



CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS
330 Harbor Drive
Sitka, AK
(907)747-1811

Meeting Agenda

City and Borough Assembly

*Mayor Matthew Hunter
Deputy Mayor Steven Eisenbeisz,
Vice Deputy Mayor Bob Potrzuski,
Aaron Bean, Kevin Knox, Dr. Richard Wein,
Benjamin Miyasato*

*Municipal Administrator: Keith Brady
Municipal Attorney: Brian Hanson
Municipal Clerk: Sara Peterson*

Thursday, August 30, 2018

6:00 PM

Assembly Chambers

SPECIAL MEETING

I. CALL TO ORDER

II. FLAG SALUTE

III. ROLL CALL

IV. CORRESPONDENCE/AGENDA CHANGES

[18-156](#) Reminders, Calendars and General Correspondence

Attachments: [Reminders and Calendars.pdf](#)
[Public Works Update 7.1.2018.pdf](#)
[Christianson Certificate.pdf](#)

V. CEREMONIAL MATTERS

None anticipated.

VI. SPECIAL REPORTS: Government to Government, Municipal Boards/Commissions/Committees, Sitka Community Hospital, Municipal Departments, School District, Students and Guests (five minute time limit)

VII. PERSONS TO BE HEARD

Public participation on any item off the agenda. All public testimony is not to exceed 3 minutes for any individual, unless the mayor imposes other time constraints at the beginning of the agenda item.

VIII. REPORTS

a. Mayor, b. Administrator, c. Attorney, d. Liaison Representatives, e. Clerk, f. Other

IX. CONSENT AGENDA

All matters under Item IX Consent Agenda are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

- A** [18-157](#) Approve a liquor license renewal for JD & PR Colton and JP & TE Colton dba the Nugget Restaurant at 600 Airport Road Ste A

Attachments: [Motion and Memos Nugget License Renewal.pdf](#)
[Nugget renewal application.pdf](#)

X. BOARD, COMMISSION, COMMITTEE APPOINTMENTS

- B** [18-158](#) Reappoint James Poulson to a three-year term on the Historic Preservation Commission and appoint James Poulson to an unexpired term on the Parks and Recreation Committee

Attachments: [Motion.pdf](#)
[Poulson Historic Preservation Application.pdf](#)
[Poulson Parks & Rec Application.pdf](#)

XI. UNFINISHED BUSINESS:

- C** [18-152](#) Discussion / Direction on the administrative policy for the Stortz Gallery at City Hall

Attachments: [Stortz Gallery.pdf](#)

- D** [ORD 18-37](#) Making Supplemental Appropriations for Fiscal Year 2019 (reappropriation of Fiscal Year 2018 unexpended appropriations)

Attachments: [Motion Memo and Ord 2018-37.pdf](#)

- E** [ORD 18-39](#) Amending Title 15 "Public Utilities" of the Sitka General Code by repealing Chapter 15.01 "Electric Utility Policies" Section 15.01.020 "Electrical Rates" (Plug-In Electric Vehicle Incentive Credit)

Attachments: [Motion Memo and Ord 2018-39.pdf](#)

- F [ORD 18-40](#) Authorizing a property tax exemption through December 31, 2020 for the Sitka Historical Society, Inc. in the lease premises at Harrigan Centennial Hall

Attachments: [Motion and Ord 2018-40.pdf](#)
 [July 10 minutes.pdf](#)
 [Revised Sitka Historical Society Lease.pdf](#)

- G [ORD 18-41](#) Amending Title 4 "Revenue and Finance" of the Sitka General Code by modifying Chapter 4.09 "Sales Tax" at Section 4.09.020 "Collection of Tax" (products not authorized for sales tax exemptions on sales tax free days)

Attachments: [Motion and Ord 2018-41.pdf](#)

XII. NEW BUSINESS:

New Business First Reading

- H [ORD 18-42](#) Making Supplemental Appropriations for Fiscal Year 2019 (FY2018 Purchase Orders)

Attachments: [Motion Memo and Ord 2018-42.pdf](#)

Additional New Business Items

- I [RES 18-18](#) Approving submittal and execution of Alaska Drinking Water Fund Loan applications to the State of Alaska Department of Environmental Conservation totalling up to \$18,000,000 for the project entitled Critical Secondary Water Supply

Attachments: [Motion Memo and Res 2018-18.pdf](#)

- J [18-159](#) Discussion / Direction / Decision to move forward with the Sitka Seaplane Base and land acquisition

Attachments: [Motion sheet.pdf](#)
 [Cosponsors memo Seaplane Base.pdf](#)
 [Administrator memo Seaplane Base Discussion-Direction.pdf](#)
 [SitkaSitingAnalysis.FINALDRAFT 2016.pdf](#)

- K [18-160](#) Update on Pittman-Robertson funding opportunities and grant application for potential cabin development

Attachments: [Update Administrator Memo.pdf](#)
 [June 12 packet documents.pdf](#)

XIII. PERSONS TO BE HEARD:

Public participation on any item on or off the agenda. Not to exceed 3 minutes for any individual.

XIV. EXECUTIVE SESSION

- L** [18-161](#) Legal personnel matter / lawsuit involving the Sitka Police Department

Attachments: [Motion Executive Session.pdf](#)

XV. ADJOURNMENT

Note: Detailed information on these agenda items can be found on the City website at <https://sitka.legistar.com/Calendar.aspx> or by contacting the Municipal Clerk's Office at City Hall, 100 Lincoln Street or 747-1811. A hard copy of the Assembly packet is available at the Sitka Public Library. Assembly meetings are aired live on KCAW FM 104.7 and via video streaming from the City's website. To receive Assembly agenda notifications, sign up with GovDelivery on the City website.

*Sara Peterson, MMC, Municipal Clerk
Publish: August 24, 29*



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-156 **Version:** 1 **Name:**

Type: Item **Status:** AGENDA READY

File created: 8/22/2018 **In control:** City and Borough Assembly

On agenda: 8/30/2018 **Final action:**

Title: Reminders, Calendars and General Correspondence

Sponsors:

Indexes:

Code sections:

Attachments: [Reminders and Calendars.pdf](#)
[Public Works Update 7.1.2018.pdf](#)
[Christianson Certificate.pdf](#)

Date	Ver.	Action By	Action	Result
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REMINDERS

<u>DATE</u>	<u>EVENT</u>	<u>TIME</u>
Tuesday, August 28	Regular Meeting <i>Sitka Community Hospital RFP</i>	6:00 PM
Thursday, August 30	Special Meeting <i>Regular agenda items</i>	6:00 PM
Tuesday, September 11	Regular Meeting	6:00 PM



Municipal Election Reminders

Monday, July 16	First day to file candidate petitions
Tuesday, July 24	Last scheduled meeting to <u>introduce</u> ordinance charter changes and ballot measures
Friday, August 3	5:00 p.m. deadline for filing candidate petitions
Tuesday, August 14	Last scheduled meeting to <u>adopt</u> ordinances for charter changes and ballot measures
Tuesday, October 2	Municipal Election

Expiring Terms:

<u>Mayor</u>	<u>Assembly</u>	<u>School Board</u>
Matthew Hunter	Robert Potrzuski Benjamin Miyasato	Cass Pook Eric VanCise

Assembly Calendar

2017 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 2019

August 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29 Jul	30	31	1 Aug	2	3	4
			6:00pm Library Commission	12:00pm SEDA Board Meeting	5:00pm deadline for filing candidate petitions	
5	6	7	8	9	10	11
			6:00pm Historic Preservation	12:00pm LEPC 2:00pm Health Needs & Human Services Commission		
12	13	14	15	16	17	18
	6:00pm Work Session: SCH RFP Oral Presentations	12:00pm Parks & Rec 6:00pm Regular Assembly Mtg				
19	20	21	22	23	24	25
	6:00pm Town Hall Meeting: SCH RFP Harrigan Centennial Hall (Doors open at 5pm)	Eisenbeisz 12:00pm Tree/Landscape	Eisenbeisz 6:00pm Police and Fire Commission	6:00pm Hospital Board Meeting Eisenbeisz 7:00pm Planning Commission	Eisenbeisz	Eisenbeisz
26	27	28	29	30	31	1 Sep
Eisenbeisz	Eisenbeisz	Eisenbeisz 6:00pm Regular Assembly Mtg	Eisenbeisz	Eisenbeisz 6:00pm Special Meeting	Eisenbeisz	

Assembly Calendar

2017 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 2019

September 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 Aug	27	28	29	30	31	1 Sep
Eisenbeisz	Eisenbeisz	Eisenbeisz 6:00pm Regular Assembly Mtg	Eisenbeisz	Eisenbeisz 6:00pm Special Meeting	Eisenbeisz	
2	3	4	5	6	7	8
	HOLIDAY		6:00pm Library Commission	12:00pm SEDA Board Meeting		
9	10	11	12	13	14	15
		12:00pm Parks & Rec 6:00pm Regular Assembly Mtg	Eisenbeisz 6:00pm Historic Preservation 6:15pm Port & Harbors Commission	Eisenbeisz 12:00pm LEPC 2:00pm Health Needs & Human Services Commission 7:00pm Planning Commission	Eisenbeisz	
16	17	18	19	20	21	22
		12:00pm Tree/Landscape 6:00pm Govt to Govt Dinner - location tba		6:00pm Special Meeting: Non Profit Grant Awards		
23	24	25	26	27	28	29
		6:00pm Regular Assembly Mtg	6:00pm Police and Fire Commission	6:00pm Hospital Board Meeting 7:00pm Planning Commission		
30	1 Oct	2	3	4	5	6
			6:00pm Library Commission	12:00pm SEDA Board Meeting		

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH JULY 2018

Critical Secondary Water Supply

Milestones This Period

- Consultant submitted final geotechnical reports on suitability of GPIIP Lot 17 for proposed water filtration plant, and on two potential alignments of intake line from Sawmill Creek.
- Consultant submitted white papers on potential use of membrane filtration at proposed water treatment plant, and on selection of the appropriate coagulant.
- CBS developed project execution plan with consultant, and began work on scoping the design effort upon availability of ADEC loan funding.

Future Milestones

- Public Works to request Assembly approval for Alaska Department of Environmental Conservation (ADEC) loan to design and construct proposed water filtration plant, August 30, 2018.
- Design complete October 2019.
- Construction begins November 2019.
- Construction complete November 2020.

Background

The project is for design and construction of a secondary water source, for when the primary water source – Blue Lake water treated with ultraviolet (UV) radiation – is unavailable. Blue Lake water will not be available when the Electric Department inspects and maintains the penstock providing water from the dam to the power plant. Blue Lake water may also require filtration – not just UV treatment – if turbidity levels continue to exceed regulatory thresholds. The budget consists of \$75,000 in working capital. The FY2019 budget authorizes the expenditure of \$10 million in grant funding and \$18.49 million in loan funding, if it is secured. Operating funds have augmented the \$75K in working capital to pay for the consultant's services to date.

Current Contracts: CRW Engineering Group, L.L.C.

\$105,147

Wastewater Treatment Plant (WWTP) Rehabilitation

Milestones This Period

- The design team is working with CBS staff developing the 50% design. The 50% design milestone was due per the prior fast-track schedule late August 2018, but will not be realized until September or October 2018 due to the actual effort required to design the best, most cost effective, energy efficient replacement of mechanical, electrical, and building life safety systems.

Future Milestones

- 50% design and cost estimate anticipated September/October 2018.
- Refine the cost estimates as the design is developed. Identify funding source for completion of project. Existing budget will be insufficient to rehabilitate the building, correct the life safety, code compliance and non-functional existing conditions.

- Bid and begin construction of the WWTP rehabilitation project, assuming sufficient funding is available, spring 2019.

