Operations and Planning Committee meeting there was interest expressed in moving forward with the first design concept.

Board Questions

Mr. Becker asked if individuals who have property near Taku Harbor have expressed any opinion on the potential float repair designs.

Mr. Sill said that he has not received any feedback from the public and that the design concepts have not been advertised.

Public Comment- none.

Board Discussion/Action

Mr. Sooter asked if PND had considered batters when considering constructability.

Mr. Sill said that it has been talked about and Mr. Sill has made inquiries about the ability to reduce pile count further.

MOTION BY MS. SMITH TO SELECT OPTION 1 (ELEVATED ALUMINUM GANGWAY) AS THE PREFERRED ENGINEERING DESIGN SOLUTION TO MAKE REPAIRS TO THE TAKU HARBOR APPROACH DOCK.

Motion passed unanimously.

H. NEW BUSINESS

4. Aurora Harbor Boat Shelter AF-21 For Sale

Mr. Uchytel said that Mr. Pusich, in following proper procedure, has approached the Board with the right of first refusal to sell his boat shelter. In the past the Board has not had an interest in purchasing a boat shelter. Typically boat shelters are sold for \$70,000 for the entire shelter.

Board Questions-none.

Public Comment-none.

Board Discussion/Action-none.

MOTION BY MS. SMITH TO WAIVE THE DOCKS & HARBORS BOARD RIGHT OF FIRST REFUSAL TO PURCHASE BOAT SHELTER AF-21 ALLOWING MR. HENRY PUSICH TO PROCEED WITH A SALE OF SAID BOAT SHELTER.

Motion passed unanimously.

I. ITEMS FOR INFORMATION/DISCUSSION

5. Regulations Change - Update

Mr. Creswell referenced page 21 of the agenda packet that contains the proposed regulation changes.

The proposed regulation changes are part of the annual regulation clean up that is conducted to ensure that Docks and Harbors can improve and provide clear policies. The first regulation change is to 05 CBJAC 10.040 which pertains to the permit rate of the waterfront vendor booths. During the previous recent rate increases the waterfront vendor booth permit rates have not increased. Mr. Uchytel has notified waterfront vendors of the proposed regulation change. The next proposed regulation change is for 05 CBJAC 20.010 which is to address issues with patrons who have been consistently in bad standing with Docks and Harbors. The first change under 05 CBJAC 20.010 applies to collections accounts, wherein if a patron has had a previous account sent to collections, they shall not be able to moor the same or new vessel within CBJ harbors until they have settled the collections account. Enforcement for the regulation would be to declare the boat abandoned and subject to the impoundment process. The second change under 05 CBJAC 20.010 applies to habitual offenders. If the patron has been subjected to impoundment hearing or sent to collections within the prior 24 months, they will be required to pre-pay for moorage. The third change is to the former Vessel Disposal Surcharge which has been renamed to the Uninsured Vessel Surcharge, the regulation shows up in two places 05 CBJAC 35.060 and 05 CBJAC 40.010. The new changes to the Uninsured Vessel Surcharge will allow for the rate to be lowered as per the request made by the Operations and Planning Committee. The existing proposed language also allows for the rate to be increased by the Docks and Harbors Board. The changes in the rate for the Uninsured Vessel Surcharge would occur at the beginning of the fiscal year, on July 1st. Mr. Creswell said that he anticipates the rate of the Uninsured Vessel Surcharge to change with the year-to-year costs of vessel disposal. The final regulation change is to 05 CBJAC 45.050 which pertains to the Auke Bay Loading Facility which seeks to codify the existing policy of the facility. Two hours of free moorage is available at the Auke Bay Loading Facility with a reservation, moorage without a reservation regardless of time spent at the dock, will result in a charge of a full day of moorage.

Board Discussion/Public Comment

Mr. Becker asked if there is enough signage at the Auke Bay Loading Facility for boaters who are unfamiliar with the facility to understand the reservation policy?

Mr. Creswell said that there is very large signage at the facility.

Ms. Smith asked if there is an auto increase for the rate of the waterfront vendor booth permits and if it is tied to the consumer price index?

Mr. Creswell said that the regulation for waterfront vendor booth permits is not set up to be adjusted with the consumer price index.

Mr. Hamilton asked if the regulation changes will be voted on together or separately.

Mr. Uchytel said that the regulation changes will be voted on separately. Once approved by the Board then there will be a public hearing.

6. Use of Little Rock Dump by Juneau Eagles (Paraglider Club)

Mr. Uchytel referenced the last page of the agenda packet that shows an aerial overview of the Little Rock Dump. The Juneau Eagles is a local paragliding club who has agreements with CBJ to have landing sights throughout the city. The Juneau Eagles are requesting the ability from Docks and Harbors to use the top of the Little Rock Dump as a landing location. CBJ Lands and Resources maintains a list of locations used by the Eagles for landing. The Eagles have provided proof of ample insurance. If paragliders land in unauthorized locations JPD can ticket. Docks and Harbors do not have any conflicts with the Eagles' use of the site. Currently there are 40 members of the Eagles and 10 very active members. One request from the Eagles was permission to clear the alders to improve landing, according to Lands, a permit must be obtained before cutting any tree on CBJ property. Docks and Harbors may offer a half-acre of commercial storage in the southeast corner of Little Rock Dump; however, there are not official plans for the storage project. Clean up of the lot from Dr. Eichman and the bone yard from

Docks and Harbors will need to occur for surveying to be conducted on the property. Once surveying and clean-up of the property is complete then Docks and Harbors can plan construction for the commercial fishing storage. The storage project would not have any conflicts with the Juneau Eagles.

Board Discussion/Public Comment

Mr. Etheridge said that Little Rock Dump would be an ideal location for commercial fishermen to have container storage.

Ms. Smith asked if the Eagles require the area requested for landing to be blocked off? Would public access be blocked?

Mr. Uchytel said that paragliders oftentimes are unable to plan where they land, this would give paragliders approval to land and not require any land to be blocked off. No access to the public waterfront would be blocked off.

Mr. Leither asked if Docks and Harbors would have any liability with the Juneau Eagles use of the property?

Mr. Uchytel said that when meeting with the Eagles they said that there would not be any liability for Docks and Harbors.

Mr. Becker said that the offering storage for commercial fishermen could provide a large opportunity for Docks and Harbors.

Mr. Leither asked if commercial fishermen would be providing the storage or Docks and Harbors.

Mr. Etheridge said that the commercial fishermen would provide Connex storage containers.

Public Comment

Nate Gary, Juneau AK

Mr. Gary said The Eagles carries 1 to 2 million-dollar insurance policy that has been held for the last 40 years.

7. FY25 Board Goals/Potential Retreat

Mr. Uchytel said that at the last Board meeting a retreat for Board members was discussed. In the past the Board has done two-day retreats or broken the retreat apart into multiple weekends. The last retreat was led by Lacy Derr who discussed navigating rate increases. Last year there was no Board member retreat. Mr. Uchytel said that three of the current Board members have not participated in the retreat. The retreat topic will be determined by the Board. Mr. Uchytel asked the Board to determine what appropriate action should be taken going forward.

Board Discussion/Public Comment

Ms. Smith said that in the past retreats have helped to bring new Board members up to date with current Docks and Harbors projects, topics, and plans.

Mr. Becker said that it is time to review projects and create a priority list.

Mr. Leither said that he would be appreciative of a retreat to review the financial responsibilities of the Board and regrouping relating to projects. Mr. Leither said that he does not see the need for a large-scale retreat.

Ms. Hart asked if Mr. Uchytel had any recommendations that would work well with staff to conduct the Board retreat.

Mr. Uchytel said that in the past the retreat has occurred in the October-November time frame. Mr. Uchytel said the fall would work better than spring of 2025 due to other anticipated conflicts. Current Docks and Harbors projects are as follows: Auora Phase IV, Wayside Park dredging, Taku Harbor float

project and Statter Harbor Phase IIID. Other projects that are waiting for grant funding include: Aurora Harbor Drive Down Float (PIPD and ADOT Harbor Facilities Grant), EPA Cruise Ship Dock Electrification, DOT Harbor Facilities Grants, and Sport Fish Grant for Taku Harbor.

Mr. Leither asked Mr. Uchytel about hunter access in Echo Cove.

Mr. Uchytel said that in Echo Cove Docks and Harbors is a ramp without floats. Territorial Sportsmen made a recommendation to Docks and Harbors to install a float.

Mr. Uchytel said that at the next Board meeting he will present ideas, subjects, and locations for the Board retreat.

Ms. Smith asked for the retreat to be more informal.

J. COMMITTEE AND MEMBER REPORTS

1. Operations Committee Meeting Report

Mr. Sooter reported that his first meeting as chair of the Operations and Planning Committee went well and that he does not have any further information to report.

2. Assembly Lands Committee Liaison Report

Mr. Becker reported that seven new parcels have been designated for development in a report given by the Lands Director.

3. South Douglas/West Juneau Liaison Report- none.

4. Member Reports-none.

K. PORT ENGINEER'S REPORT

Mr. Sill reported-

- Wayside Park dredging- Permits have been submitted for the project and are expected to be returned in early October. Bidding for the project is anticipated to occur in mid-October. A special meeting from the Docks and Harbors Board will be required for bid approval to have all the required documents for the Assembly's October meeting for final approval. Dredging will be performed in November-December with the final project day being January 15th, 2025. The project schedule is dependent on DIPAC's fish pen schedule. The earliest DIPAC has put fish in the fish pens is January 15th. If something goes wrong with the timing, dredging will be moved to the fall of 2025. The consultants for the project have said to anticipate a small exclusion zone for marine mammals. Sunflower Sea Stars are scheduled to be added to the endangered species act soon, most of the existing population is in Alaska. Docks and Harbors will be performing dive surveys of the dredge and disposal sights for the Sunflower Sea Stars. The agencies have informed Docks and Harbors that if Sunflower Sea Stars are not found in the initial survey that additional surveys during the dredging will not be necessary.
- Taku Harbor- Consultants are working on permitting and field survey concepts. Cost estimates are being prepared for the design selected. Docks and Harbors has \$750,000 from the Assembly through the 1% sales tax which will be used a match funds for a 25%-75% grant from the State of Alaska. Docks and Harbors is waiting to pay for the design until the grant is signed.
- Aurora Phase IV- The permit application has been under review for the last month. PND has performed a survey of the north side of the basin in Auora Harbor. Mr. Sill has started working on the design package for bidding, project bidding is anticipated to occur in the December-January timeframe. Morris Engineering is under contract for electrical design. Mr. Sill is doing the site plans and float designs. PND has done a survey of the gangway at the north end of Auora Harbor, the condition assessment indicated that it will need to be demolished. PND will design a new approach dock, the fire suppression system and water system. Construction is anticipated to begin in late summer of 2025 and be

completed by the end of 2025. Existing waitlists will consume the new fingers that are part of the design.