Background

The Wastewater Treatment Plant was built in the early 1980s and most of the building systems, especially the HVAC (ventilation air) systems have failed or are past their useful life and require replacement. The air quality within the building is inadequate and corrosive and the exposed piping and metal within the building are corroded. The building's envelope leaks air and does not allow for proper pressurization of the office areas and other clean rooms. Corrosive air in these areas results in electronics regularly becoming dysfunctional within months, in addition to creating an unhealthy air quality for the WWTP operators. It is the intent of Public Works to move this project forward as quickly as possible as there are life safety issues that need to be addressed in the existing facility. Funding for this project is provided by the following sources: \$263,000 in Wastewater fund Working Capital and DEC loans with \$2,832,500 (secured) and \$1,825,000 (approved and pending signed agreement).

Current Contracts: McCool Carlson Green

\$806,321

Nelson Logging Road Upgrades

Milestones This Period

- Fish fencing installed and fish removed at existing 100 foot bridge location.
- Existing 100 foot bridge removed and new embankment construction completed.
- New 90 foot bridge installed with guardrail.
- Road opened between July 20, 2018, and August 5, 2018, without construction to allow hunters to sight in rifles.

Future Milestones.

- Bring up road embankment between new bridge and arch culvert. Install culverts between bridge and arch culvert.
- Additional clearing and grubbing and tree felling.
- Substantial Completion is January 2019.

Background

The project includes replacing both inadequate bridges, realignment at HPR intersection to raise the road elevation out of the stream floodplain, upgrading Nelson Logging Road to include drainage improvements, resurfacing, pedestrian amenities and widening. Funding for the project is provided by a \$2,343,000 State of Alaska Department of Commerce Community and Economic Development Grant.

Current Contracts: LEI Engineers & Surveying
K&E Alaska, Inc.

\$415,390
\$1,544,280

Lincoln Street 2018 & Katlian Sitka Paving 2016

Milestones This Period

Lincoln Street

- Project design moving to 95% plans
- Public Meeting held July 18, 2018. Presented Barracks and American Streets as one-way couplet. The Police and Fire Commission approved this traffic pattern at

their June 20, 2018 meeting. Additional discussion concerning smaller pedestrian Island at American Street.

Katlian Street

- Project design moving to 95% plans
- Project “plans in hand” walk through completed with consultant and Public Works

Future Milestones

Lincoln Street

- 95% Lincoln Street plans due August 20, 2018.
- Construction anticipated fall 2018 – spring 2019.
- **Katlian Street**
- 95% plans due August 20, 2018.

Background

The project includes replacing non-ADA compliant curb ramps, failing storm drain, and limited curb, gutter and sidewalk and all asphalt pavement on Lincoln Street from Harbor Way to Harbor Drive. Red concrete crosswalks are planned to be bid as an additive alternate. Currently, funding for the project is provided by:

Lincoln Street

\$950,000 – General Fund
\$1,300,000 – 2019 General Fund Budget Allocation
\$20,000 – Water Fund
\$20,000 – Sewer Fund
\$2,290,000 – total available project funding

Katlian Street

\$747,870 2016 – General Fund budget Sitka Paving 2016 – 2017

Current Contracts:	Professional and Technical Services, Inc.	\$225,978
	Anderson Land Planning	\$5,000

O’Connell Lightering Float Pile Replacement

Milestones This Period

- Award construction contract July 2018 to Turnagain Marine
- Change Order for extending time to address delay due to bid dispute.

Future Milestones

- Permitting completed fall 2018.
- Substantial Completion anticipated by May 30, 2019.

Background

With lightering traffic reduced due to cruise ships mooring at Old Sitka Dock, and what lightering remains shifting to the Crescent Lightering Facility near Harrigan Centennial Hall, Harbor Staff have found O’Connell to be a popular moorage location for yacht owners. However, the existing piling at the O’Connell Lightering Float were installed too shallow to support yacht moorage as evidenced by several piles being displaced during a storm event. This project will replace all piling at the facility with new rock-socketed piling specifically designed to support large yachts. The Assembly approved an appropriation of \$280,000 from the Harbor Fund Undesignated Working Capital on

September 12, 2017, on 2nd reading. This amount was insufficient given regulatory agency feedback and timeframes. An additional \$290,000 appropriation from the Harbor Fund Undesignated Working Capital was approved by the Assembly on March 27, 2018, on 2nd reading.

Current Contracts: PND Engineers	\$35,380
Turnagain Marine	\$483,800

Sitka Wayfinding Signage

Milestones This Period

- Final approval of shop drawing achieved June 22, 2018. Production of shop drawings is in progress.

Future Milestones

- Completion of fabrication and the shipping of signs is anticipated August 31, 2018.
- Substantial Completion of signage installation is delayed due to sign fabrication/shipping delays and is now anticipated in late September through early October 2018.

Background

Wayfinding signage was identified as one of the key projects in the 2010 Sitka Passenger Fee Fund Implementation Plan. On June 25, 2013, the Assembly approved a request from the Tourism Commission and Destination Sitka Working Group to move the Wayfinding Signage Project forward by funding the project utilizing Commercial Passenger Excise Tax (CPET) proceeds. The Sitka Convention & Visitors Bureau (SCVB) was tasked to manage the project at that time. Later, the Sitka Chamber of Commerce managed the project while the Consultant, Great Destinations Strategies (GDS), completed the design intent drawings and general specifications. With these complete, the project management has shifted to Public Works to oversee the fabrication and installation of the signage. The Assembly approved a budget appropriation of \$282,300 from CPET Funds, General Capital Projects Fund, for the purpose of designing and constructing Wayfinding signs.

Current Contracts: Axia Creative	\$25,910
CBC Construction	\$166,018

Police Station Planning Study

Milestones This Period

- There is a two track process simultaneously taking place for this phase of the Police Station Planning Study. The Architect is working with the SPD staff to develop preliminary Space Needs and Adjacencies Programming. The second track of this process is evaluating potential building sites to locate the new Sitka Police Station & Jail, as well as, evaluating existing buildings to re-purpose for it. It is the task of the design steering committee/stakeholder group to work with the CBS staff to evaluate the large list of sites and reduce it down to the top three for the Planning Report. The first stakeholder meeting was held in July where the Stakeholder Group went through twenty two identified potential sites/existing

buildings and eliminated all but seven of the potential sites. The draft space needs report (without adjacencies) was distributed, but not discussed.

Future Milestones

- The next stakeholder meeting is scheduled August 28, 2018, where the preliminary space needs report will be discussed along with some follow up site selection discussion.
- Stakeholder/Public/Assembly meetings anticipated August, September, and October 2018.
- Final report and study completion anticipated December 2018.

Background

The Sitka Police Department and Jail occupies one-third of the first floor in the City/State Court/Office Building. The Sitka Police Offices and jail do not meet current industry standards. It is nonfunctional, unsafe, and severely inhibits the effective delivery of police service to Sitka. The City/State Building was built in 1974-76 in partnership with the State of Alaska. The City owns the land including the parking lot and is joint owner with the State of the building. Expenses for maintenance and operations per agreement December 1993, are split 34% CBS and 66% State based on the occupancy remaining within the building. Maintenance of the facility and its building systems, along with replacement of non-functional and obsolete infrastructure, has not kept pace with facility needs. Repairs to the facility to address its deferred maintenance are conservatively estimated to exceed \$1 million. How these costs are to be shared is to be determined, and is complicated by the shared ownership of the facility with the State of Alaska. Given Alaska's current fiscal status, reaching a timely cost-sharing agreement is a point of significant concern.

Current Contracts: Stantec

\$57,558

Airport Terminal Improvements

Milestones This Period

- CBS prepared the resolution for a revenue bond, financed by Passenger Facility Charges (PFCs) for Assembly approval, which passed.
- Collection of PFCs began May 1, 2018. Total anticipated revenue collection over the 20-year period of collection is \$6,840,000.00.
- The design team is working on the design toward the 35% design milestone anticipated September/October 2018.

Future Milestones

- Funding of roughly \$4 million for design and construction of a portion of the Terminal Improvements Project is part of the CBS Municipal Bond Package expected in Fall 2018. This debt and its debt service fees will be paid with the PFCs referenced above.
- Other funding sources for terminal improvements beyond the PFC/Bonding are actively being developed and sought, including Airport Improvement Program (AIP) funds for improvements that are AIP eligible and seeking funding through the new \$1 billion omnibus federal spending package for rural airport capital improvement projects, airport terminal user fees, and TSA grants for screening/security improvements.

- If bond funds are secured in Fall 2018, it is anticipated that the first phase of construction will be Oct. 2019- April 2020.
- The State of Alaska DOT will be sending information about the upcoming parking lot management changes and options.

Background

The Airport Terminal Improvement Project is intended to remedy some of the existing critical problems identified in the Airport Terminal Master Plan 2008-2011, including working conditions in the baggage make-up area and TSA baggage screening area, as well as problems with congested passenger queuing, screening, baggage, fish boxes, waiting areas and passenger flow. CBS accepted a TSA design grant in the amount of \$158,569.25 to design specific improvements to the TSA Baggage Screening Area. Other areas impacted by these design changes are ineligible for the TSA design funding. The Assembly approved moving forward to the 65% Schematic Design Milestone for the preferred concept plan that was presented in the Assembly work-session August 8, 2017.

Current contracts: MCG Architects

\$449,069

Cross Trail (Granite Creek to Ferry)

Milestones This Period

- Sitka Trail Works submitted application for U.S. Army Corps of Engineers permit for construction in regulated wetlands.

Future Milestones

- Select final alignment and finalize design drawings by August 2018.
- Construction anticipated in early 2019, provided CBS has secured sufficient funds to match 9.03% of the construction fund grant amount. Expect initial response from Rasmuson Foundation grant request in September 2018.

Background

The City and Borough of Sitka was awarded a \$250,000 MAP-21 Federal Lands Access Program (FLAP) Grant for planning, design and permitting of Phase 6 Cross Trail multimodal pathway – a connector from Kramer Drive to Alaska Marine Ferry Terminal – by Western Federal Lands. The Assembly approved submission of the grant in Resolution 2014-06 in April 2014. Sitka Trail Works is overseeing the design work alongside CBS via a Memorandum of Agreement. Received a \$1.93M construction grant from Western Federal Lands in October 2017, which cannot be spent until CBS and Sitka Trail Works secure the required match funding.

Davidoff & Peterson Storm Sewer Rehabilitation

Milestones This Period

- none

Future Milestones

- Finalize design and bid package for Davidoff improvements, September 2018.
- Award Davidoff construction contract, October 2018.
- Rehabilitate or replace where appropriate Davidoff storm infrastructure, January 2019.

- Schedule of design and construction of Peterson Street culvert replacement dependent on two outstanding grant applications.

Background

The project includes rehabilitation and/or replacement of deteriorated storm drain infrastructure to include: a 60" corrugated metal culvert crossing under Peterson Street, and two 30" and two 36" metal culverts and two metal storm structures adjacent to Davidoff Street, between Charteris and HPR. Funding for the project is provided in the FY18 General Fund at \$350,000, and in the FY19 General Fund at \$150,000, for a total of \$500,000.

Current Contracts: StephI Engineering

\$37,500

Gary Paxton Industrial Park Access Ramp

Milestones This Period

- Contract with PND for first stage planning study approved.
- Stakeholders meeting was held July 27, 2018.

Future Milestones

- Final Report August 31, 2018.

Background

The project includes planning and design for a multipurpose boat ramp for the Gary Paxton Industrial Park. The ramp is to be associated with the new existing barge ramp constructed adjacent to the Boat Building Lot. Project funding of \$40,000 provided in Gary Paxton Industrial Park Budget.

Current Contracts: PND Engineers Inc.

\$18,550

Eagle Way Lift Station Rehabilitation

Milestones This Period

- Designer submitted 65% electrical drawings for bid package.

Future Milestones

- Design lift station upgrade to convert existing wet well/dry well scheme to submersible lift station with a valve vault, September 2018.
- Procure construction contractor, March 2019.
- Procure pumps and control/electrical equipment, March 2019.
- Rehabilitate lift station, May 2019.