- Visitor Center Kiosk- The large windows in the Visitor Center Kiosk are single hung vertical sliders. The windows stick and are difficult to use by volunteers. The windows are going to be replaced with horizontal sliders.
- Expansion Joint Brickyard- The expansion joint is getting worn out under the Brickyard and needs to be replaced. Mr. Sill will be meeting with term contractors to discuss replacement next week. As soon as cruise ship season has ended the project will begin.
- Statter Harbor Phase IIID- The project will finish the parking tour lot via paving and landscaping. This project will also complete the Sea Walk plans for the path from the launch ramp to the old parking lot. Staff are experimenting with different layouts for the paving of the lot.

L. HARBORMASTER'S REPORT

Mr. Creswell reported-

- Salmon Derby- Successful with the Auke Bay weigh-in station at the Auke Bay Loading Facility for the third year in a row.
- King Crab Opener- Busy at the launch ramp with one side of the launch ramp designated going out and one side for putting vessels in. No negative complaints from patrons.
- Crane at Auke Bay- The crane closest to the AGS side is inoperable due to a break issue. The parts are difficult to obtain, and the staff is looking for solutions.
- Douglas Launch Ramp- A couple of potholes at the top of Douglas Launch Ramp are scheduled to be filled this week.
- Harbor Vehicles- Two new Docks and Harbors vehicles are going to be picked up by Mr. Creswell and Mr. Norbryhn next week.
- End of Season- Cruise ship docks are steady with an anticipated two more weeks of full season before a noticeable slow down. Harbors are beginning to slow down with the end of the season.
- Christmas Party- The annual Christmas party is being planned for the 7th of December at DIPAC.

M. PORT DIRECTOR'S REPORT

Mr. Uchtyl reported-

- Harris Harbor Gate- The project is still in progress due to technical issues that will be resolved soon. When the gate slams shut the door lock makes it difficult to unlock with the key fob. Mr. Sill will be working to make sure the gate door doesn't slam.
- Army Corps of Engineers Charette- The planning charette with the Army Corps of Engineers for the new Statter Harbor floating breakwater will occur the week of September 23rd. Mr. Uchtyl is waiting on the agenda for the planning meeting and then will send it out via the Tide Line and Harbor Board. The Waterfront Collaboration Group will be invited to participate in the charette.
- Hosting the Maritime Administration Staffers and Congressional Delegates from DC to show freight facilities in Juneau.
- Boat Shelter Replacement- The Request for Information (RFI) period is open until October 1st. There have already been responses to the RFI to build a new boat shelter in the vacant location at Aurora Harbor.
- End of Season Meeting- September 26th will be the end of season meeting for tourism group operators. This meeting will be for the waterfront vendors, loading zone permit operators, and Statter Harbor operators. This meeting will provide the opportunity to receive feedback on what went well during the season and what can be done to improve for next season.

N. ASSEMBLY LIAISON REPORT

Ms. Adkison reported-

- Emily Wright has been selected as the new City Attorney.
- Flood recovery is the primary focus of the Assembly currently.

O. BOARD ADMINISTRATIVE MATTERS

- a. Ops/Planning Committee Meeting - Wednesday September 18th, 2024
- b. Board Meeting - Thursday September 26th, 2024

P. 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.gov.



Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Carl Uchytel
Port Director

To: Assembly

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

Date: September 14th, 2024

Re: DIRECT NEGOTIATION LAND SALES, LEASES & EXCHANGES - NATIONAL GUARD DOCK

Franklin Dock Enterprises is requesting, in consideration for an easement along the Franklin Dock area, a lease of the National Guard Dock property, owned by CBJ and managed by Docks & Harbors. This property exchange would facilitate CBJ Engineering advancing its efforts to construct a Seawalk from the AJ Dock to the South Franklin Street Dock. The Assembly has previously considered and agreed with this plan at its May 30th COW and at the September 9th LHED Committee meetings.

In order to develop a lease, the Assembly must authorize the manager to commence negotiations: *Title 53.09.260(a) – Negotiated Sales, Leases and Exchanges states that “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...”*

If supported by Assembly motion, negotiations with Franklin Dock Enterprises will commence and a new lease will be returned to the Assembly for adoption by ordinance via the Docks & Harbors Board. There are no monetary commitments by CBJ with this motion for direct negotiations with Franklin Dock Enterprises.

#

Encl:

- (1) Property map
- (2) Memo to LHED dated September 5th, 2024
- (3) Memo to COW dated May 30th, 2024
- (4) Proposed Seawalk Extension Plans



The City and Borough of Juneau is not responsible and shall not be liable to the user for damages of any kind arising out of the use of data or information provided by the City and Borough of Juneau, including the installation of the data or information, its use, or the results obtained from its use. ANY DATA OR INFORMATION PROVIDED BY THE City Borough of Juneau IS PROVIDED "AS IS" WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESSED OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Data or information provided by the City Borough of Juneau shall be used and relied upon only at the user's sole risk, and the user agrees to indemnify and hold harmless the City Borough of Juneau, its officials, officers and employees from any liability arising out of the use of the data/information provided. NOT FOR ENGINEERING PURPOSES.



MEMORANDUM

DATE: September 5, 2024
TO: Assembly Lands, Housing and Economic Development Committee
FROM: Alexandra Pierce, Visitor Industry Director
SUBJECT: Franklin Dock Land Exchange

Reed Stoops, representing the Franklin Dock, has requested to trade the National Guard Dock for an easement on Franklin Dock property. The easement is valued at \$164,500, and the National Guard Dock is valued at \$306,000. Both appraisals are included in the packet. Both parties accept the appraised value of the properties. Mr. Stoops is motivated to complete the land exchange because will allow the Franklin Dock group to clear up encumbrances on the land caused by the access to the National Guard Dock and facilitate development. For CBJ, the easement through Franklin Dock property is critical for Seawalk construction.

The National Guard Dock has a very small uplands footprint. Mr. Stoops is also interested in leasing the adjoining tidelands from CBJ. He proposes to make up the difference in property values in credit towards lease payments. The National Guard Dock is the property between the Franklin Dock and the Petro Marine property, it has difficult access through the Franklin Dock property. The dock is in disrepair and is a liability to CBJ - the only recent uses are the Tagish, which sank at the dock, and the Sea Pro spill response boats. Docks & Harbors is able to relocate Sea Pro.

Petro Marine and Franklin Dock Enterprises have a shared interest in constructing a float that could accommodate a small number of yachts or other mid-size vessels, as represented in Attachment A.

The Docks & Harbors Board discussed the proposal on August 21 and did not object to the proposal. The Docks & Harbors Board will submit a letter to the Assembly asking for a Negotiated Sale/Lease/Exchange per §53.09.260.

Recommended action: Forward the proposed land exchange to the full Assembly for approval.

Attachments:

Attachment A – Labeled Seawalk Rendering

Attachment B – Aerial View of Property

Attachment C – Appraisal of Franklin Dock Property

Attachment D – Appraisal of National Guard Dock Property



MEMORANDUM

DATE: May 30, 2024
TO: Assembly Committee of the Whole
FROM: Alexandra Pierce, Visitor Industry Director
SUBJECT: Seawalk Update

The Assembly has not received a formal update on the seawalk in over a year, and the body will need to make several key decisions on this important community project over the coming months. At this juncture, staff is looking for guidance on some key questions around financing options and for Assembly direction to start work on a land swap with the Franklin Dock. The project components are outlined below.

Franklin to A.J. Dock Connection

This is a complex project with multiple stakeholders. All relevant parties have hired PND Engineers to develop a design that accounts for our mutual needs (Attachment A – note that this plan is the latest iteration and is not yet finalized).

Franklin Dock

Reed Stoops, representing the Franklin Dock, has requested to trade the National Guard Dock for an easement on Franklin Dock property. The easement is valued at \$164,500, and the National Guard Dock is valued at \$306,000. The trade would clear up encumbrances on Franklin Dock property and facilitate construction of the seawalk. The National Guard Dock has a very small uplands footprint. Mr. Stoops is also interested in leasing the adjoining tidelands from CBJ. He proposes to make up the difference in property values in credit towards lease payments. The National Guard Dock is the property between the Franklin Dock and the Petro Marine property, it has difficult access through the Franklin Dock property. Mr. Stoops is very motivated to complete the land trade because it will allow the Franklin Dock group to clear up encumbrances on the land caused by the access to the National Guard Dock and facilitate development. The dock is in disrepair and is a liability to CBJ - the only recent uses are the Tagish, which sank at the dock, and the Sea Pro spill response boats. Docks & Harbors is able to relocate Sea Pro.

Petro Marine and Franklin Dock Enterprises have a shared interest in constructing a float that could accommodate a small number of yachts or other mid-size vessels, as represented in Attachment A.

Pending Assembly direction, the next step is to begin work on the land swap.

Petro Marine

Petro Marine also has redevelopment plans for its property. There are plans to replace the fuel dock. The challenge of the seawalk development has long been how we get past the fuel dock, due to security concerns with cruise ship passengers and active fueling. We believe we have reached a solution with a gate that would close off the seawalk for approximately 30 minutes at a time while crews connect and disconnect the fuel lines. Petro Marine is interested in coordinating with the city on common needs

including permitting efficiencies and other creative solutions that make this project a good deal for both CBJ and Petro Marine.

The next step is to meet with the Coast Guard to discuss safety requirements and to discuss and determine what both parties need to proceed with 30% design and with initial permitting.

A.J. Dock

The only A.J. Dock property affected by the project is a small triangle of land at the property line. CBJ proposes to purchase that land at appraised value of \$23/square foot.

The next step is to finalize the design and determine the exact value of the land required for construction.

Project Cost:

The most recent estimate for the work was prepared in August 2019 for approximately \$18 million (about \$25 million at today's construction costs). The scope was slightly different and more complicated, but the Assembly should think of this as a \$20-25 million project.

Deck-overs

These are the seawalk "holes" between the Marine Park Garage and the Tram. CBJ is currently working with a rough estimate of \$4 million to complete the deck over projects. The next steps are to determine the exact scope of the project and get an updated estimate, including revisiting the Assembly discussion of which areas should be decked over.

Fishermen's Memorial

The Fishermen's Memorial is slowly falling into the water and the supporting structure needs repair. There are no recent cost estimates for this work, but we can anticipate needing to fund this work within the next few years. The next steps are to determine the exact scope and get a cost estimate.

Financing:

We currently have \$5,692,481 in the Seawalk CIP. I recommend that we pursue debt financing using Marine Passenger Fees to complete all of the above projects or just the Franklin to A.J. connection. This will come back to the Assembly for final review and approval.

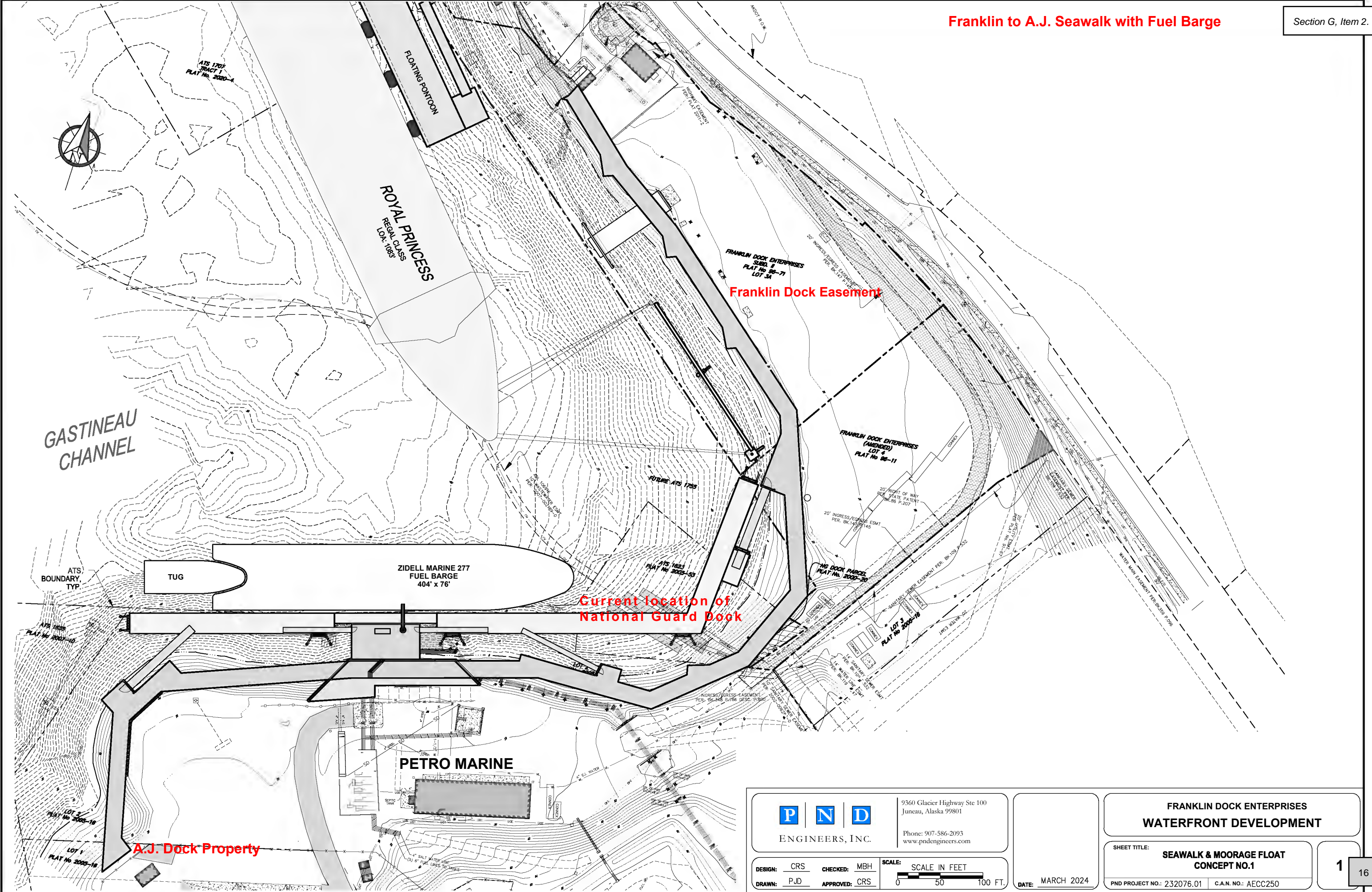
Assembly Action:

Staff recommends that the Assembly direct staff to begin work on a land swap with the Franklin Dock that trades the National Guard Dock for the seawalk easement.

Provide the following guidance of debt financing: direct the Finance Director to research one large debt package for all Seawalk projects or for the Franklin to A.J. connection only.

Attachments:

A – Current Iteration, Franklin Dock to A.J. Dock Seawalk Connection Plan



P

N

D

ENGINEERS, INC.

9360 Glacier Highway Ste 100
Juneau, Alaska 99801

Phone: 907-586-2093
www.pndengineers.com

DESIGN: CRS

CHECKED: MBH

DRAWN: PJD

APPROVED: CRS

SCALE: SCALE IN FEET

0

50

100 FT.

DATE: MARCH 2024

FRANKLIN DOCK ENTERPRISES
WATERFRONT DEVELOPMENT

SHEET TITLE:

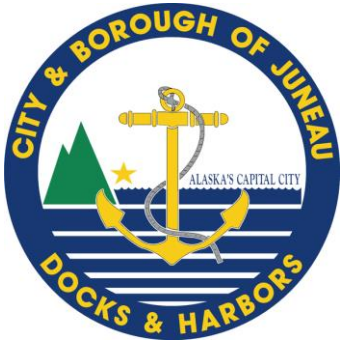
SEAWALK & MOORAGE FLOAT
CONCEPT NO.1

PND PROJECT NO.: 232076.01

C.A.N. NO.: AECC250

1 16





Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Carl Uchytel
Port Director

To: Assembly

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

Date: September 13th, 2024

Re: DIRECT NEGOTIATION LAND SALES, LEASES & EXCHANGES - GOLDBELT

The ownership for the uplands property of the Seadrome Building (76 Egan Drive) is a quilt work of small parcels owned by Goldbelt (dba Cultural Preservation, Inc.) and by CBJ (managed by Docks & Harbors). Encl (1) illustrates a few visual challenges, both to CBJ and Goldbelt, in providing the highest and best use for this valuable waterfront area. A couple of examples include CBJ not having access from Egan Drive to our property; and, Goldbelt, owner of the Seadrome Building, stymied in developing meaningful improvements due to the layout of the multiple parcels, each requiring setbacks.

Goldbelt is proposing an land exchange, potentially including purchase & sale of CBJ property, with Docks & Harbors for re-development of the Seadrome Building. Goldbelt's preliminary plans would be to raze and replace the existing building with a facility suited for the downtown waterfront.

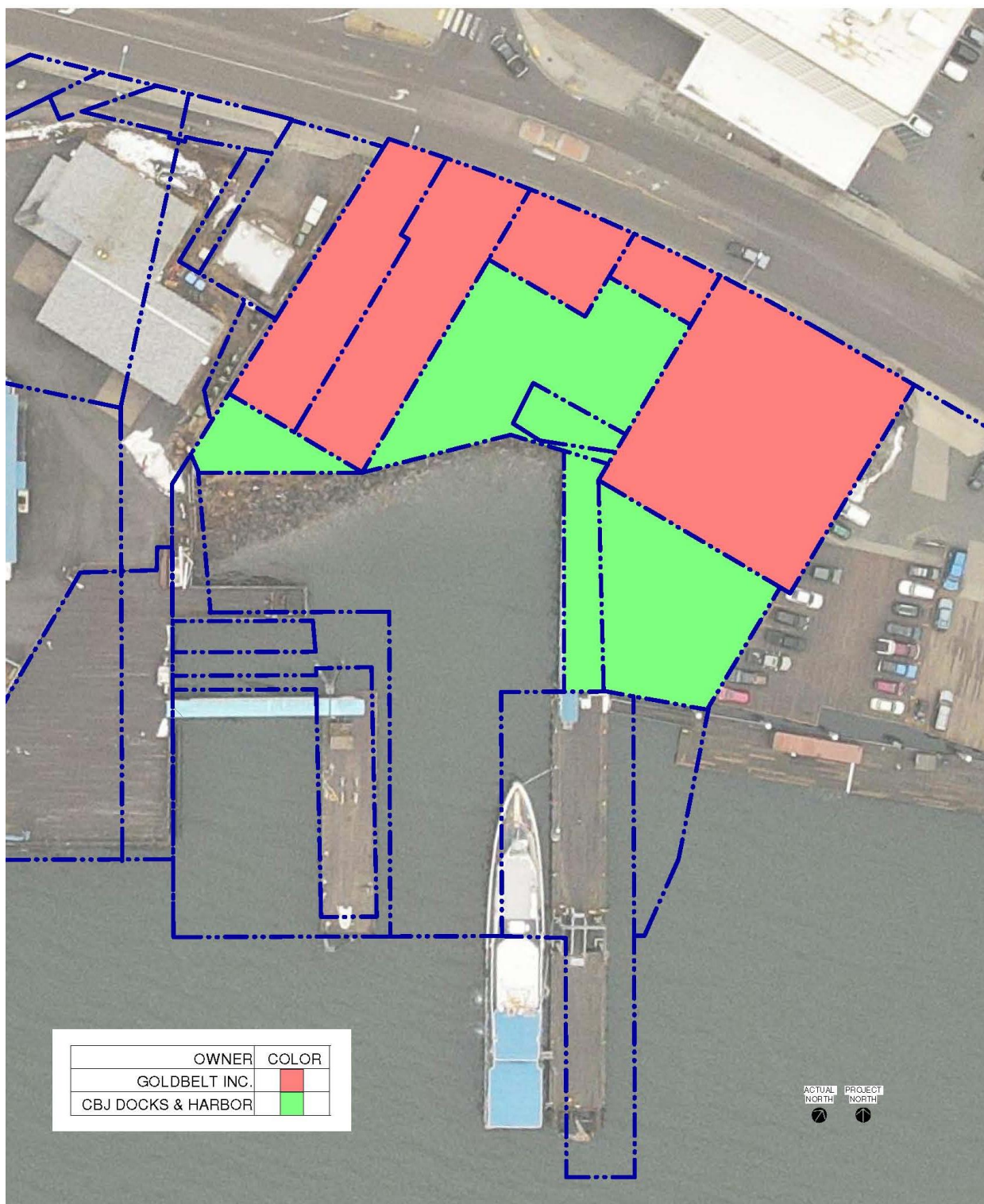
In order to develop a Purchase and Sale Agreement, the Assembly must authorize the manager to commence negotiations:

Title 53.09.260(a) – Negotiated Sales, Leases and Exchanges states that “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...”

If supported by Assembly motion, negotiations with Goldbelt will commence and a purchase & sales agreement or new lease will be returned to the Assembly for adoption by ordinance via the Docks & Harbors Board. There is no monetary commitments by CBJ with this motion for direct negotiations with Goldbelt.