Background

The original Eagle Way – Old Harbor Mountain Road project included new pavement, storm drainage, water main and services, and a pedestrian pathway within Eagle Way, and new pavement and storm drain improvements within Old Harbor Mountain Road. Funding for the project consists of a \$1,500,000 State of Alaska Department of Commerce Community and Economic Development Grant, of which \$250,000 remains. DCCED approved these remaining funds being used for the lift station rehabilitation work. This funding was combined with \$135,000 in FY2018 working capital and \$85,000 in FY2019 working capital for a total project budget of \$470,000.

Current Contracts: Boreal Controls, Inc.

\$87,700

Crescent Harbor Float Replacement – Phase I

Milestones This Period

- Award phase one design planning contract with PND.
- Approval to submit application for bonds approved by the Assembly
- Received State of Alaska Harbor Grant Program Letter of Award for \$5,000,000

Future Milestones

- Receive phase one design report from PND in Late September 2018
- Solicit Assembly authority to issue Bonds to construct project
- Determine appropriate design - construction process.

Background

The physical condition of Crescent Harbor has deteriorated to point where in-house repairs are no longer sufficient to adequately maintain the facility. Harbor Department staff and Public Works Department engineers have determined that the harbor now presents an operational and safety risk due to floats sinking, decay of wooden beams, corrosion of metal fixtures and failure of walk-down ramps to meet ADA accessibility requirements. The project has estimated total cost of \$14,025,000. Of this, the harbor grant will provide \$5,000,000. The Harbor Fund working capital has allocated \$1,000,000 for the project. The remaining \$9,025,000 is planned to be provided with \$8,025,000 in harbor revenue bond proceeds and the use of the Harbor Fund working capital in the amount of \$1,000,000 noted above.

Current Contracts: PND

\$73,612.00

Maintenance and Operations activities

STREETS

- Vegetation maintenance
- Grade roads
- Experimentation with different dust control products
- Paint crosswalks
- Start construction of bridge for trailhead at South Kramer Ave.
- Repair damaged catch basin
- Storm drain maintenance

SOLID WASTE

- Trained new Scrapyard personnel
- Processed 32 vehicles
- Broke down waste tires
- Cleaned up site

CENTRAL GARAGE

- Serviced and repaired all Scrapyard equipment
- Completed approximately 49 repairs on other equipment and vehicles

GROUND

- Summer maintenance rotation A&B as normal
- Maintenance on athletic fields per field use schedule
- Vegetation control
- Assisted street crew with spray patching and painting
- Emptied trash receptacles at various locations as needed

BUILDINGS

- Annual preventive maintenance on boiler systems
- Checked material condition of Transfer Station scale shack and researched replacement costs
- Put together bid for Animal Shelter roof project
- Changed out curtains at the Marine Service Center
- Repaired vandalized toilet at Lake and Lincoln bathroom
- Replaced plumbing and fan units at the Crescent Bathroom
- Repaired heating issues at Sitka Public Library

FUTURE MILESTONES

- Continuation of training and processing materials at the Scrapyard
- Initiating configuration resource management and work order system
- Begin preparations for winter
- Mapping out storm drains, checking material condition and cleaning storm drains

Service Award

On behalf of the City and Borough of Sitka is hereby awarded to

Cynthia Pickering Christianson

*this expression of grateful acknowledgment for your almost two years of
valued service rendered in the public interest while serving on the
Parks & Recreation Commission. Thank you!*

Signed and sealed this 30th day of August, 2018



Matthew Hunter

Mayor Matthew Hunter

Sara Peterson

ATTEST: Municipal Clerk, Sara Peterson



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-157 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 8/22/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Approve a liquor license renewal for JD & PR Colton and JP & TE Colton dba the Nugget Restaurant at 600 Airport Road Ste A

Sponsors:

Indexes:

Code sections:

Attachments: [Motion and Memos Nugget License Renewal.pdf](#)
[Nugget renewal application.pdf](#)

Date	Ver.	Action By	Action	Result
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Should this item be pulled from the Consent Agenda the following motion is suggested:

POSSIBLE MOTION

I MOVE TO approve a liquor license renewal application for JD & PR Colton and JP & TE Colton dba the Nugget Restaurant and forward this approval to the Alcoholic Beverage Control Board without objection.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members
Keith Brady, Municipal Administrator

From: Sara Peterson, Municipal Clerk

Date: August 22, 2018

Subject: Approve a liquor license renewal application for the Nugget Restaurant

Our office has received notification of the following liquor license renewal application:

Lic #: 790
DBA: Nugget Restaurant
License Type: Beverage Dispensary
Licensee: JD & PR Colton and JP & TE Colton
Premises Address: 600 Airport Road Ste A

A memo was circulated to the various departments who may have a reason to protest the renewal of this license. No departmental objections were received.

The licensee is seeking renewal of the license in order to transfer the license to DPJT, Inc. – Tim Holder. The transfer application will come before you for consideration on September 11.

Recommendation:

Approve the liquor license renewal application for JD & PR Colton and JP & TE Colton dba the Nugget Restaurant and forward this approval to the Alcoholic Beverage Control Board without objection.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Utility Billing Clerk – Diana
Collections - Sunni
Municipal Billings – Lindsey
Sales Tax/Property Tax - Hannah
Fire Department
Police Department
Building Official(s)

From: Sara Peterson, Municipal Clerk

Date: August 21, 2018

Subject: Liquor License Renewal Application – Nugget Restaurant

The Municipal Clerk's Office has been notified by the Alcohol and Marijuana Control Office of the following liquor license renewal application submitted by:

Lic #: 790
DBA: Nugget Restaurant
License Type: Beverage Dispensary
Licensee: JD & PR Colton and JP & TE Colton
Premises Address: 600 Airport Road Ste A

Please notify no later than **noon on Wednesday, August 22** of any reason to protest this renewal request. This request is scheduled to go before the Assembly on August 30.

Thank you.



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

**Department of Commerce, Community,
and Economic Development**

ALCOHOL & MARIJUANA CONTROL OFFICE

550 West 7th Avenue, Suite 1600

Anchorage, AK 99501

Main: 907.269.0350

August 21, 2018

City and Borough of Sitka

Attn: Sara Peterson, Municipal Clerk

Via Email: sara.peterson@cityofsitka.org
melissa.henshaw@cityofsitka.org

Re: Notice of 2018/2019 Liquor License Renewal Application

License Type:	Beverage Dispensary	License Number:	790
Licensee:	JD & PR Colton and JP & TE Colton		
Doing Business As:	Nugget Restaurant		

We have received a completed renewal application for the above listed license (see attached application documents) within your jurisdiction. This is the notice required under AS 04.11.480.

A local governing body may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of receipt of this notice, and by allowing the applicant a reasonable opportunity to defend the application before a meeting of the local governing body, as required by 3 AAC 304.145(d). If a protest is filed, the board will deny the application unless the board finds that the protest is arbitrary, capricious, and unreasonable.

To protest the application referenced above, please submit your written protest within 60 days, and show proof of service upon the applicant and proof that the applicant has had a reasonable opportunity to defend the application before a meeting of the local governing body.

Sincerely,

A handwritten signature in cursive script that reads "Erika McConnell".

Erika McConnell, Director

amco.localgovernmentonly@alaska.gov



Alcohol and Marijuana Control Office
550 W 7th Avenue, Suite 1600
Anchorage, AK 99501
alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Master Checklist: Renewal Liquor License Application

License Type:	Beverage Dispensary	License Number:	790
Doing Business As:	Nugget Restaurant		
Examiner:	<i>Charlie</i>	Transaction #:	114607

Document	Received	Completed	Notes
AB-17: Renewal Application	7/27/2018	7/27	
App and License Fees	2/14/18-7/27/18	7/27	Received Fees for Renewal 2/14, and 7/27/18 (rec#37429)

Supplemental Document	Received	Completed	Notes
Tourism/Rec Site Statement			
AB-25: Supplier Cert (WS)			
AB-29: Waiver of Operation			
AB-30: Minimum Operation			
Fingerprint Cards & Fees / AB-08a: Crim. History	7/27/2018	7/27	
Late Fee	2/14/2018	2/14	37429

Names on FP Cards:	Timothy Mark Holder
--------------------	---------------------

	Yes	No
Selling alcohol in response to written order (package stores)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mailing address different than one in database?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
In "Good Standing" with CBPL (skip this and next question for sole proprietor)?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Officers and stockholders match CBPL and database (if "No", determine if transfer necessary)?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



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Alaska Alcoholic Beverage Control Board

Form AB-17: 2018/2019 Renewal License Application

What is this form?

This renewal license application form is required for all individuals or entities seeking to apply for renewal of an existing liquor license that will expire on December 31, 2017. All fields of this form must be complete and correct, or the application will be returned to you in the manner in which it was received, per AS 04.11.270 and 3 AAC 304.105. The Community Council field only should be verified/completed by licensees whose establishments are located within the Municipality of Anchorage or outside of city limits within the Matanuska-Susitna Borough.

This form must be completed correctly and submitted to the Alcohol & Marijuana Control Office (AMCO)'s main office, along with all other required documents and fees, before any renewal license application will be considered complete.

Section 1 – Establishment and Contact Information

Enter information for the business seeking to have its license renewed. If any populated information is incorrect, please contact AMCO.

Licensee:	JD & PR Colton and JP & TE Colton	License #:	790
License Type:	Beverage Dispensary	Statute:	AS 04.11.090
Doing Business As:	Nugget Restaurant		
Premises Address:	600 Airport Rd ste A		
Local Governing Body:	City & Borough of Sitka		
Community Council:	None		

Mailing Address:	600 Airport Rd., Ste A				
City:	Sitka	State:	AK	ZIP:	99835

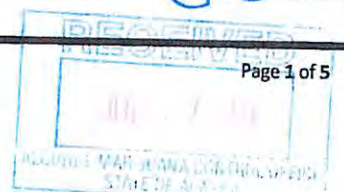
Enter information for the individual who will be designated as the primary point of contact regarding this application. This individual must be a licensee who is required to be listed in and authorized to sign this application.

Point of Contact:	Jim Colton		
Contact Phone:	214-701-6899	Business Phone:	907-966-2480
Contact Email:	coltonjim@hotmail.com		

Seasonal License? Yes ☐ No ☒

If "Yes", write your six-month operating period: _____

COPY





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Alaska Alcoholic Beverage Control Board

Form AB-17: 2018/2019 Renewal License Application

Section 2 – Authorization

Communication with AMCO staff:

Yes No

Does any person other than a licensee named in this application have authority to discuss this license with AMCO staff?

☒ ☐

If "Yes", disclose the name of the individual and the reason for this authorization:

Tim Holder, manager; Brandon C Marx, Esq and his employee - attny rep'ng DPJT for license

Section 3 – Sole Proprietor Ownership Information

This section must be completed by any sole proprietorship who is applying for license renewal. Entities should skip to Section 4. If more space is needed, please attach a separate sheet with the required information.

The following information must be completed for each licensee and each affiliate (spouse).

This individual is an: ☐ applicant ☐ affiliate

Name:					
Mailing Address:					
City:		State:		ZIP:	
Email:					
Contact Phone:					

This individual is an: ☐ applicant ☐ affiliate

Name:					
Mailing Address:					
City:		State:		ZIP:	
Email:					
Contact Phone:					





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Alaska Alcoholic Beverage Control Board

Form AB-17: 2018/2019 Renewal License Application

Section 4 – Entity Ownership Information

This subsection must be completed by any licensee that is a corporation or LLC. Corporations and LLCs are required to be in good standing with the Alaska Division of Corporations, Business & Professional Licensing (CBPL). You may view your entity's status or find your CBPL entity number by using the following site: <https://www.commerce.alaska.gov/cbp/main/search/entities>. Partnerships may skip to the second half of this page. Sole proprietorships should skip to Section 5.

Alaska CBPL Entity #:

You must ensure that you are able to certify the following statement before signing your initials in the box to the right: Initials

I certify that this entity is in good standing with CBPL and that all current entity officials and stakeholders (listed below) are also currently and accurately listed with CBPL.