#

Encl (1): Seadrome Property map



MEMORANDUM

CITY/BOROUGH OF JUNEAU

Lands and Resources Office
155 S. Seward St., Juneau, Alaska 99801
Dan.Bleidorn@juneau.org
(907) 586-5252

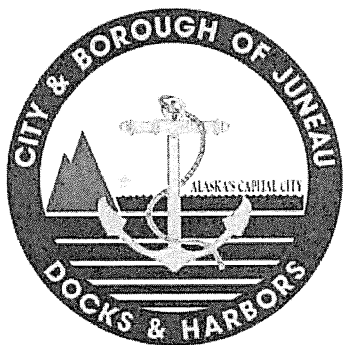
TO: Alicia Hughes-Skandijs, Chair of the Assembly LHED Committee
FROM: Dan Bleidorn, Lands and Resources Manager *Daniel Bleidorn*
SUBJECT: Goldbelt and CP Marine Application for a Land Trade
DATE: December 14, 2022

Goldbelt, Inc. and CP Marine Inc. completed an application proposing a land trade near the Seadrome Building to develop a new visitor oriented building in support of the Juneau tourism market. This property is managed by the Docks & Harbors Department. According to Port Director Uchytel, "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." On August 25th, 2022, the Docks & Harbors Board supported 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."

The Land Management Plan designates this property and all waterfront property and tidelands as properties to retain but the Plan also states, "Parcels under their jurisdiction will not be discussed in detail in this plan because money generated from those properties is directed back to the respective enterprise funds. Additionally, specific master plans for these departments will guide their disposal methods and timing." Even still, in order for this land trade to move forward the Assembly will be required to update the Land Management Plan to reflect this property as available for disposal.

If the Committee provides a positive motion this application will be reviewed by the Assembly as New Business. There will also be a Planning Commission review for both the land trade and the Plan amendment will be included. The intention is to move forward with investigating the land trade and for the remaining large parcel to continue to be designated as retain. If a land trade moves forward, terms and conditions would be approved by the Assembly by an ordinance.

Staff requests that the Lands, Housing, and Economic Development Committee provide a motion of support to negotiate with Goldbelt and CP Marine on a land trade.



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.

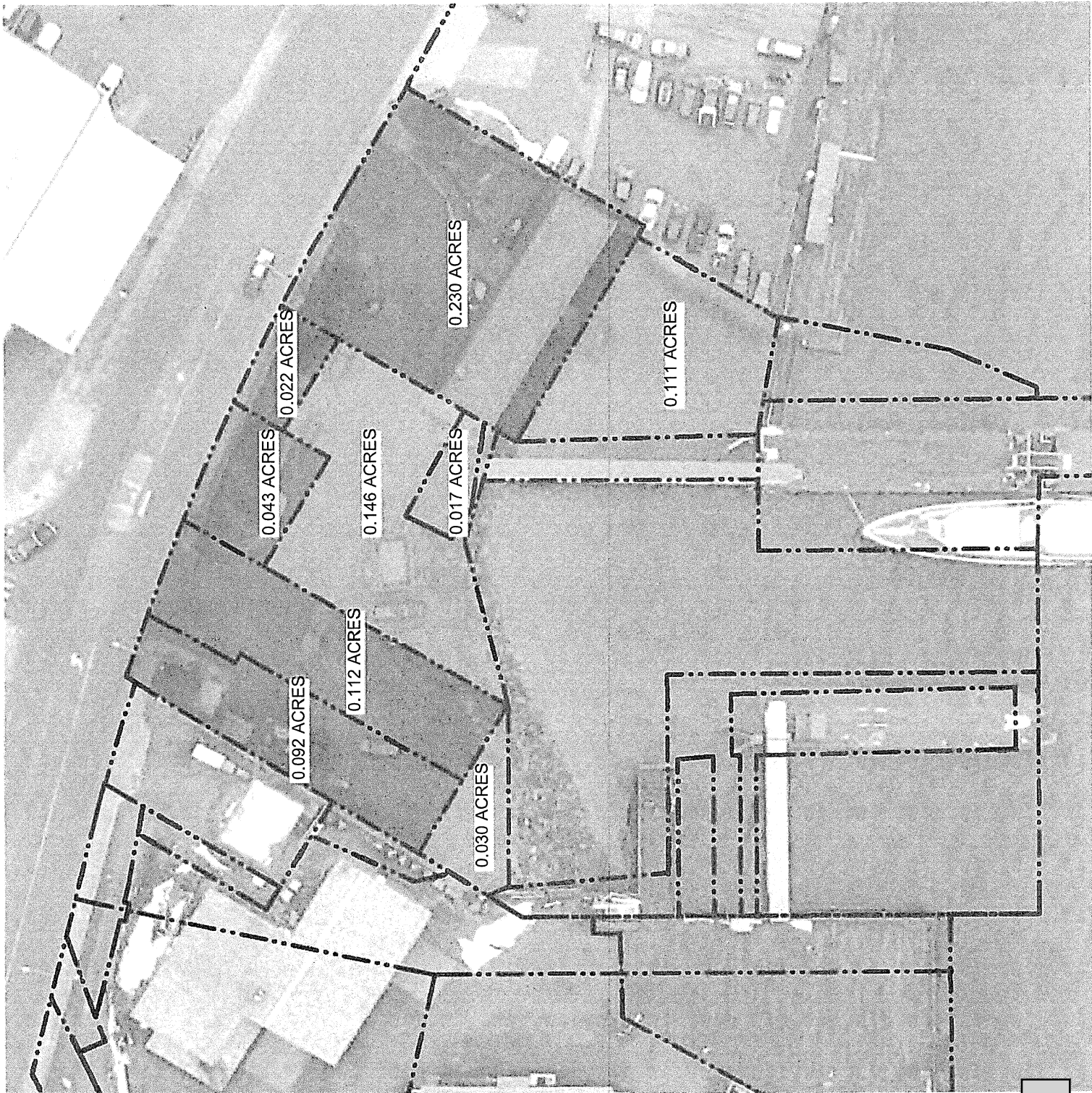
#

Encl: (1) Seadrome Property Map



GOLDBELT EXCHAI
CENTRAL AND SO
(DARK RED HATCH
OF WESTERN LOTS
HATCH) TO CB11

Section G, Item 3.



0.043 ACRES

0.022 ACRES

0.146 ACRES

0.112 ACRES

0.092 ACRES

0.230 ACRES

0.017 ACRES

0.030 ACRES

0.111 ACRES

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

ADOPTION OF REGULATION AMENDMENTS

Title 05 Chapter 10 – Waterfront Sales Permits, Tour Sales Permits

Title 05 Chapter 20 – Small Boat Harbor, Reserved Moorage Waitlist Fee

Title 05 Chapter 20 – Small Boat Harbor, Harbor Fee Policy

Title 05 Chapter 35 – Small Boat Harbor, Transient Moorage Management Fees

Title 05 Chapter 40 – Small Boat Harbor, Moorage Management Regulations

Title 05 Chapter 45 – Small Boat Harbor, Auke Bay Loading Facility

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS:

Section 1. Authority. These regulations are adopted pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100.

Section 2. Amendment of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 10 Waterfront Sales Permits to read:

05 CBJAC 10.040 Tour sales permits.

(a) Application process and permit award.

...

(3) *How the permits are awarded.* The port director will manage and award the permits by public outcry auction. The minimum bid for a permit is ~~\$30,000.00~~ \$35,000. Applicants meeting the permit eligibility requirements set out in 05 CBJAC 10.030(f) will be allowed to bid on a permit provided the applicant posts a ~~\$30,000.00~~ \$35,000 bid bond payable to CBJ. The applicant must agree to forfeit the bid bond in the event the applicant does not honor a winning bid on a permit.

Section 3. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20 Small Boat Harbor Fees and Charges, to read:

05 CBJAC 20.010 Small boat harbor fee policy.

...

(r) *Collection accounts.* If a person has had a previous account with Docks and Harbors sent to collections, the person shall not be able to moor a vessel until the collection account has been paid in full. Should the person moor their vessel without settling all accounts, the vessel is deemed abandoned and immediately subject to the impound process under CBJ 85.25.130.

- (s) Habitual Offenders. Any person who has been subject to impoundment proceedings or had an account sent to collections in the previous 24 months, shall be required to pre-pay for their moorage.

Section 4. Amendment of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 35 Small Boat Harbor Transient Moorage Management, to read:

05 CBJAC 35.060 Fees.

Persons using transient moorage must pay fees in accordance with CBJ Administrative Code Title 05, Chapter 20 and as set forth below.

(a) Uninsured Vessel Surcharge.

- (1) Prior to obtaining a moorage assignment, CBJAC 40.035, 050, 055, or 065, the owner of a vessel must:
 - (i) provide the Harbormaster with proof of current marine insurance showing, at a minimum, the owner's name, information identifying the vessel, and the dates of insurance coverage; or
 - (ii) pay a non-refundable moorage surcharge of \$1.50 per foot per month.
 - A. As of January 1, of each year, should the actual vessel disposal costs vary more than 20% from the annual amount collected, Docks and Harbors will adjust the rate to no less than \$1.00 per foot per month and no more than \$3.00 per month to make up for the difference. The new rate must be approved by the Board no less than 30 days prior to implementation.
 - (iii) Vessels paying the daily moorage rate are exempt from paying this surcharge.
- (2) The funds collected from the moorage surcharge under this regulation will be used to pay for the unrecoverable costs attributable to vessel salvage and disposal activities in the small boat harbors.
- (3) This regulation does not relieve an owner from the responsibility to pay fees as set out in CBJ Ordinance Title 85 or regulations adopted thereunder and does not constitute marine insurance.

Section 5. Amendment of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 40 Small Boat Harbor Moorage Management Regulations, to read:

05 CBJAC 40.010 General moorage management policy.

(g) ~~Vessel salvage and disposal.~~ Uninsured Vessel Surcharge.

- (1) Prior to obtaining a moorage assignment pursuant to CBJAC 40.035, 050, 055, or 065, the owner of a vessel must:

...

- (ii) pay a non-refundable moorage surcharge of ~~\$.031~~ \$1.50 per foot per month.

- A. As of January 1, of each year, should the actual vessel disposal costs vary more than 20% from the annual amount collected, Docks and Harbors will adjust the rate to no less than \$1.00 per foot per month and no more than \$3.00 per month to make

up for the difference. The new rate must be approved by the Board no less than 30 days prior to implementation.

(iii) Vessels paying the daily moorage rate are exempt from paying this surcharge.

...

Section 6. Amendment of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 45 Small Boat Harbor and Port Facilities Use Regulations, to read:

05 CBJAC 45.050 Auke Bay Loading Facility.

(k) *Drive-Down Use Fees.* Notwithstanding any fee provision listed in 05 CBJAC 15 and 20, and 30, operators shall pay fees for use of the drive-down gangway and float as follows:

- (1) The owner of a vessel that ties up to the float shall pay daily moorage fees for each calendar day or portion thereof that the vessel remains affixed to the float, except that an owner may use the facility for up to two hours on any calendar day without incurring moorage. Vessels wanting to use the float will need to schedule in advance with the Harbormaster. Mooring a vessel without first contacting the harbor office constitutes unauthorized moorage and the vessel will be assessed the full daily moorage fee in accordance with 05 CBJAC 20.210.

Section 7. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJC 01.60.200 were followed by the agency. The notice period began on XXXX, 2024, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby adopts these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchtyl, P.E.
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) Existence of code authority and the correctness of the required citation of code authority; and
- (3) Clarity, simplicity of expression, and absence of possibility of misapplication.

Regulations of Docks & Harbors

Amending 05 CBJAC 10; 05 CBJAC 20; 05 CBJAC 35; CBJAC 40; and 05 CBJAC 45

Date: _____

Emily Wright
Assistant Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

Elizabeth J. McEwen
Municipal Clerk

Filing with Clerk

I certify, as the clerk of the City and Borough of Juneau, that the following statements are true:

1. These regulations were accepted for filing by the office of the clerk at____:___a.m./p.m. on the__day of____,_____.
2. After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
3. A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
4. Effective date:_____.

Date: _____

Elizabeth J. McEwen
Municipal Clerk



**Seadrome Marina Proposal for
Docks & Harbors – Goldbelt,
Inc.**

Introduction:

- CBJ Docks & Harbors (D&H) and Goldbelt have an opportunity to create better space for a new Seadrome facility.
- The first step is a property purchase agreement between Goldbelt and CBJ D&H to create a more useful and unified property, not infringed upon by setback codes.
- Improved property configurations will support multiple small cruise ship companies' operations.
- New property layout will plan for a Seawalk that leads to the Egan Drive crosswalk.
- Goldbelt will rebuild the Seadrome building on the expanded site, establishing an iconic Alaskan Native facility on the waterfront to better support visitors.



Actions:

1. Goldbelt and D&H enter direct negotiations, ultimately resulting in a property purchase agreement to optimize land for an expanded Goldbelt-owned property.
2. Goldbelt demolishes the existing building and builds an improved facility on the newly consolidated parcels.
 - Meets Waterfront Design guidelines, Lands Management Plan, Subport Revitalization Plan, and Small Cruise Ship Master Plan.
 - The facility will host mixed-use spaces that are complimentary to the waterfront.



Property Purchase Proposal

Section H, Item 6.



| CBJ DH To Goldbelt | Exchange Parcel | SF Area | Unit Value | Total Value |
|--------------------|-----------------------|---------|------------|-------------|
| Parcel B | CX3A Upland | 4,900 | \$65 | \$318,500 |
| Parcel B | CX3B Sloping/Tideland | 2,098 | \$26 | \$54,548 |
| Part Parcel C+Cone | CX4 Sloping/Tideland | 6,650 | \$26 | \$172,900 |
| Parcel A | CXA Upland | 1,307 | \$65 | \$84,955 |
| Total to CBJ D&H | | | | \$630,903 |

- Goldbelt is requesting that the Docks & Harbors Planning Commission enter direct negotiations for the sale of these parcels to move this process to the next steps.
- This expanded footprint would allow Goldbelt the opportunity and authority to build a facility to the size that is profitable.
- In this option, Goldbelt would purchase the CBJ owned parcels for \$630,903*.

*Pending an updated appraisal.

Site Plan Proposal

Section H, Item 6.



SHEET TITLE:
SITE PLAN CONCEPT
SHEET NO.:
A04
09.12.2024

CONCEPT PHASE
New Seadrome Marina Building
GOLDBELT

MRV
ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

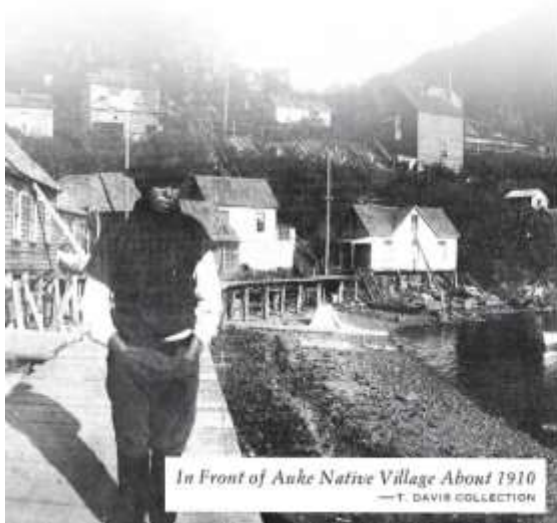
Improved Site Benefits:

- Efficiency of space for the new Goldbelt building footprint.
- Meets CBJ's various Plans and Guidelines
- Future improvements can be added efficiently – Seawalk construction and upland expansion will funnel visitors to the Egan Drive crosswalk



Cultural and City Planning Benefits:

- The new Seadrome building will be a cultural centerpiece, featuring prominent Alaska Native art.
 - This space will serve to educate visitors on aspects of local native history
 - Arriving ships will be able to view the building and accompanying local art in a way that will provide pride for the native community and Juneau residents
- The improved facility will provide an ideal arrival point to Juneau, with links to the Seawalk, the Áak'w Kwáan District, the SLAM, expanded Centennial Hall, hotels, and shopping centers.
- The new building will also feature an attractive mix of offices, a restaurant, and other amenities.





**Seadrome Marina Proposal for
Docks & Harbors – Goldbelt,
Inc.**

K250



JUNEQU LONE SAILOR

**USS Juneau Memorial
Phase One: United States Navy Memorial
Lone Sailor Project**

Contact:

Fred Thorsteinson
907.321.8868
fredthorsteinson@gci.net

Leadership:

Pioneers of Alaska Igloo No. 6
Navy League Juneau Council
Veterans of Foreign Wars Taku Post 5559
American Legion Auke Bay AK Post 25

Stakeholders:

City and Borough of Juneau
Juneau Arts & Humanities Council
US Coast Guard Auxiliary Flotilla 1-1, District 17

Project Description: The mission of the Lone Sailor United States Navy Memorial is to honor, recognize and celebrate the men and women of the Sea Services, past, present and future; and to inform the public about their service.

Juneau's Lone Sailor bronze statue is Phase One of the planned upgrade and relocation of the USS JUNEAU Memorial to a more prominent location and larger display.

Estimated Cost: \$500,000

Initial Deposit: \$50,000
Site Preparation: \$140,000
Statue Acquisition/Delivery/Installation: \$300,000
Unveiling Celebration/Commemorative Mementos: \$10,000

Naming Rights: A 48" x 35" bronze plaque on the base of the statue is dedicated to donor naming. Additional opportunities would be available for significant financial support of the greater USS Juneau Memorial.

Timeline:

2024 Deposit on Statute
2025 City and Borough of Juneau Determines Site
Fundraising
Site Preparation
2026 Installation
October 13 Unveiling of Statue



Lone Sailor City Statue Timeline

PROJECT OVERVIEW

The Lone Sailor City Statue Program aligns with the United State Navy Memorial's mission *to Honor, Recognize and Celebrate the men and women of the Sea Service, Past, Present, and Future; and to inform the public about their service.* This document outlines the steps to successfully bring this statue project to fruition.

PHASE 1: PLANNING, SITE SELECTION AND REGULATORY APPROVALS

- Clarify the purpose and theme of the statue in consultation with stakeholders.
- Identify and finalize the statue's location.
- Conduct thorough historical research and collaborate with artists and designers to create a concept. (Statue Specifications available)
- Check local regulations and obtain necessary permits for statue installation.

PHASE 2: COMMUNITY ENGAGEMENT

- Engage with the community to gather input and support for the project.
- Host public forums and surveys to collect feedback, incorporating community feedback into the design.

PHASE 3: FUNDRAISING *

- Develop a comprehensive fundraising strategy and plan.
- Identify potential donors, sponsors, and partners.
- Execute fundraising activities, events, and donor outreach.

*U.S. Navy Memorial does not fundraise for city statues.

PHASE 4: FINANCIAL COMMITMENT AND AGREEMENT

- Review and sign agreements between the project lead and U.S. Navy Memorial.
- Initial deposit of \$50,000 to U.S. Navy Memorial.
- Final payment of \$300,000 must be received before statue is shipped.

PHASE 5: STATUE AND PLAQUES (4-6 WEEKS)

- Once the deposit has been made, the contract signed and delivery date has been confirmed, the foundry will schedule the patina process based on when the statue is to be shipped. The patina process can take four to six weeks.

PHASE 6: INSTALLATION PLANNING (TIME DEPENDENT ON RESPECTIVE LOCATION)

- Develop a detailed plan for the installation process.

PHASE 7: STATUE DELIVERY AND INSTALLATION

- Final payment of \$300,000 due before statue is shipped.
- Packaging and crating take one to two weeks.
- Statue is shipped from the foundry in New York.
- Delivery estimate depends on location and shipping method.

PHASE 8: DEDICATION CEREMONY

- Work with the U.S. Navy Memorial to plan the Dedication Ceremony

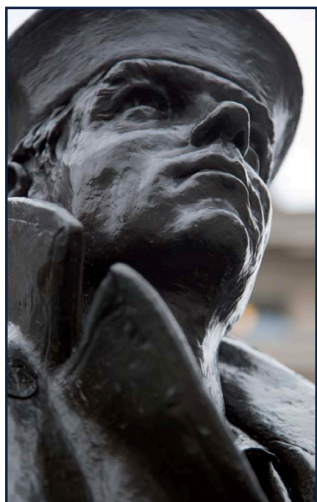
PHASE 9: POST-IMPLEMENTATION

- Maintenance and Preservation (Ongoing).
- Educational Outreach (Ongoing).

THE LONE SAILOR

PLACING A LONE SAILOR STATUE IN CITIES AROUND THE WORLD

www.NavyMemorial.org



The original Lone Sailor statue stands watch in Washington, DC.

By placing additional Lone Sailor statues around the world, we honor, recognize and celebrate these men and women wherever they serve. In addition to the original statue in Washington, DC, 17 Lone Sailor statues have been placed around the world.



The Lone Sailor statue at the Pearl Harbor Visitor Center in Hawaii, overlooking the USS Arizona.