This subsection must be completed by any community or entity, including a corporation, limited liability company, partnership, or limited partnership, that is applying for renewal. If more space is needed, please attach additional completed copies of this page.

- If the applicant is a corporation, the following information must be completed for each stockholder who owns 10% or more of the stock in the corporation, and for each president, vice-president, secretary, and managing officer.
- If the applicant is a limited liability organization, the following information must be completed for each member with an ownership interest of 10% or more, and for each manager.
- If the applicant is a partnership, including a limited partnership, the following information must be completed for each partner with an interest of 10% or more, and for each general partner.

Entity Official Name:	Patty Rae Colton				
Title(s):	Partner	Phone:		% Owned:	55
Mailing Address:	124 Elma McCleary Rd, Space 25				
City:	Elma	State:	WA	ZIP:	98541

Entity Official Name:	James Dale Colton				
Title(s):	Partner	Phone:		% Owned:	20
Mailing Address:	124 Elma McCleary Rd., Space 25				
City:	Elma	State:	WA	ZIP:	98541

Entity Official Name:	James P Colton				
Title(s):	Partner	Phone:	214-701-6899	% Owned:	12.5
Mailing Address:	20013 Mitchell Crt				
City:	Buckeye	State:	AZ	ZIP:	85396

COPY





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Anchorage, AK 99501
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<https://www.commerce.alaska.gov/web/amco>
Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-17: 2018/2019 Renewal License Application

Section 4 – Entity Ownership Information

This subsection must be completed by any licensee that is a corporation or LLC. Corporations and LLCs are required to be in good standing with the Alaska Division of Corporations, Business & Professional Licensing (CBPL). You may view your entity's status or find your CBPL entity number by visiting the following site: <https://www.commerce.alaska.gov/cbp/main/search/entities>. Partnerships may skip to the second half of this page. Sole proprietorships should skip to Section 5.

Alaska CBPL Entity #:

You must ensure that you are able to certify the following statement before signing your initials in the box to the right:

I certify that this entity is in good standing with CBPL and that all current entity officials and stakeholders (listed below) are also currently and accurately listed with CBPL.

Initials

This subsection must be completed by any community or entity, including a corporation, limited liability company, partnership, or limited partnership, that is applying for renewal. If more space is needed, please attach additional completed copies of this page.

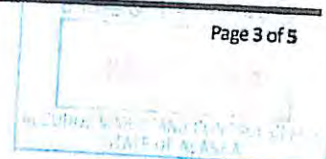
- If the applicant is a corporation, the following information must be completed for each stockholder who owns 10% or more of the stock in the corporation, and for each president, vice-president, secretary, and managing officer.
- If the applicant is a limited liability organization, the following information must be completed for each member with an ownership interest of 10% or more, and for each manager.
- If the applicant is a partnership, including a limited partnership, the following information must be completed for each partner with an interest of 10% or more, and for each general partner.

Entity Official Name:	Traci Elizabeth Colton				
Title(s):	Partner	Phone:	214-701-6899	% Owned:	12.5
Mailing Address:	20013 Mitchell Crt				
City:	Buckeye	State:	AZ	ZIP:	85396

Entity Official Name:					
Title(s):		Phone:		% Owned:	
Mailing Address:					
City:		State:		ZIP:	

Entity Official Name:					
Title(s):		Phone:		% Owned:	
Mailing Address:					
City:		State:		ZIP:	

COPY
pg 2 of 54





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alcohol.licensing@alaska.gov
<https://www.commerce.alaska.gov/web/amco>
Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

Form AB-17: 2018/2019 Renewal License Application

Section 5 – License Operation

Check a single box for each calendar year that best describes how this liquor license was operated:

2016 2017

The license was regularly operated continuously throughout each year, for 8 or more hours each day.

☒ ☒

The license was regularly operated during a specific season each year, for 8 or more hours each day.

☐ ☐

The license was only operated to meet the minimum requirement of 30 days each year, 8 hours each day.
If this box is checked, a complete copy of Form AB-30: Proof of Minimum Operation Checklist, and all necessary documentation must be provided with this application.

☐ ☐

The license was not operated at all or was not operated for at least the minimum requirement of 30 days each year, 8 hours each day, during one or both of the calendar years.
If this box is checked, a complete copy of Form AB-29: Waiver of Operation Application and corresponding fees must be submitted with this application for each calendar year during which the license was not operated for at least the minimum requirement.

☐ ☐

Section 6 – Violations and Convictions

Applicant violations and convictions in calendar years 2016 and 2017:

Yes No

Have any notices of violation (NOVs) been issued to this licensee in the calendar years 2016 or 2017?

☐ ☒

Has any person or entity named in this application been convicted of a violation of Title 04, of 3 AAC 304, or a local ordinance adopted under AS 04.21.010 in the calendar years 2016 or 2017?

☐ ☒

If "Yes" to either of the previous two questions, attach a separate page to this application listing all NOVs and/or convictions.

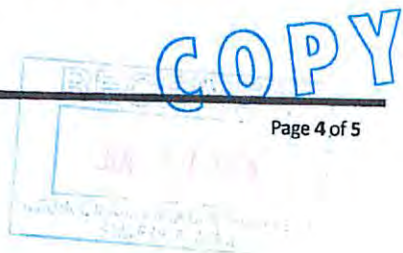
Section 7 – Alcohol Server Education

This section must be completed only by the holder of a beverage dispensary, club, or pub license or conditional contractor's permit. The holders of all other license types should skip to Section 8.

Read the line below, and then sign your initials in the box to the right of the statement:

Initials

I certify that all licensees, agents, and employees who sell or serve alcoholic beverages or check identification of a patron have completed an alcohol server education course approved by the ABC Board and keep current, valid copies of their course completion cards on the licensed premises during all working hours, as required under AS 04.21.025 and 3 AAC 304.465.





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Alaska Alcoholic Beverage Control Board

Form AB-17: 2018/2019 Renewal License Application

Section 8 – Certifications

Read each line below, and then sign your initials in the box to the right of each statement:

I certify that all current licensees (as defined in AS 04.11.260) and affiliates have been listed on this application.

Initials

JK

I certify that in accordance with AS 04.11.450, no one other than the licensee(s) has a direct or indirect financial interest in the licensed business.

JK

I certify that I have not altered the functional floor plan or reduced or expanded the area of the licensed premises, and I have not changed the business name or the ownership (including officers, managers, general partners, or stakeholders) from what is currently on file with the Alcoholic Beverage Control Board.

JK

I certify on behalf of myself or of the organized entity that I understand that providing a false statement on this form or any other form provided by AMCO is grounds for rejection or denial of this application or revocation of any license issued.

JK

As an applicant for a liquor license renewal, I declare under penalty of perjury that I have read and am familiar with AS 04 and 3 AAC 304, and that this application, including all accompanying schedules and statements, is true, correct, and complete. I agree to provide all information required by the Alcoholic Beverage Control Board in support of this application and understand that failure to do so by any deadline given to me by AMCO staff will result in this application being returned to me as incomplete.

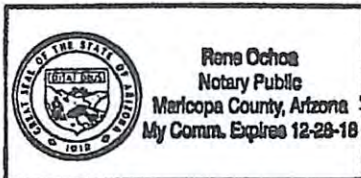
Signature of licensee

Jim Colton *JAMES PAT COLTON*

Printed name of licensee

Signature of Notary Public

Notary Public in and for the State of *Arizona*



My commission expires: *12/28/2018*

Subscribed and sworn to before me this *5th* day of *July*, 20*18*.

License Fee:	\$ 2500.00	Application Fee:	\$ 200.00	TOTAL:	\$ 2700.00
Late Fee of \$500.00 – if received or postmarked after 01/02/2018:					
Miscellaneous Fees:					
GRAND TOTAL (if different than TOTAL):					

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CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-158 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 8/22/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Reappoint James Poulson to a three-year term on the Historic Preservation Commission and appoint James Poulson to an unexpired term on the Parks and Recreation Committee

Sponsors:

Indexes:

Code sections:

Attachments: [Motion.pdf](#)
[Poulson Historic Preservation Application.pdf](#)
[Poulson Parks & Rec Application.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

POSSIBLE MOTION

I MOVE TO reappoint James Poulson to a three-year term on the Historic Preservation Commission and appoint James Poulson to an unexpired term on the Parks and Recreation Committee.



Application for Appointment to Boards, Committees, and Commissions

City and Borough of Sitka

Board/Commission/Committee: Sitka Historic Preservation Commission

Name: James Paulson Daytime Phone: [REDACTED]

Address: [REDACTED] Evening Phone: [REDACTED]

Email Address: [REDACTED] Fax Number: [REDACTED]

Length of Residence in Sitka: 45 years Registered to vote in Sitka? ☒ Yes ☐ No

Employer: Daily Sitka Sentinel

Organizations you belong to or participate in: Alaskan Arts Southeast (Sitka Fine Arts Camp) Sitka Community Land Trust National Trust for Historic Preservation Sitka Historical Society

Explain your main reason for applying: My interest in Sitka's history and maintaining a connection to its past through preservation are the main motivating factors.

What background, experience or credentials will you bring to the board, commission, or committee membership?

I am working on a thesis to complete a masters in historic preservation/architectural history at Boston Architectural College

Please disclose any potential conflicts of interest that may arise from your appointment. These may include but are not limited to:

- A substantial financial interest of \$1000 annually that could be influenced by your appointment.
- An immediate family member employed within the scope of this appointment.

Please attach a letter of interest, outline, or resume which includes your education, work, and volunteer experience that will enhance your membership.

→ (To be considered, your application must be complete AND be accompanied by one of the above supporting documents.)

Date: 8-22-18 Signature: [Signature]

Your complete application and resume should be returned to the Municipal Clerk's Office by noon on the Wednesday prior to an advertised Assembly meeting.

Please note: all information submitted will be made public and published online. Appointments are normally made during open session of an Assembly meeting, however, Assembly members may vote to discuss applicant(s) in closed executive session. In this case, do you wish to be present when your application is discussed? ☐ Yes ☐ No

Return to:

Melissa Henshaw, Deputy Clerk/Records Specialist, 100 Lincoln Street
Fax: 907-747-7403 Email: melissa.henshaw@cityofsitka.org

James Poulson

EDUCATION:

COLGATE UNIVERSITY

Bachelor of Arts with majors in English and art history

currently working on a MA in architectural history and historic preservation at SOSTON ARCHITECTURAL COLLEGE

WORK EXPERIENCE:

PHOTOGRAPHER

1989 - present: news photographer for Daily Sitka Sentinel, and free lance photographer.

HISTORIC PRESERVATION

Property manager of three National Historic Register-listed buildings. Preservation consultant on National Historic Landmark SJ campus.

RECENT VOLUNTEER EXPERIENCE:

Sitka City and Borough Historic Preservation Commission member 2011- present

Founding member of the Friends of Sitka National Historical Park 2015.

Board member of Alaska Arts Southeast 2013-present

Board member of Sitka Community Development Association 2012-present

Sitka Community Land Trust board member 2014-present

E.W. Merrill Project board treasurer 2014

Community Schools soccer coach 2009-2014

Except for time off for travel and college and a couple years in Sault St. Marie, Mich., I've lived in Sitka since my family moved here in 1969 to run the newspaper. My parents and I continue to operate the paper. I am married to Kristen Homer and we have two children, Lucy and Adelaide.



HISTORIC PRESERVATION COMMISSION

NAME	CONTACT NUMBERS	TERM STARTS	EXPIRES	CATEGORY
ROBERTA LITTLEFIELD 4102 Halibut Point Road	738-4004 c 747-3444 h robbylittlefield@gci.net	7/13/10 4/24/12 5/27/15 6/26/18	01/27/12 4/24/15 5/27/18 6/26/21	Chair Native community
ANNE POLLNOW PO Box 6326	738-0794 sealevelanne@gmail.com	4/28/15 4/25/17	4/22/17 4/25/20	Vice Chair At large
JAMES POULSON 1610 Sawmill Creek Rd	747-3219 w 747-6567 h james.poulson1@gmail.com	2/22/11 2/25/14	2/22/14 2/25/17 9/8/18	Secretary Historical Society <i>Ozment's term</i>
ANA DITTMAR 217 Marine Street Unit B	623-7537 anadittmar1@hotmail.com	4/10/12 5/27/15 6/12/18	4/10/15 5/27/18 6/12/21	At large
SCOTT SALINE PO Box 3183	738-7889 c shsaline@gci.net	4/26/16	4/26/19	At large
KITTY SOPOW 3414 Halibut Point Road	907-545-2850 kittysopow@gmail.com	2/28/17	2/28/20	At large
ROBERT SAM 456 Katlian Street	623-7097 bob.sam@sitkatriben-sns.gov	2/24/15 2/27/18	2/24/18 2/27/21	STA
NANCY DOUGLAS 416 Lake Street	747-8380 nancy.douglas@sitkatriben-sns.gov	2/27/18	2/27/21	STA (alternate)
Planner I	747-1814			Staff Liaison/ Secretary
Benjamin Miyasato 405 DeGroff Street	738-8923 assemblymiyasato@cityofsitka.org			Assembly Liaison
Steven Eisenbeisz 208 Lincoln Street	738-3261 assemblyeisenbeisz@cityofsitka.org			Alternate Assembly Liaison

7 members from selected categories 3-year terms

Sitka Historical Society (1), Native Community (2) - one representing Sitka Tribe of Alaska), At-Large (4)

Established by Ordinance 92-1075, Amended by Ordinance 93-1150, Addition by Ordinance 97-1409

Second Wednesday, 6:00 p.m. – Harrigan Centennial Hall, 330 Harbor Drive

Revised: June 27, 2018



Application for Appointment to Boards, Committees, and Commissions
City and Borough of Sitka

Board/Commission/Committee: Sitka Park and Recreation
Name: Tanner Paulson Daytime Phone: [REDACTED]
Address: [REDACTED] Evening Phone: [REDACTED]
Email Address: [REDACTED] Fax Number: [REDACTED]

Length of Residence in Sitka: 45 years! Registered to vote in Sitka? ☒ Yes ☐ No

Employer: Daily Sitka Sentinel

Organizations you belong to or participate in: Alaska Arts Council, Sitka Film Arts camp, Sitka community Land Trust,

Sitka Historical Society

Explain your main reason for applying: It looks like a small time commitment and it is an important part of the city -

What background, experience or credentials will you bring to the board, commission, or committee membership?

I am a user of Sitka's parks and am familiar with a lot of their history.

Please disclose any potential conflicts of interest that may arise from your appointment. These may include but are not limited to:

- A substantial financial interest of \$1000 annually that could be influenced by your appointment.
- An immediate family member employed within the scope of this appointment.

Please attach a letter of interest, outline, or resume which includes your education, work, and volunteer experience that will enhance your membership.

→ (To be considered, your application must be complete AND be accompanied by one of the above supporting documents.)

Date: 8-22-18 Signature: [Signature]

Your complete application and resume should be returned to the Municipal Clerk's Office by noon on the Wednesday prior to an advertised Assembly meeting.

Please note: all information submitted will be made public and published online. Appointments are normally made during open session of an Assembly meeting, however, Assembly members may vote to discuss applicant(s) in closed executive session. In this case, do you wish to be present when your application is discussed? ☐ Yes ☐ No

Return to:

Melissa Henshaw, Deputy Clerk/Records Specialist, 100 Lincoln Street

Fax: 907-747-7403 Email: melissa.henshaw@cityofsitka.org

James Poulson

EDUCATION:

COLGATE UNIVERSITY

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currently working on a MA in architectural history and historic preservation at SOSTON ARCHITECTURAL COLLEGE

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Founding member of the Friends of Sitka National Historical Park 2015.

Board member of Alaska Arts Southeast 2013-present

Board member of Sitka Community Development Association 2012-present

Sitka Community Land Trust board member 2014-present

E.W. Merrill Project board treasurer 2014

Community Schools soccer coach 2009-2014

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PARKS AND RECREATION COMMITTEE

NAME	CONTACT NUMBERS	TERM STARTS	EXPIRES	CATEGORY
ALLISON MASSEY 1510 B Davidoff Street	907-887-4555 asajm46@gmail.com	04/26/16	04/26/19	CHAIR
WOODY WIDMARK 444 Katlian Street	752-0152 c woodywidmark@gmail.com	9/27/2016	9/27/2019	VICE CHAIR
LORRAINE LIL 105 Austin Street	747-3309 738-1350 c committeework@outlook.com	03/22/16	03/22/19	
BARBARA MORSE PO Box 2972	752-0240 c morseb9@hotmail.com	03/22/16	03/22/19	
BETH SMITH 109 Darrin Drive	747-7010 253-590-3137 bekumtoo@hotmail.com	3/14/17	3/14/20	
CHRISTOPHER WRIGHT 210 Lake Street	619-530-7077 cwilliamwright@hotmail.com	6/12/18	6/12/21	
<i>CYNTHIA PICKERING CHRISTIANSON 2101 Belmont Drive Anchorage, AK 99517</i>	<i>907-230-8571 cpchristianson@gmail.com</i>	<i>11/22/16</i>	<i>11/22/19</i>	<i>Resigned 8/16/18</i>
Kevin Knox PO Box 6415	738-4664 c assemblyknox@cityofsitka.org			Assembly Liaison
Wanda Bush Assistant Contract Coordinator/Office Manager City and Borough of Sitka	747-1806 wanda.bush@cityofsitka.org			Secretary

7 members from public - 3 year terms

Established by Ordinance 75-199 (2.56 SGC)

Second Tuesday, Noon – Harrigan Centennial Hall, 330 Harbor Drive

Community Resources				
David Elkowitz Sitka National Historical Park 106 Metlakatla Street	747-0111 w 747-5938-fax david_elkowitz@nps.gov			
Lynne Brandon Sitka Trail Works 801 HPR	747-7244 w 747-7315 fax trail@gci.net			
Anmaria Lapalme Sitka Forest Service 2108 Halibut Point Road	747-4206 alapalme@fs.fed.us			

Revised: August 17, 2018



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-152 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 8/8/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Discussion / Direction on the administrative policy for the Stortz Gallery at City Hall

Sponsors:

Indexes:

Code sections:

Attachments: [Stortz Gallery.pdf](#)

Date	Ver.	Action By	Action	Result
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Discussion / Direction
on the administrative policy for the Stortz
Gallery at City Hall



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members

From: Keith Brady, Municipal Administrator *KB*

Date: August 7, 2018

Subject: **Updated** Administrative Policy for Stortz Gallery at City Hall

Summary

Due to the public nature of the city, its buildings, staff, and the opportunity to exhibit items at the Stortz Gallery at City Hall we are updating the Administrative Policy regarding.

Recommendation

Direction and support from the Assembly to operate within the updated policy.

Details

The main points for the exhibit policy are:

- It sets the criteria for what type of artwork can be included in the gallery
- The policy addresses liability of the artwork and puts the responsibility on the artist
- It continues the position of the volunteer curator recommended by the Sitka fine arts

ADMINISTRATIVE POLICY NO. 16-01 (A)
CITY AND BOROUGH OF SITKA (CBS) POLICY FOR
STORTZ GALLERY AT CITY HALL

I. POLICY ISSUANCE

This policy sets forth the framework and authorization for a City and Borough of Sitka (CBS) policy for the William Stortz Gallery at City Hall (the "Gallery").

II. BACKGROUND

The William Stortz Gallery at City Hall was created in remembrance of CBS Building Official William Stortz who died in the Sitka landslide of August 18, 2015, while on the job. The portrait of William, by Steve Lawrie, is the only piece of artwork in the Gallery owned by the CBS. The portrait was paid for by public donations.

All the artwork displayed in the Gallery is owned by the artist and not for sale in the Gallery. The artwork displayed does not necessarily reflect the opinions or attitudes of CBS officials or staff. Any questions about the artwork should be directed to the artist.

The Gallery is operated at no cost to the CBS.

III. PURPOSE

The purpose of this policy is to provide for the temporary display of artwork and artifacts in the Stortz Gallery at City Hall. The purpose of the displays are to enliven City Hall and to celebrate the creative and diverse community of Sitka.

Stortz Gallery on the second floor of City Hall has been identified as an area available for exhibits. Stortz Gallery is not a public forum. The exhibit space is located in the primary, if not the only, passageway and lobby for municipal employees and members of the public to reach certain CBS departments, to obtain certain CBS services and to conduct certain CBS business. Therefore, CBS will not display artwork or other items containing explicit sexual imagery, nudity, graphic depictions of violence, or any item that creates a hostile work environment for CBS employees.

The Curator is an uncompensated volunteer position. The Curator will be responsible for managing the exhibits in coordination with the Municipal Administrator, coordinating with other staff as necessary, to ensure code compliance and appropriate and coordinated use of the facility. The Municipal Administrator, or designee, may remove this Curator at his/her sole discretion.

IV. PROGRAM DESCRIPTION

The purpose, goals and objectives of this policy are:

1. To enliven and enrich the City Hall environment by incorporating artwork and artifacts into exhibits on the following topics ("Exhibit Topics"):
 - Our History- exhibits illustrating the history of Sitka;
 - Our Community- exhibits providing information on the varied residents of Sitka;
 - Our Creativity- exhibits illustrating the visual and performing arts in Sitka;
 - Our Natural Environment- exhibits showcasing Sitka's scenery and animals;
2. To enhance the aesthetic experience of persons visiting and working in City Hall.
3. To increase the awareness of the professional quality artwork produced by artists who live locally, but not to highlight any one particular artist or individual.
4. Provide exhibit space for the CBS's art and cultural material collection.

V. MAINTENANCE AND PROTECTION OF ARTWORK OR EXHIBIT ITEMS

The CBS is not responsible for maintaining or protecting any artwork, artifact or other item related to the exhibit while on display. The exhibit or exhibitor's agent shall enter into an agreement with the CBS, including a waiver releasing the CBS from any and all liability for loss or damage to the works on display and an indemnification for any claims arising from the exhibit.

The exhibit or the exhibitor's agent shall include his/her name and contact information along with the display. The CBS shall not be responsible for facilitating the sale of any work. The CBS's policy is not intended as a means of commercial sales and exhibitors shall be prohibited from displaying prices on material displayed.

Applicants are responsible for obtaining copyrights, licenses and any other permission necessary to display the artwork or artifacts and for providing accurate captions.

VI. EXHIBIT PROGRAM CURATOR

The Curator shall be recommended by the Sitka Greater Arts Council if available and willing to so recommend, and selected by the Administrator. The Curator shall review exhibit solicitations and applications and make exhibit recommendations to the Administrator. The Curator shall also make recommendations to the Assembly on any proposed changes to this policy.

The Curator will review exhibit material according to the selection criteria set forth above.

VII. ARTWORK AND MATERIAL SELECTION

The Curator shall solicit and receive exhibit proposals for exhibits.

Organizations and individuals will be eligible to submit exhibit proposals.

Exhibit proposals must be relevant to the Exhibit Topics identified above.

The CBS will not display items that contain explicit sexual imagery, nudity, or graphic depictions of violence, or any artwork that would create a hostile work environment for employees.

The CBS will not accept items that, due to the manner of construction, materials, or any other factor, may pose a threat to public safety.

VIII. AUTHORITY TO PROMULGATE POLICY

The Municipal Administrator of the CBS maintains the authority granted by the Sitka Home Rule Charter and Sitka General Code to promulgate and implement this policy.

IX. EFFECTIVE DATE

This policy will take effect as of the signing date.

Dated at Sitka, Alaska this _____ day of _____, 2018.