LOCATIONS:

- Adelup Point, Guam
- Baton Rouge, LA
- Bremerton, WA
- Burlington, VT
- Cleveland, OH
- Dallas, TX
- Fort Lauderdale, FL
- Great Lakes, IL
- Long Beach, CA
- Norfolk, VA
- Normandy, France
- North Charleston, SC
- Orlando, FL
- Pearl Harbor, HI
- San Francisco, CA
- Washington, DC
- Waterloo, IA
- West Haven, CT

The process for placing a statue begins with a written request to the Navy Memorial identifying location, timeline, and fundraising plan for the project. Once the project is approved and the initial deposit of \$50,000 is raised, the statue is guaranteed upon site preparation and final payment. The Navy Memorial asks to raise at least \$350,000 for the statue, which includes the statue, crating, transportation, a description, a link for fundraising on the Navy Memorial website, a special bronze plaque provided explaining the Lone Sailor, and Navy Memorial leadership attendance at events including fundraisers and the dedication ceremony. The cost of the statue does not include land acquisition, site preparation, or other costs that the local committee may incur. The Lone Sailor statue is 7' 4" tall and, together with the sea bag, weighs 977 pounds. The Navy Memorial serves as an advisor to the project and, as an IRS-approved 501(c)(3) tax-exempt organization, manages tax-deductible donations to support the project.



For more information regarding the U.S. Navy Memorial's Lone Sailor or the Lone Sailor Statue City Program, please contact Kendra Greenwaters at kgreenwaters@navymemorial.org or 202-380-0726.



The Lone Sailor Statue Specifications

LONE SAILOR STATUE WEIGHT AND DIMENSIONS

Cast in bronze, the dimensions of the “Lone Sailor Statue” which comes in two pieces are:

Lone Sailor:

88” high x 36” wide x 26” deep

Weight: 633 lbs.

Seabag and Cleat:

47” high x 44” wide x 24” deep

Weight: 363 lbs.

LONE SAILOR STATUE INSTALLATION:

Eight 10-inch threaded rods will be provided with the statue. The rods are $\frac{3}{4}$ ”-10, 316 stainless-steel. There are four mountings on the underside of the Lone Sailor and four on the underside of the Seabag and Cleat. Recommended installation:

1. Use the templates provided with the sculpture to mark the mounting hole locations in its desired spot.
2. Drill the marked locations to their desired depth. UAP recommends drilling 8 inches embedment into concrete as well as oversizing the holes by $\frac{1}{8}$ inch. ($\frac{7}{8}$ ” drilled hole for $\frac{3}{4}$ ” rods)
3. Thread the rods onto each mounting, leaving approximately 8” of rod extending below.
4. Move the sculptures into place and dry fit to their corresponding mounting holes.
5. If this will be a permanent installation, after dry fitting the sculptures to ensure their fit, fill hole $\frac{1}{4}$ way with industrial epoxy. We recommend the product Hilti Hit-HY 200 or equivalent. (See file HIT-HY-200-200-A-200-R-Product-Data-2016680 for installation specifications)

BRONZE PLAQUE INFORMATION: (Optional)

The Navy Memorial will provide up to three bronze plaques along with the statue. The following are notional sizes and topics:

Plaque #1 Who is the Lone Sailor: 42” H X 32” W. This plaque explains who the Lone Sailor and is and what he represents. The first draft for this plaque is below and can be edited to suit the situation and location of the Sailor.

Plaque #2 Lone Sailor at XXX Location Description: 42” H X 32” W This plaque explains “why” the statue is in that location and provides a connection between the Lone Sailor and the area. The group leading the statue project provides the first draft.

Plaque #3 Donor Plaque: 48” H X 35” W This plaque acknowledges who is responsible for placing the statue in that area (leaders and donors and contributors.)

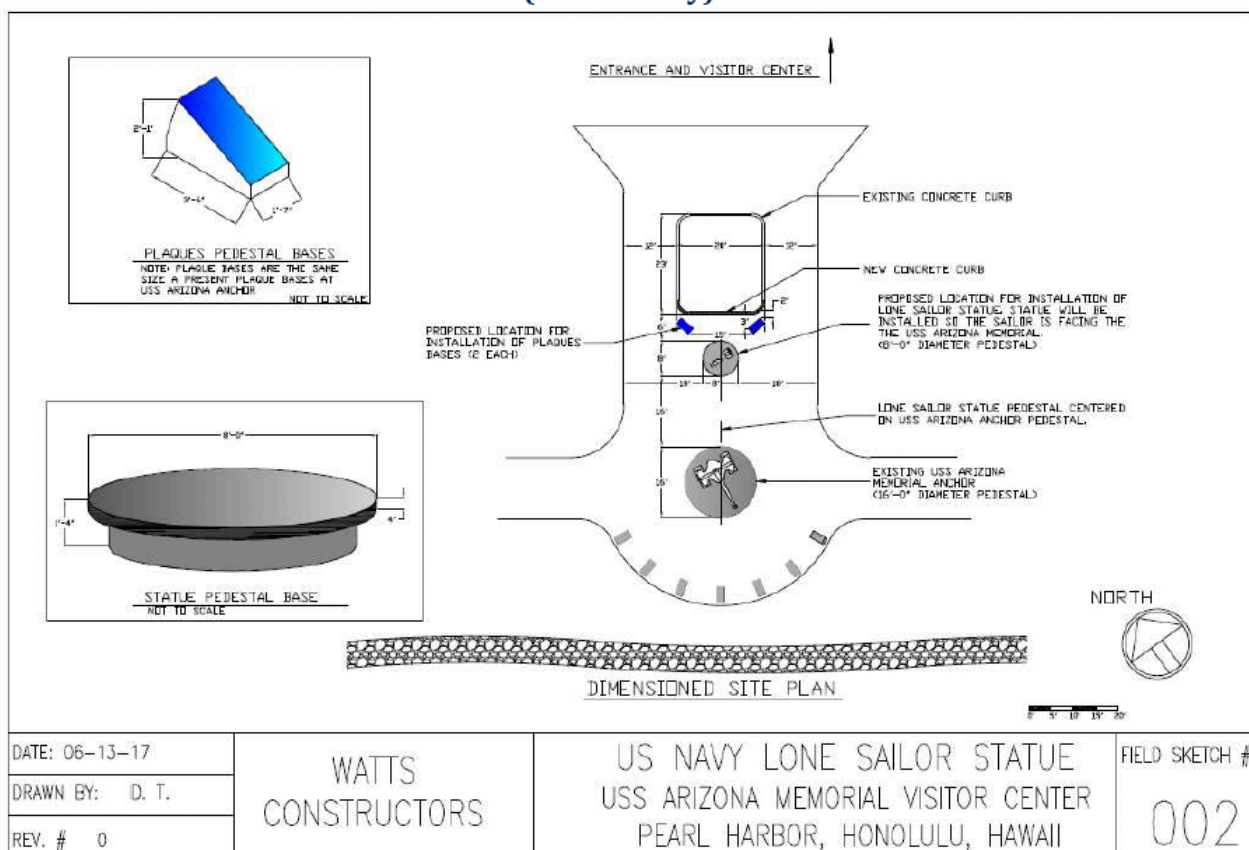
Plaque Base Weight: The base is dependent upon what materials are used by the location and is the purview of the site designer.

BRONZE PLAQUE WORDING (First draft for plaque)

The Lone Sailor represents the men and women who have served, are serving, or will serve in the United States Navy. He's called the Lone Sailor, yet he is hardly ever alone. He is about 25 years old, a senior second-class petty officer who is fast becoming a seagoing veteran. He has done it all -- fired weapons in war, provided humanitarian assistance in far-away lands, been attacked by the enemy, and defended our freedom. He has made liberty calls in great cities and tiny villages where he was a tourist, ambassador, adventurer, friend, and missionary to those less fortunate. His shipmates remember him with pride and look up to him with respect.

The Lone Sailor is an iconic symbol of the Navy Memorial's mission to Honor, Recognize, and Celebrate the men and women of the Sea Services, past, present, and future; and to Inform the public about their service.

NOTIONAL DESIGN FOR STATUE BASE (for info only)





Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl Uchytel*
Carl Uchytel, P.E.
Port Director

To: Alexandra Pierce
Tourism Manager

Via: (1) Docks & Harbors Operations-Planning **reviewed 12/20**
(2) Docks & Harbors Board **approved 12/28**

Date: December 29th, 2023

Re: FY 2025 Marine Passenger Fee (MPF) Request

-
1. Attached for your consideration is a list of FY25 Marine Passenger Fee requests from Docks & Harbors. This list was discussed by the Docks & Harbors Operations-Planning Committee at its December 20th meeting and approved at its December 28th, 2023 regular board meeting.
 2. Docks & Harbors is very appreciative of the financial support received thorough this process. Please know that the MPF generously provided to the Docks Enterprise provides approximately one-third of all revenue collected. In November, the Assembly approved a 9% Docks Enterprise fee increase in 2024. Broadly speaking, this is the first fee increase since 2007; however, MPF will remain an important revenue source to the financial health of this Enterprise.
 3. Please contact me should you have questions at 586-0282.

#

Encl: (1) FY25 Docks & Harbors Marine Passenger Fee Request

Copy: City Manager
Parks & Recreation
Finance Department

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Statter Harbor Phase IIID
(Curb, gutter, paving & Baywalk)

Descriptions: Docks & Harbors has been diligently and methodically building out the Statter Harbor infrastructure since 2011. Statter Phase III is specifically designated to provide services to assist in passengers embarking on charter vessel excursions. Phase IIID would provide curb, gutter, paving and Baywalk amenities to complete the improvements for the charter operators. The November 2022 estimate for this work was \$3.5M and the existing CIP has \$1.5M available.

Marine Passenger Fee Funds Requested (FY25): \$2,500,000 (Total estimated project cost \$4M)

Benefits: This project would provide a clean and finished appearance at Statter Harbor, including the continuation of the Baywalk through the various Statter Harbor facilities (launch ramp, bus staging, bathroom and Harbor Office) .

Maintenance and Operation Responsibility: Docks & Harbors is responsible for all ongoing maintenance and operating expenses and will use Enterprise funds for these expenses.

Project Contact: Matthew Sill, Port Engineer, or Carl Uchytel, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Area Wide Port Operations

Descriptions: CBJ's cruise ship docks and associated infrastructure are run as an enterprise fund established by local ordinance. All expenses and revenues associated with operating and maintaining CBJ's cruise ship docks and associated infrastructure are accounted within this fund. The CBJ Assembly has placed these assets under the responsibility of the Docks and Harbors Board. CBJ Ordinance Title 85 requires the Board to be self-supporting, generating revenues sufficient to meet the operating costs of the Docks Enterprise. The Board has established a number of fees to generate revenues from users of the assets. The Board has calibrated these fees to assure the overall revenue generated by the enterprise equals the overall cost of running the enterprise.