P. Keith Brady
Municipal Administrator



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 18-37 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 8/8/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Making Supplemental Appropriations for Fiscal Year 2019 (reappropriation of Fiscal Year 2018 unexpended appropriations)

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Memo and Ord 2018-37.pdf](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Ordinance 2018-37
on second and final reading.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members
Keith Brady, Municipal Administrator

From: Jay Sweeney, Chief Finance and Administrative Officer

Date: August 7, 2018

Subject: Approval of Ordinance 2018-37

Executive Summary

The purpose of FY2019 Supplemental Budget Ordinance 2018-37 is to adjust the FY2019 operating budget by re-appropriating unspent funds in the FY2018 operating budget.

Background and Discussion

Per Section 11.2 of the Home Rule Charter of the City and Borough of Sitka (the Charter), Lapse of Appropriations and Surpluses, *"Every unencumbered surplus of the general fund or a service area shall lapse at the close of the fiscal year to the general fund or service area, respectively. An appropriation for a capital improvement shall not lapse until its purpose has been accomplished or abandoned"*.

No provision is made within the Charter for "roll-overs" of unspent funds, with the exception of encumbrances. If a Department Head wishes to retain the ability to spend unencumbered operating appropriations on into a new fiscal year, a new supplemental appropriation must be made (a re-appropriation). The administrative procedure that Sitka employs in regards to re-appropriation requests is twofold: (1) all such requests must be first approved by the Administrator, then (2) a supplemental budget ordinance must be passed, with the requisite two readings, to re-appropriate the funds. The accompanying ordinance accomplishes the second part of the process.

As an important note, when considering the annual operating budget within the context of just one fiscal year, re-appropriations of encumbered funds and re-appropriations of unencumbered, unspent funds have the effect of causing an

otherwise balanced operating budget to become unbalanced with a projected deficit, unless new revenues are identified. The practical effect, however, is that unencumbered, unspent appropriations constitute a surplus generated in the previous year and re-appropriation is a mechanism which provides for an ability to spend part of that surplus in the new fiscal year. If not re-appropriated, surpluses generated in previous fiscal years are examined by the Administrator for potential transfer into the Public Infrastructure Sinking Fund, as set forth in SGC 4.45.020.

In regards to the specific reappropriation requests, see attached ordinance.

Fiscal Note:

The effect of passing this ordinance will be to increase authorized expenditures in FY19 by the following amounts in the following funds:

General Fund – operating budget - \$122,735
Wastewater Fund – operating budget - \$10,000
Building Maintenance Fund – operating budget - \$20,200
Building Maintenance Fund – capital expenditure budget - \$145,000

If passed, new supplemental operating appropriations will lapse June 30, 2019. New capital expenditure appropriations will not lapse until their purpose is accomplished or abandoned.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2018-37
AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA
MAKING SUPPLEMENTAL APPROPRIATIONS FOR FISCAL YEAR 2019

BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska as follows:

1. **CLASSIFICATION.** This ordinance is not of a permanent nature and is not intended to be a part of the Sitka General Code of the City and Borough of Sitka, Alaska.

2. **SEVERABILITY.** If any provision of this ordinance or any application thereof to any person or circumstance is held invalid, the remainder of this ordinance and application thereof to any person and circumstances shall not be affected thereby.

3. **PURPOSE.** The purpose of this ordinance is to make supplemental appropriations for Fiscal Year 2019.

4. **ENACTMENT.** In accordance with Section 11.10(a) of the Charter of the City and Borough of Sitka, Alaska, the Assembly hereby makes the following supplemental appropriations for the budget period beginning July 1, 2017 and ending June 30, 2018 is hereby adjusted as follows:

<u>FISCAL YEAR 2018 EXPENDITURE BUDGETS</u>
GENERAL FUND
Administration – Operations: Re-appropriate \$65,000 from FY18 to FY19 for the completion of the Sitka Community Hospital RFP process.
Assessing – Operations: Re-appropriate \$26,735 from FY18 to FY19 to refine the MARS CAMA system and to contract for island inspection services.
Recreation- Operations: Re-appropriate \$20,000 from FY18 to FY19 for street sand.
Building Official – Travel/Training: Re-appropriate \$3,000 from FY18 to FY19 for the new hire to attend Building Plans Examiner seminar.
Library- Operations: Re-appropriate \$8,000 from FY18 to FY19 for travel and advertising expense regarding new Library Director hire.
ENTERPRISE AND INTERNAL SERVICES FUNDS
Wastewater Fund-Fixed Assets: Re-appropriate the following fixed assets from FY18 to FY19: scum concentrator drive system - \$10,000.
Building Maintenance Fund – Operations: Re-appropriate the following projects that were budgeted but were not completed from FY18 to FY19: Animal Shelter roof rotted soffit and siding - \$120,000; Senior Center exterior paint - \$16,000; Senior Center cook hood replacement - \$25,000; MSC replace compressor - \$4,200.

In accordance with Section 11.10 (a) of the Charter of the City and Borough of Sitka, Alaska, the budget for the fiscal period July 1, 2018 and ending June 30, 2019 is hereby adjusted as follows:

FISCAL YEAR 2019 EXPENDITURE BUDGETS	
GENERAL FUND	
Administration – Operations:	Re-appropriate \$65,000 from FY18 to FY19 for the completion of the Sitka Community Hospital RFP process.
Assessing – Operations:	Re-appropriate \$26,735 from FY18 to FY19 to refine the MARS CAMA system and to contract for island inspection services.
Recreation- Operations:	Re-appropriate \$20,000 from FY18 to FY19 for street sand.
Building Official – Travel/Training:	Re-appropriate \$3,000 from FY18 to FY19 for the new hire to attend Building Plans Examiner seminar.
Library- Operations:	Re-appropriate \$8,000 from FY18 to FY19 for travel and advertising expense regarding new Library Director hire.
ENTERPRISE AND INTERNAL SERVICES FUNDS	
Wastewater Fund-Fixed Assets:	Re-appropriate the following fixed assets from FY18 to FY19: scum concentrator drive system - \$10,000.
Building Maintenance Fund – Operations:	Re-appropriate the following projects that were budgeted but were not completed from FY18 to FY19: Senior Center exterior paint - \$16,000; MSC replace compressor - \$4,200.
Building Maintenance Fund – Fixed Assets:	Re-appropriate funds that were budgeted but were not completed from FY18 to FY19 in the amount of \$25,000 for the Senior Center cook hood replacement and move that appropriation to Fixed Assets.
CAPITAL PROJECTS	
Animal Shelter Roof Rotted Soffit and Siding Project:	Re-appropriate funds in the amount of \$120,000 for Animal Shelter repairs and move that appropriation to a Capital Project.

EXPLANATION

The Municipal Administrator has determined that various unexpended appropriations for Fiscal Year 2018, which lapsed on June 30, 2018, are essential to the Municipality. The Municipal Administrator, therefore is recommending that the lapsed appropriations identified above be re-appropriated in Fiscal Year 2019 through supplemental appropriations as set forth in Section 11.10 (a) of the Charter. A short explanation of each supplemental appropriation is included.

5. EFFECTIVE DATE. This ordinance shall become effective on the day after the date of its passage.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 30th Day of August, 2018.

ATTEST:

Matthew Hunter, Mayor

Melissa Henshaw, CMC
Acting Municipal Clerk



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 18-39 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 8/8/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Amending Title 15 "Public Utilities" of the Sitka General Code by repealing Chapter 15.01 "Electric Utility Policies" Section 15.01.020 "Electrical Rates" (Plug-In Electric Vehicle Incentive Credit)

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Memo and Ord 2018-39.pdf](#)

Date	Ver.	Action By	Action	Result
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Sponsors: Hunter / Potrzuski

POSSIBLE MOTION

I MOVE TO approve Ordinance 2018-39
on second and final reading.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members
Keith Brady, Municipal Administrator

From: Jay Sweeney, Chief Finance and Administrative Officer

Reviewed: Mayor Hunter and Assembly Member Potrzuski

Date: August 6, 2018

Subject: Approval of Ordinance 2018-39

Executive Summary

Mayor Hunter and Assembly Member Potrzuski have requested that an ordinance be prepared to repeal the Plug-in Electric Vehicle (PEV) Incentive Credit. Staff has been asked to provide background and a brief fiscal note for the ordinance.

Background and Discussion

Ordinance 2015-23, adopted by the Assembly on May 4, 2015, provided for PEV incentive credits. The amount of the credits authorized were (1) \$120 per vehicle for residential customers, with a maximum of 2 PEVs per household; and (2) \$200 per vehicle for general service customers, with a maximum of 5 PEVs per customer.

The amount of PEV incentive credits utilized have been small since Ordinance 2015-23 was adopted. The total of credits obtained since inception of the program has been \$5,640, which breaks out as follows:

FY2016 – 2 credits, \$240
FY2017 – 22 credits, \$2,640
FY2018 – 23 credits, \$2,760

Fiscal Note

Due to the very small utilization of incentive credits by the public, elimination of the incentive credit will have very little impact on the financial condition and performance of the electric utility and no rate impact.

CITY AND BOROUGH OF SITKA
ORDINANCE NO. 2018-39

AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA AMENDING TITLE 15 “PUBLIC UTILITIES” OF THE SITKA GENERAL CODE BY REPEALING CHAPTER 15.01 “ELECTRIC UTILITY POLICIES” SECTION 15.01.020 “ELECTRICAL RATES”

1. **CLASSIFICATION.** This ordinance is of a permanent nature and is intended to become a part of the Sitka General Code.

2. **SEVERABILITY.** If any provision of this ordinance or any application to any person or circumstance is held invalid, the remainder of this ordinance and application to any person or circumstance shall not be affected.

3. **PURPOSE.** The purpose of this ordinance is to repeal the plug-in Electric Vehicle (PEV) Incentive Credit, currently offered to residents of Sitka who have purchased a PEV and use city and borough electricity to charge PEV.

4. **ENACTMENT.** NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka that the Sitka General Code section 15.01.020 “Electric Rates” at subsection O is amended to read as follows (new language underlined; deleted language stricken):

TITLE 15
PUBLIC UTILITIES

Chapter 15.01
Electric Utility Policies

Sections:

- 15.01.005 Definitions.
- 15.01.010 Statement of purpose.
- 15.01.012 Level of authority and responsibilities.
- 15.01.020 Electrical rates.
- 15.01.025 Customer and city rights and responsibilities.
- 15.01.030 Deposits—Fees.
- 15.01.035 General requirements.
- 15.01.040 Service connections.
- 15.01.045 Line extension.
- 15.01.050 Subdivisions.
- 15.01.055 Mobile home parks, RV parks, private marinas and boat docks.
- 15.01.060 Rental structures.
- 15.01.065 Motors and controllers.
- 15.01.070 Undesirable characteristics.
- 15.01.075 Special equipment.
- 15.01.080 Customer generation.

15.01.020 Electrical rates.

* * *

~~O. RESERVED Plug-in Electric Vehicle (PEV) Incentive Credit. A one hundred twenty dollar annual PEV energy credit will be applied to all eligible residential class customers that register and operate a plug-in electric vehicle within the CBS up to a maximum of two PEVs per household. A two hundred dollar annual PEV energy credit will be applied to all eligible general service customers that register and operate a plug-in electric vehicle within the CBS up to a maximum of five PEVs.~~

* * *

5. EFFECTIVE DATE. This ordinance shall become effective October 1, 2018.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska, this 30th day of August, 2018.

Matthew Hunter, Mayor

ATTEST:

Melissa Henshaw, CMC
Acting Municipal Clerk

1st reading 8/14/18
2nd reading 8/30/18

Sponsors: Hunter/ Potrzuski



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 18-40 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 8/8/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Authorizing a property tax exemption through December 31, 2020 for the Sitka Historical Society, Inc. in the lease premises at Harrigan Centennial Hall

Sponsors:

Indexes:

Code sections:

Attachments: [Motion and Ord 2018-40.pdf](#)
[July 10 minutes.pdf](#)
[Revised Sitka Historical Society Lease.pdf](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Ordinance 2018-40
on second and final reading.

Note:

- On July 10, the Assembly approved a lease agreement between the Sitka Historical Society, Inc. and the City and Borough of Sitka. In addition, the Assembly directed staff to execute within the terms of the lease, a waiver of utilities and property taxes for a period of 24 months.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2018-40

AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA AUTHORIZING A PROPERTY TAX
EXEMPTION THROUGH DECEMBER 31, 2020 FOR THE SITKA HISTORICAL SOCIETY, INC. IN THE
LEASED PREMISES AT HARRIGAN CENTENNIAL HALL

1. **CLASSIFICATION.** This ordinance is not of a permanent nature and is not intended to become a part of the Sitka General Code.

2. **SEVERABILITY.** If any provision of this ordinance or any application thereof to any person or circumstance is held invalid, the remainder of this ordinance and application thereof to any person or circumstances shall not be affected thereby.

3. **PURPOSE.** The purpose of this ordinance is to exempt from property tax the leasehold interest of the Sitka Historical Society, Inc., in the leased premises at Harrigan Centennial Hall, as realized from the Lease Agreement between the City and Borough of Sitka, Alaska ("CBS"), and Sitka Historical Society, Inc. ("SHS"), which was approved at the regular Assembly meeting on July 24, 2018. The exemption, known as the "community purpose optional property tax exemption," is authorized under Sitka General Code, subsection 4.12.025.E, which adopts and incorporates Alaska Statute 29.45.050(b)(1)(A), which, in order to receive the exemption, requires SHS to be "an organization not organized for business or profit-making purposes and [the property] used exclusively for community purposes." The code and statute also requires, to be exempted, that the "income derived from rental of that property does not exceed the actual cost to [CBS] of the use by [SHS]." In all respects, the conditions are met for the exemption. The exemption term proposed is from the starting date of the lease until December 31, 2020.

4. **ENACTMENT.** NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska, upon finding as follows:

- (1) SHS is an organization not organized for business or profit-making purposes; and,
- (2) the leasehold premises at Harrigan Centennial Hall is used exclusively for community purposes; and,
- (3) income derived by CBS from the lease of the leasehold premises at Harrigan Centennial Hall to SHS (which is zero) does not exceed the actual cost to CBS of the use by SHS;

thereby, SGC 4.12.025.E is satisfied and SHS is exempt from property tax from the starting date of the lease until December 31, 2020. The Assembly may extend this exemption by ordinance.

5. **EFFECTIVE DATE.** This ordinance shall become effective on the day after the date of its passage.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 30th day of August, 2018.

Matthew Hunter, Mayor

ATTEST:

Melissa Henshaw, CMC
Acting Municipal Clerk

1st reading 8/14/18

2nd reading 8/30/18

Sponsor: Administrator

H [18-136](#)

Approve a lease agreement between the Sitka Historical Society, Inc. and the City and Borough of Sitka for a portion of 330 Harbor Drive

Executive Director of the Sitka History Museum Hal Spackman mentioned the July 26 grand opening date for the museum noting the museum had been in existence since 1957. Spackman told of lease amendments he felt the museum needed and several members of the audience showed their support for the museum by raising hands. Amendments included a sign outside of the museum by approval of the assembly, a waiver of utility fees, a waiver of rental fees for foyer use for special events not to conflict with other activities, and a waiver of property tax.

Municipal Attorney Brian Hanson stated the lease came to the legal department many months ago, that it has been challenging to work through as the previous lease was decades old. Don Kluting, Harrigan Centennial Hall (HCH) Director spoke of concerns with the sign amendments inconjunction to the master plan of the entire HCH campus. He told of utility costs and noted if the fees were waived, the overall HCH budget would need to increase. He mentioned concern with use of the foyer since it was the main entrance, that it would need to be coordinated, and HCH staff would be required to be on duty for events which would add additional costs.

Bean had concerns, but thought all parties could get to a place where everyone agreed, or mentioned to shorten the term. Wein wanted more information regarding the sign amendment. Eisenbeisz had concerns with the unlimited utilities and the need to increase the HCH budget to subsidize utilities. He noted that the amendments were shifting the burden back to the city and therefore the public, and wondered if the museum would offer free access to public. Spackman noted that most museums were ran by the city and felt it was a great service provided at less expense to the city. He stated the museum needed time and monetary relief. Knox voiced that a thirty year term was long, and that the Historical Society provided a benefit. He would like to know the cost of the amendments. Mayor Hunter clarified historically they had been charged, however relayed the funding the city paid to the Historical Society had decreased over the years. He thought it was a reasonable expenditure from the Visitor's Enhancement Fund. He mentioned granting the waivers for a period of time in order to know the costs. Miyasato agreed and voiced a one year waiver. He was in support of a long term lease. Wein was in support of the subsidization. Bean agreed with Hunter and Wein, and offered a 24 month term. Knox wished to go forward with the long term lease but on a short term basis for the utilities and property tax waiver to be revisited in 24 months. Mayor Hunter stated he would like to approve the lease and then make amendments. Eisenbeisz reminded that the sign code needed to be followed, was amendable to the waiver of property tax, but thought utilities should be paid.

A motion was made by Miyasato to approve a lease agreement between the Sitka Historical Society, Inc. and the City and Borough of Sitka for a portion of 330 Harbor Drive and authorize the Municipal Administrator to execute this document.

Yes: 4 - Miyasato, Hunter, Knox, and Wein

No: 2 - Eisenbeisz, and Bean

Absent: 1 - Potrzuski

John Stein noted the items were a public trust and the artifacts were irreplaceable.

Eisenbeisz requested a financial review and confirmed with Spackman that the timing of the 24 months coming due in the summer season would not cause concern. Bean

was also in favor of a financial review. Miyasato was in support.

A motion was made by Knox to direct staff to execute within the terms of the lease with the Sitka Historical Society, Inc., a waiver of utilities and property taxes for a period of 24 months at which time it would be revisited.

Yes: 6 - Miyasato, Eisenbeisz, Hunter, Knox, Bean, and Wein

Absent: 1 - Potrzuski

I [18-138](#)

Approve the Extension of Agreement between Seafood Producers Cooperative and the City and Borough of Sitka regarding the Sitka Marine Service Center

Municipal Attorney Brian Hanson felt that lease extensions needed to come forward to the Assembly. Eisenbeisz expressed lease extensions should be processed by staff. Wein had concerns of liability for the city with possible lack of general liability insurance. Chief Finance and Administrative Officer Jay Sweeney explained there was approximately a \$2 million balance in the Marine Service Center Fund and noted that the bulk head was owned by the Harbor Fund. Brady stated the lease had expired June 30th, that this was signed by Administration, however needed the assembly to ratify it. Staff had been working internally to changes in the contract. Hanson recommend postponement in order to look at the risk of insurance.

A motion was made by Miyasato to POSTPONE this item to the July 24, 2018 Assembly meeting. The motion PASSED by the following vote.

Yes: 6 - Miyasato, Eisenbeisz, Hunter, Knox, Bean, and Wein

Absent: 1 - Potrzuski

J [ORD 18-30](#)

Making supplemental appropriations for Fiscal Year 2019 (*E911 Software System Acquisition*)

IT Director Ron Duvall stated this ordinance was moving dedicated E911 funds to MIS funds for the project. He told approval of the contract, not to exceed \$285,000, would be at the next regular meeting. He communicated the reasoning of this ordinance coming prior to the contract was because it took two readings and the second reading of this ordinance and the contract approval would be placed on the agenda for the next meeting together. Duvall noted funds were available, yet no money would be issued until the contract was approved. Bean inquired if the police department would move to a different location that the system could be moved. Duvall confirmed and noted that this system was for both the police department and fire department. Mayor Hunter voiced this was the process that had been done previously, and it was a matter of style yet the effect was the same.

A motion was made by Miyasato that this ordinance be PASSED ON FIRST READING. The motion PASSED by the following vote.

Yes: 5 - Miyasato, Eisenbeisz, Hunter, Knox, and Bean

No: 1 - Wein

Absent: 1 - Potrzuski

K [ORD 18-31](#)

Amending Title 4 "Revenue and Finance" of the Sitka General Code by modifying Chapter 4.09 "Sales Tax" at Section 4.09.100 "Exemptions" by including an exemption for sales tax on groceries and residential utilities and



LEASE AGREEMENT

BETWEEN

**THE
CITY AND BOROUGH OF
SITKA, ALASKA**

AND

**SITKA HISTORICAL SOCIETY
INC.**

**LEASE AGREEMENT
BETWEEN
CITY AND BOROUGH OF SITKA, ALASKA,
AND
SITKA HISTORICAL SOCIETY, INC.**

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EXHIBITS:

Exhibit A – Diagram of Subject Property

**LEASE AGREEMENT
BETWEEN
CITY AND BOROUGH OF SITKA, ALASKA,
AND
SITKA HISTORICAL SOCIETY, INC.**

PREAMBLE

This Lease agreement ("Lease") between City and Borough of Sitka, Alaska, and Sitka Historical Society, Inc., is effective upon execution of the Lease by both Parties, City and Borough of Sitka, Alaska, of 100 Lincoln Street, Sitka, Alaska 99835 ("Sitka" "or "Lessor") and Sitka Historical Society, Inc., of 330 Harbor Drive, Sitka, Alaska 99835 ("Lessee"). This Lease consists of the Special Provisions, the General Provisions, and the attached Exhibit A, which is a pictorial representation of the area leased.

SPECIAL PROVISIONS

ARTICLE I LEASE, TERM, TERMINATION OF LEASE, OPTION TO RENEW, NO RENT, ETC.

Section 1.1 Conveyance of Estate in Lease

Lessor, for and in consideration of the covenants and agreements made by Lessee, does lease to Lessee, and Lessee leases from Lessor, the "Subject Property" or "Premises" as shown on Exhibit A. The Subject Property is approximately 3,843 square feet of Harrigan Centennial Hall ("HCH") located at 330 Harbor Drive, Sitka Alaska, consisting of Room 142 Museum Store (314 square feet), Room 143 Administration (253 square feet), Room 144 Director's Office (185 square feet), Room 145 Research (194 square feet), Room 146 Curator's Office (133 square feet), Room 147 Processing (111 square feet), Room 148 Repository (823 square feet), and Room 149 Museum (1830 square feet).

Section 1.2 Lease Term

The Lease term is for thirty (30) years and commences on May 1, 2018, and ends on April 30, 2048, unless sooner terminated or extended as provided in this Lease. The Lease term may be extended, based on the Option to Renew in Section 1.3.

Section 1.3 Option to Renew.

Provided there does not then exist a continuing material default by Lessee under this Lease at the time of exercise of this right or at commencement of any extended term, Lessee shall have the right to exercise the option for one successive term of thirty (30) years upon the same terms and conditions as this Lease (except Section 1.2). This option is effective only if (a) Lessee makes a written request to exercise such an option not more than one year or less than six months from the end of the immediately preceding term; (b) Lessee is in compliance with all applicable laws; and (c) Lessee is not in default under this Lease. The option to renew must be approved by Lessor Assembly.

Section 1.4 No Rent

Lessee shall pay no rent for lease of the Subject Area.

Section 1.5 Disposition of Improvements and Lessee's Personal Property Following Term of Lease Agreement.

With the exception of the Improvements described in the next sentence, Lessee shall remove from the Subject Property any personal property constructed, installed, or deposited on the Subject Property at the termination of this Lease. Subject to Lessee's obligations under subsection 4.1 below, all Improvements shall remain on and be surrendered with the Subject Property on the termination of the Lease, except as otherwise agreed in writing by the Parties. Any personal property or Improvements not removed after thirty (30) days have passed after termination of this Lease shall be deemed abandoned, and at Lessor's option, shall become property of Lessor. Subject to Sitka's obligations under Subsection 3.1(a) below, Lessee agrees to leave Subject Property in a neat and clean condition at the end of the Term of the Lease.

Section 1.6 Covenants to Perform.

This Lease is made upon the above and the following terms and conditions, each of which the Party bound by such covenants and conditions agrees to perform, irrespective of whether the particular provision is in the form of a covenant, an agreement, a condition, a direction, or otherwise, and each Party agrees to provide the other Party with documents or further assurances as may be required to carry out the expressed intentions.

ARTICLE II PROPERTY TAX RESPONSIBILITY

Section 2.1 Property Tax Responsibility.

Beginning in the calendar year 2021 and on the condition that the Assembly approves by ordinance, pursuant to SGC 4.12.025.E, the "community purpose optional property tax exemption under AS 29.45.050(b)(1)(A)" for the preceding time period, Lessee will be responsible to pay any property taxes to Sitka for Lessee's possessory interest in the building, land, and equipment to the extent taxable as determined by the Sitka Assessor, which is assessed as of January 1 of each calendar year. The Assembly may extend the exemption by ordinance. If the Assembly fails to approve the exemption, Lessee's responsibility to pay property taxes commences on the effective date of this lease.

ARTICLE III RESTRICTIONS UPON USE OF SUBJECT PROPERTY

Section 3.1 Lessee's Obligations as to Construction, Maintenance, Repair and Safety.

(a) Except as otherwise provided in this Lease, Lessee acknowledges the leasehold is in an "as is" condition. Lessee shall not make any Improvements to the Subject Property unless it first receives Lessor's written consent. Such consent shall not be unreasonably withheld. All such Improvements consented to shall be made by qualified and licensed professionals in accordance with local, state and Federal laws and regulations. At the sole cost and expense of Lessee and in compliance with all legal requirements, Lessee may repair and/or maintain any improvements, using materials of good quality and matching existing finishes.

Lessor reserves the right to expand or modify the Subject Property. In that event, Lessor and Lessee will work together to complete such expansion or modification in a manner that minimizes disruption to Lessee's use of the Subject Property. Some anticipated disruptions could be operational disturbances from noise, dust and other construction activities.

(b) Lessee acknowledges that Lessor has made no representation or warranty with respect to Lessee's ability to obtain any permit, license, or approval.

(c) Lessee shall also use the Subject Property and any Improvements placed thereon only for lawful uses and as specified in this Lease Agreement.

(d) Lessee shall confine its operation to the Subject Property.

(e) Lessee shall not permit the accumulation of waste or refuse matter on the Subject Property, and Lessee shall not obstruct or permit the obstruction of the streets, sidewalks, access ways, or alleys adjoining the Subject Property except as may be permitted by Lessor or other municipal authorities having jurisdiction. Lessee shall do all things necessary during the Term of this Lease to remove any dangerous condition from time to time existing on the Subject Property as the result of the use by Lessee.

(f) Lessor may erect outdoor signage, at its expense, which includes Lessee's use, but is not obligated to do so. If Lessor does so, Lessor shall consult with Lessee, as to style, size, and physical placement location of the sign, and may consider Lessee's recommendations. Lessee may erect outdoor signage, at its expense, with the written consent of Lessor submitted to the HCH Manager and approved by the Municipal Administrator. The style, size, and physical placement location of the sign will be approved on a case-by-case basis.

Section 3.2 Lessor's Approval of Certain Alterations or Improvements.

Lessee shall not make or permit to be made any alteration of, addition to, or change in, structures and improvements, nor demolish all or any part of the structures or improvements without the prior written consent of Lessor submitted to the HCH Manager and approved by the Municipal Administrator, which consent shall not be unreasonably withheld. The phrase "structures and improvements" in the previous sentence includes water and wastewater systems, electrical systems, and HVAC systems. In requesting consent, Lessee shall comply with all applicable laws and ordinances, and shall submit to the HCH Manager of Lessor or his or her written designee detailed plans and specifications of proposed work, an explanation of the needs and reasons for the work, and a plan of full payment of the costs of the work. Lessor shall notify Lessee of its approval or objections no later than 30 days after receiving the information described in the previous sentence. In approving or objecting, Lessor shall be acting in its proprietary function and not its regulatory function, any such approval in this proprietary function does not relieve Lessee of any obligation to obey the law. Nothing in this Section shall be interpreted to prevent Lessee from removing at the termination of this Lease any improvements or personal property as described in Section 1.5.

Section 3.3 Rights of Access to Property.

(a) Lessor reserves for itself and any public utility company the right to access the Subject Property at all reasonable times in a reasonable manner, with reasonable prior notice except in the case of an emergency for safety or hazard, for the purposes of opening, inspecting, repairing, replacing, reconstructing, maintaining, or servicing the public utilities, if any, located on the Subject Property, as well as for the purposes of constructing or installing new public utilities. Lessor also

reserves for itself the right to access the Subject Property at all reasonable times in a reasonable manner, with reasonable prior notice, for the purposes of inspection of all work being performed in connection with the construction of Improvements; Lessee shall not charge for any of the access allowed in the situations described in this subsection.

(b) Lessee shall not construct any permanent Improvements over or within the boundary lines of any easement for public utilities without receiving the written prior consent of Lessor and any applicable utility company.

(c) Lessee acknowledges that the Subject Property is or shall be subject to agreements for ingress and egress, utilities, parking, and maintenance of common areas. Lessee agrees that it shall comply with the terms of such agreements, in accordance with the terms of such agreements, those portions of such maintenance expenses that are attributable to the Subject Property, as more fully set forth therein.

(d) Lessee shall notify the HCH Manager in writing of its schedule and at least one week in advance of any changes to its schedule. Lessee shall notify the HCH Manager in writing at least one week in advance of any events scheduled by Lessee on the Subject Property. Lessee shall not conduct any event which uses the common areas of the building, other than for ingress and egress, unless it first receives Lessor's written consent submitted to the HCH Manager.

Section 3.4 Additional Conditions of Leasing.

Lessee recognizes and shall cause all beneficiaries of Lessee and all permitted successors in interest in or to any part of the Subject Property to recognize that:

(a) Lessee will cooperate with Sitka employees and HCH staff and will notify HCH staff of any maintenance deficiencies or of any equipment failures that require maintenance or repair. Lessee will be provided a 24 hour telephone number to notify Lessor of any event that requires immediate response by Lessor.

(b) Lessee covenants and agrees that, as it relates to use of the Subject Property, it will not, on the grounds of race, color or national origin, discriminate or permit discrimination against any person or group of persons in any manner prohibited by Federal, State, or local laws or regulations promulgated thereunder, and Lessee further grants Lessor the right to take such action to enforce such covenant as it deems necessary or as it is directed pursuant to any Federal, State or local laws and regulations.

(c) Lessor may, upon at least 10 days prior notice to Lessee, temporarily suspend the supply, if provided on the Subject Property, of water, wastewater service, electric power to perform routine maintenance and, in all events, subject to unavoidable delays. Such interruptions shall be of as short duration as necessary to perform such maintenance, and Lessor shall not be responsible for any such costs or expenses as a result of suspending such utilities.

(d) Lessee shall timely pay any applicable Building Inspector fees and other building permit fees and shall also timely file and pay all applicable property taxes and assessments.

(e) Lessee shall be responsible for taking any measures that Lessee deems necessary to provide security for its property. Lessor is not responsible for theft or vandalism.

(f) Any utility costs associated with the Subject Property shall be paid by Lessee, currently excluding Sitka Sales tax. Sales tax rates, limits, exemptions, and exclusions are subject to change by the Sitka Assembly. Lessee shall timely pay all Sitka billings. Failure of Lessee to file and pay Sitka taxes, and pay utilities, may subject his Lease to be terminated.

(g) In accord with commercially reasonable standards and the rules, Lessee shall not store hazardous or explosive materials on the Subject Property.

(h) Janitorial for common areas in the Building is provided by Lessor at its own cost and expense. Lessee will provide all janitorial services and supplies for the Subject Property at Lessee's expense.

(i) Lessor shall have the right to establish and maintain reasonable rules and regulations concerning the maintenance, management, use, and operation of the common areas and the right to make any changes or alterations to the common areas which in Lessor's judgment are necessary and appropriate for the proper functioning of the building. Lessor, at its cost, shall maintain the common areas, including ice and snow removal and lights.

(j) The Subject Property includes no designated parking spaces. All parking is public.

Section 3.5 Control of Rodents and Other Creatures on Subject Property.

Lessee shall take reasonable affirmative measures to ensure that its operations do not attract to the Subject Property any of the following creatures: rodents, vermin, insects, eagles, crows, ravens, seagulls, or bears.

ARTICLE IV POSSESSION and CONSTRUCTION OF IMPROVEMENTS.

Section 4.1 Lessee's Construction Obligations.

Upon approval as required by Section 3.2, and at the sole cost and expense of Lessee and pursuant to building permits and all legal requirements and in compliance with all warranties applicable to the building, Lessee shall purchase, construct and/or develop the appropriate Improvements, personal property, or fixtures, including but not limited to any structures referred to in Section 1.1 or this Lease, and other items on the Subject Property in a first class manner, of good quality and all work shall be performed diligently. The items to be purchased, constructed and/or developed shall be those reasonably necessary to conduct Lessee's intended business operations on Subject Property.

(a) In addition to Section 3.1(a) of this Lease, Lessor, in its proprietary capacity only, agrees to cooperate reasonably with Lessee in its efforts to secure the requisite permits, licenses and approvals to allow the purchase, construction, and/or development of any project by Lessee. Notwithstanding the foregoing, Lessee acknowledges that Lessor has made no representation or warranty with respect to Lessee's ability to obtain any permit, license or approval (including a building permit) or to meet any other requirements for development of any project. Nothing in this Lease is intended or shall be construed to require that Lessor exercise its discretionary

authority under its regulatory ordinances to further any project nor binds the Lessor to do so. Lessor will process applications for permits, licenses and approvals as if such application were made without any Lessor participation in such project and shall act in good faith with respect thereto.

(b) Approval by Lessor of any item shall not constitute a representation or warranty by Lessor that such item complies with any legal requirements and Lessor assumes no liability. Lessor has no obligation or duty to design, supervise the design, construct or supervise the construction of the Improvements. Lessor's approval of the construction plans, as provided below, is for the sole purpose of protecting its rights as the owner of the building and shall not constitute any representation or warranty, express or implied, as to the adequacy of the design, or any obligation on Lessor to insure that work or materials are in compliance with the construction plans or any warranties or building requirements imposed by a governmental agency. Lessor is under no obligation or duty, and disclaims any responsibility, to pay for the cost of construction of the Improvements or any other items, the cost of which shall at all times remain the sole liability of Lessee.

(c) For all acts other than the acts of Lessor, its officers, agents, and employees, Lessee covenants to indemnify, defend and hold harmless Lessor and its agents and employees from and against all claims and demands whatsoever for loss or damage including property damage, personal injury and wrongful death arising out of construction of the Improvements, any development or repairs made at any time on the Subject Property, the performance of this Lease by Lessee, its agents, employees, contractors, subcontractors or invitees, any incident, fire or other casualty in respect of the Subject Property, any failure by Lessee to keep the Subject Property, or any improvements on it, in a safe condition, and all other activities occurring on or at the Subject Property.

ARTICLE V UTILITY SERVICES and RATES

Section 5.1 Provision of Utility Services.

Lessor shall provide utility services to or reasonably accessible from the Subject Property.

Section 5.2 Rates for Utility Services Provided by Lessor.

Utility rates charged by Lessor for utility services shall be those set forth in Sitka's Customer Service Policy and/or Sitka General Code. The Sitka Assembly may change utility rates from time to time by amending the Customer Service Policies and/or Sitka General Code.

Section 5.3 Lessee to Pay for Utility Services.

Lessee will pay, or cause to be paid, all proper charges for any of the following, if available: electricity and solid waste; sewer and water; and for all other public or private utility services, which shall be used by or supplied to the Subject Property at any time during the term of this Lease. In the event that any charge, cost, or expense for any of the above-mentioned utility