Many of the uplands assets are used by entities which it is not possible, feasible, or acceptable to charge fees. As a result, users paying fees are subsidizing users that do not pay fees. The services provided to these users are area wide in nature benefiting the general public and cruise ship passengers of private docks. As part of this fee request, the Board identified services that are area wide in nature.

Board identified the following services:

1. Year round maintenance and monitoring of Marine Park.
2. Maintenance and operation of public parking at the Columbia Lot and seasonal public parking at the Steamship Wharf Plaza and the Visitor's Center Lot.
3. Maintenance and operation of unrestricted pedestrian access along the waterfront at the public docks.
4. Year round maintenance and monitoring of Peratrovich Plaza.
5. Costs associated with landscape maintenance services throughout the Downtown Waterfront.
6. Providing area wide port security. Of note are new Coast Guard requirements to validate credentials of passengers and crew returning to the cruise ships. New security structures have provided greater efficiencies but the resultant is greater staff responsibilities to meet the Facility Security Plan. [Note an additional \$300K MPF request for "Port of Call" access control is included in this year's request.]
7. Billing and collecting CBJ area wide fees for all docks.
8. Maintenance & repairs of Visitor's Kiosk.

The Board reviewed its FY22 budget and apportioned expenses associated with these services. Based on its review, it estimates that about 20% of the annual docks budget is attributable to area wide services.

Marine Passenger Fee Funds Requested (FY25): \$275,000

Benefits: This approach is supported by the cruise ship industry since it is more equitable than raising dockage fees, although Docks & Harbors is considering fee increases. This approach meets the intent of the marine passenger fee since the services benefit all cruise ship passengers, not just the passengers at the public docks. This approach allows the Docks and Harbors Board to direct part of the dock lease revenues to the much needed rebuild effort of the small boat harbors reducing the need for fee increases at the harbors.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will use local Docks enterprise funds for these expenses.

Project Contact: Teena Larson, Admin Officer or Carl Uchytel, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Port-Customs and Visitor Center Buildings Maintenance Support

Project Descriptions: The Port-Customs and Visitor Center buildings are located on the downtown Juneau waterfront, an area that serves in excess of one and a half million cruise ship passengers each year. Docks and Harbors, an enterprise operation, is responsible for costs associated with operating the Port-Customs and Visitor Center Buildings. Expenses include all utilities (water, sewage, electrical, alarm monitoring) and facility support (parking lot, plaza, snow removal, janitorial and general maintenance). The two buildings comprise approximately 4450 square feet in area. Maintenance costs are estimated at \$2.66 per square foot per month equaling \$142,000.

Marine Passenger Fee Funds Requested (FY25): \$142,000

Project Review: The Port-Customs Building was completed in May 2011 with the Visitor Center completion in June 2012. The project which included the buildings, infill dock construction, covered shelters, landscaping and plaza cost approximately \$9M and was funded with Marine Passenger Fees. The Port-Customs Building is occupied by the US Customs and Border Protection (CBP) and Docks and Harbors staff. CBP claims to be exempt from any costs associated with their operations within a port. The Visitor Center Building is occupied by the Travel Juneau, a non-profit organization for the purpose of supporting cruise passenger inquiries. The Travel Juneau budget does not support maintenance of the building. This leaves the Docks enterprise funds fully exposed to the costs of maintaining and servicing these buildings.

Benefits: By establishing a Port-Customs and Visitor Center Buildings maintenance fund Docks & Harbors can effectively manage and maintain the properties entrusted under their responsibilities. Passenger fees have been granted for this purpose since FY2013.

Maintenance and Operation Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance and operating expenses of these two buildings and associated upland support facilities.

Project Contact: Matthew Sill, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Safety Rail along Dock Face

Project Descriptions: The project would be located along the downtown Juneau waterfront, an area that services over one and a half million cruise ship passengers each year. The project consists of constructing a new guardrail along the face of the existing dock.

Marine Passenger Fee Funds Requested (FY25): \$1,500,000

Project Review: This project would construct a new pedestrian guardrail along the existing dock face from Marine Park to the South Berth approach dock. The existing dock face only features an eighteen inch bullrail at the edge. For pedestrian safety a forty two inch high guard rail would be constructed. The proposed guardrail would be designed in the same character as other guardrails along the Seawalk.

Project Time-Line: This project would begin as soon as funding is allocated. The first step would be to design the guardrail and prepare construction bid documents. Upon award of a contract to the lowest qualified bidder construction would begin. The plan would be to have the guardrail installed by the end of the 2024 season, provided full funding is obtained.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses. Maintenance and operations expenses for the guardrail would be minimal.

Project Contact: Matthew Sill, CBJ Port Engineer or Carl Uchtyl, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Dock Electrification

Descriptions: Docks & Harbors has been pursuing funding for cruise ship dock electrification for many years. Efforts for RAISE and PIDP grants have not realized success. On December 1st, a \$1.5M EPA DERA grant was submitted and we anticipate submission of an EPA Clean Port grant in the spring. The latest update to the Assembly was provided in a [memo dated August 31st, 2023](#). The purpose of this request is to augment the existing CIP with funds to construct a shoreside electrical system allowing cruise ship to connect to clean renewable power while moored.

Marine Passenger Fee Funds Requested (FY25): \$5M. In the EPA DERA grant application, the total project estimate to electrify both the AS & CT Docks is \$53M. Of which, \$5.3M is currently in a CIP. The project can be scaled to separate the construction into providing power to only one berth, as funding allows.

Benefits: This project seeks to reduce carbon emissions/greenhouse gases and has been a priority since the completion of the 16B project in 2017.

Maintenance and Operation Responsibility: Docks & Harbors has been working in concert with AELP to develop planning and design efforts to move forward in an efficient manner. Most likely, Docks & Harbors will be responsible for maintenance and operations of the constructed system via future Marine Passenger Fees. Docks & Harbors is hopeful to have a MOA crafted with AELP early in 2024 outlining design responsibilities and funding commitments.

Project Contact: Carl Uchytel, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Additional Personnel for “Port of Call” Access Control

Description:

After two years of cruise ship inactivity due to the pandemic, CY23 rebounded with 1.65M arriving passengers which was a record number. The CY24 schedule calls for an equally busy season for the AS/CT Docks and at the PFO lightering dock. The 2020 Coast Guard requirements described below is a non-funded federal mandate that must met to remain compliant with our approved Federal Security Plan. Docks & Harbors has provided briefings to determining the financial resources necessary to meet this requirement.

On December 18th, 2020 Coast Guard Sector Juneau released a Marine Safety Information Bulletin clarifying the regulatory requirements for Maritime Transportation Security Act (MSTA) regulated facilities which receive large foreign passenger vessels (i.e. cruise ships). The Consolidated Cruise Ship Security final rule, published on March 19th, 2018 defined the differences between a “cruise ship terminal” and a “port of call”. The final rule also prompted a conversation between USCG Sector Juneau and SEAK industry stakeholders, including the Port of Juneau. Previously, SEAK industry stakeholders (including the Port of Juneau) interpreted Title 33, Code of Federal Regulations (CFR), Section 105.255(d)(4) as a list of documents which could serve as personal identification irrespective of criteria in 33 CFR 101.515. As such, facility security personnel (including the Port of Juneau) were allowing individuals with only a vessel boarding pass or room key to gain access to the secure area adjacent to the cruise vessel.

The resultant clarification in the MSIB is that, effective April 1st, 2021, facility security personnel must use a two-prong approach to ensure proper identification and valid purpose:

1. Check the personal identification meeting the criteria in 33 CFR 101.515; and,
2. Confirm the purpose for access by examining at least one document listed in 33 CFR 105.255(d)(4).

Although this may seem like a minor additional task to validate an ID with a boarding pass, we believe the impact will greatly impede the flow of passengers returning to their vessel. The above mentioned two-prong requirement will be similar to what one experiences at an airport TSA checkpoint. The extra time required to ensure each boarding pass matches the government issued ID has the potential to create delays when excess of 1000 passengers/hour attempt to embark their vessels during the waning time in Juneau. Additionally, passengers who do not have government issued ID will need to be escorted by port facility security to the vessel security officer which will only exasperate those waiting in the queuing line.

Marine Passenger Fee Funds Requested (FY25): \$300,000 (17 Part Time Limited Harbor Technicians)

Benefits: By funding an additional 17 PTL Harbor Technicians positions, Docks & Harbors will recruit seasonal employees who will augment the standing Docks security force enabling greater redundancy for properly checking credential in accordance with Coast Guard guidance.

Maintenance and Operation Responsibility: CBJ Docks & Harbors, as the facility manager for the AS and CT Docks, has uplands security requirements required under MTSA regulations.

Project Contact: Matt Creswell, CBJ Harbormaster or Carl Uchtyl, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Purchase of Archipelago Property, LLC Uplands

Description: Purchase the upland property in private ownership adjoining Peratrovich Plaza. This 0.777 acre parcel is owned by Archipelago Property, LLC is assessed at \$9.5M. Docks & Harbors completed the [Marine Park to Taku Dock Urban Design Plan in 2018](#) which provided direction for expanding the use of the along the Juneau waterfront. This plan lead to a sophisticated land swap/sale with the private owner to achieve beneficial use.



Board identified the following: The Marine Park to Taku Dock Urban Design Plan envisioned the *terra firma* property to be developed with private capital for retail purchase. The plan was also a catalyst for identifying a future, undefined waterfront attraction on the wooden deck. The CBJ Manager has identified a project to relocate the Juneau-Douglas City Museum to the waterfront.

Marine Passenger Fee Funds Requested (FY25): \$10M

Benefits: Docks & Harbors believes the best use of the waterfront would be to purchase the uplands and develop the museum along Franklin Street. This would leave Peratrovich Plaza, including the Peratrovich mural, to have view planes protected along the Seawalk and to Juneau Harbor.

Maintenance and Operation Responsibility: As this is request is for property transaction only there is no maintenance and operational costs.

Project Contact: Carl Uchytel, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request**

Section I, Item 7.

Lone Sailor Statue

Description: Alaska Pioneers (Igloo 6) are in the initial planning stages to erect a [Lone Sailor Statue](#) in Juneau. There are currently 17 Lone Sailor Statues around the world. Discussion with the Navy Memorial, which oversee the program, indicates that a sponsor would need to fundraise \$350,000 and provide a suitable location for display. The sailor is 7' 4" tall and made of bronze.



Marine Passenger Fee Funds Requested (FY25): \$100K

Benefits: This is a non-profit civic organization's efforts to bring art and vitality to Juneau. There is a connection to the USS JUNEAU and the Lone Sailor mission. The Lone Sailor is an iconic symbol of the Navy Memorial's mission to *Honor, Recognize, and Celebrate* the men and women of the Sea Services, past, present, and future; and to Inform the public about their service.

Maintenance and Operation Responsibility: Should a suitable location be found on CBJ property, the appropriate CBJ department could maintain the bronze statue. Else, the sponsoring organization could retain this responsibility.

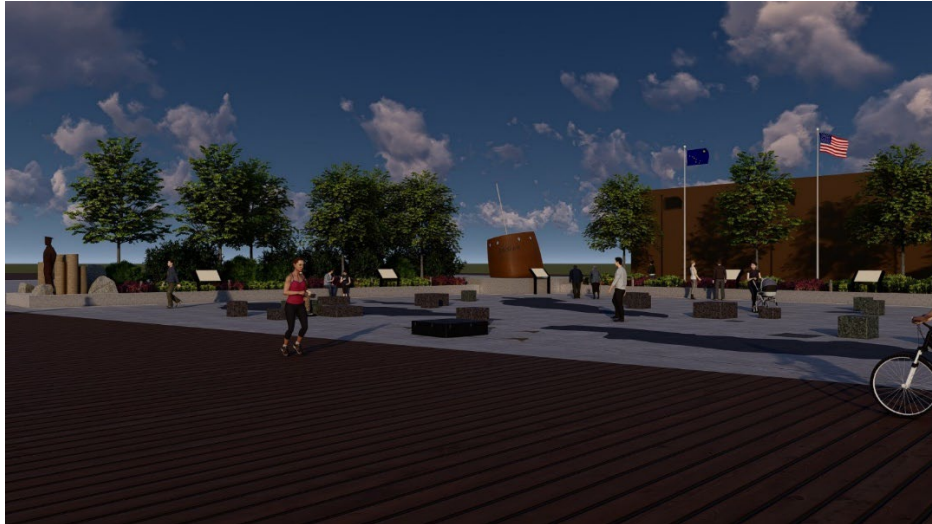
Project Contact: Carl Uchtyl, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request**

Section I, Item 7.

USS JUNEAU MEMORIAL - EXPANSION

Description: In the [Marine Park to Taku Dock Urban Design Plan in 2018](#) an option was explored to create a larger and more significant USS JUNEAU memorial along the Seawalk. The USS JUNEAU memorial is currently revered at its location; however, it lacks interpretive information on the Battle of Guadalcanal and the five Sullivan brothers. A well designed memorial could enhance the visitor experience and honor a local namesake.



Marine Passenger Fee Funds Requested (FY25): \$6M

Benefits: This project could expand the useable width of the Seawalk, provide an historical educational display and honor those in the sea going services.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses of CBJ owned facilities and will use local Docks enterprise funds or future Marine Passengers Fees for these expenses.

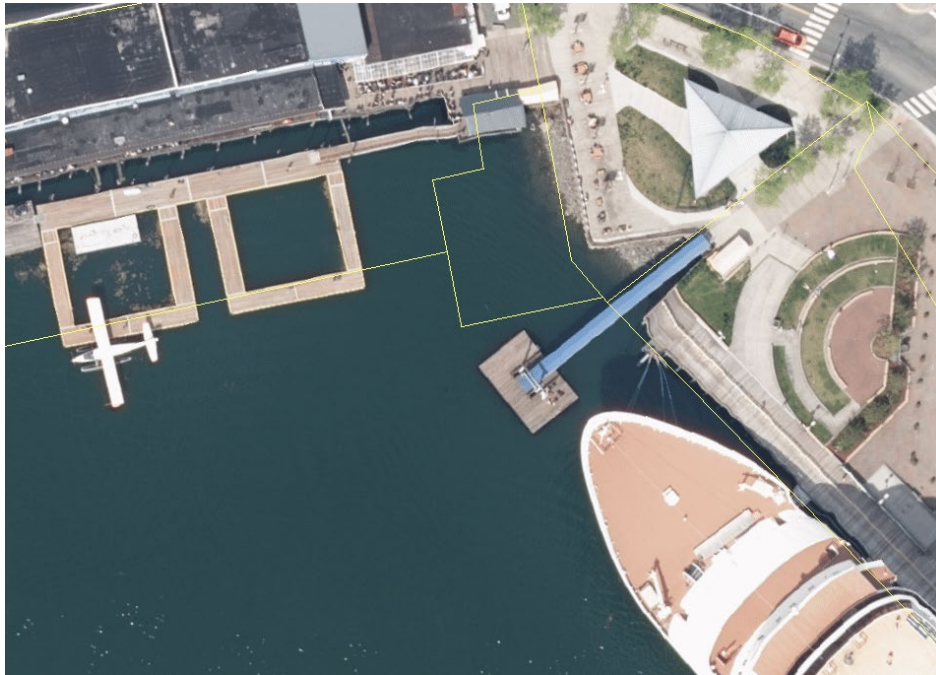
Project Contact: Carl Uchtyl, CBJ Port Director 586-0292.

CBJ Docks and Harbors Board
FY2025 Marine Passenger Fee Request

Section I, Item 7.

Reestablishment of Emergency Vessel Loading Float

Description: With the construction of the new downtown cruise ship docks, the former lightering float became a risk to the float planes and was removed.



Marine Passenger Fee Funds Requested (FY25): \$1M

Benefits: This project, at a yet to be determined location, would contribute to providing a secondary emergency vessel mooring location to offload cruise ship passenger in the result of a mishap.

Maintenance and Operation Responsibility: Docks & Harbors would be responsible for all ongoing maintenance and operating expenses for this CBJ owned facility and will use local Docks enterprise funds or future Marine Passengers Fees for expenses.

Project Contact: Carl Uchtyl, CBJ Port Director 586-0292.



Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

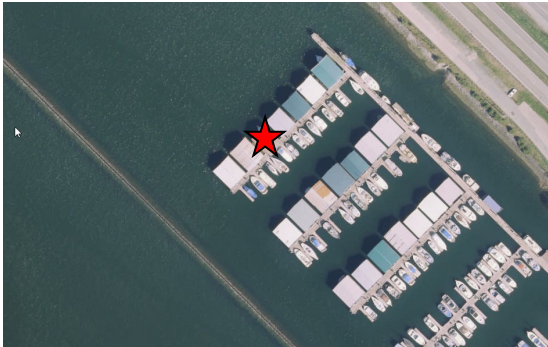
From: *Carl Uchytel*
Carl Uchytel, Port Director

To: Harbor Patrons

Date: August 26th, 2024

Re: REQUEST FOR INTEREST (RFI) – AURORA HARBOR NEW BOAT SHELTER

The January 2024 snowstorm resulted in the loss of Aurora Harbor Boat Shelter G22/23. The owner has elected not to rebuild his boat shelter. Docks & Harbors Board is weighing future options at this location along G Float.



Depicts location of Aurora Boat Shelter G22/23
Photo does not show recently constructed H-Float

This RFI is to determine if there are individuals who desire an opportunity to construct and maintain a boat shelter in Aurora Harbor. Regulations pertaining to Boat Shelters can be found [05 CBJAC 40.015](#) or below:
05 CBJAC 40.015 Boat shelters.

- (a) Definition and approval required. Boat shelter means a structure that houses vessels. Except for a boat shelter moored on the north sides of Float E, Float F, and Float G in Aurora Harbor, no person may bring a boat shelter into the small boat harbors without the approval of the Docks and Harbors Board.
- (b) Access by Harbormaster. The owner of a boat shelter shall provide the Harbormaster and the Fire Department with a means to access the boat shelter in the event of an emergency. The cost of installing and maintaining the access system shall be borne by the shelter owner.
- (c) Storage of flammable liquids. The owner of a boat shelter shall ensure that all flammable liquids are stored in approved containers. An owner shall store no more than two six-gallon containers of flammable liquids per vessel in a boat shelter. This restriction does not apply to fuel stored in or upon a vessel.
- (d) Maintenance. Each boat shelter owner shall maintain the shelter in a condition that does not present a danger to surrounding vessels, other boat shelters, or other harbor users.
- (e) Modification. Other than basic maintenance, a boat shelter owner shall obtain approval of the Harbormaster prior to undertaking any modification or reconstruction of a boat shelter. In addition, the owner shall obtain the approval of the Docks and Harbors Board prior to undertaking any modification or reconstruction that changes the dimensions of the boat shelter.
- (f) Boat shelter sales. Reserved moorage status within a boat shelter may transfer between the seller and buyer of a boat shelter. In order to transfer the reserved moorage status within a boat shelter, the owner of a boat shelter shall inform the Port Director of the owner's desire to sell a shelter before offering the shelter for sale to the general public. The Docks and Harbors Board has the first right of refusal to purchase the shelter at fair market value. If the Board does not exercise its first right of refusal within 30 days after notice, the owner may offer the shelter for sale to the general public. If the owner sells the shelter without informing the Port Director and allowing the Docks and Harbors Board its first right of refusal, the reserved moorage within the shelter will not transfer to the buyer. This subsection does not allow an inappropriately sized vessel to be assigned reserved moorage space within a boat shelter.
- (g) Applicability of regulations. All requirements of 05 CBJAC 40 apply to the owner of a boat shelter and the vessels within a boat shelter except for the following: (1) 05 CBJAC 40.020(d), (e), and (i); and (2) 05 CBJAC 40.035(a)(5), (6), and (7).

Anyone with an interest in acquiring the authorization to construct and maintain a Boat Shelter on Aurora Harbor G Float should contact the Port Director by October 1st, 2024 at Carl.Uchytel@juneau.gov.

#

2024 Docks & Harbor Board Planning Session

I. Building Public Trust

Board members backgrounds & interests.

Alaska Open Meeting Act Primer

Robert Rules of Order Overview

II. Board Philosophy & Desired Outcomes

Commercial Use of Facilities

Commercial Fisheries needs & vision

Recreational vessel needs, vision & future market

III. Previous Studies & Surveys

2023 Derby Survey

Rate Study & Policy

Norway Point to Bridge Park

Completed Projects

IV. CIP & Major Maintenance Priorities

Planned projects

Grant Funding availability

Deliverables: FY26 CIP List; Legislative Priority List & MPF

2025

| January | | | | | | |
|---------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

| February | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | |

| March | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

| April | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

| May | | | | | | |
|-----|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| June | | | | | | |
|------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

| July | | | | | | |
|------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

| August | | | | | | |
|--------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

| September | | | | | | |
|-----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

| October | | | | | | |
|---------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

| November | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

| December | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |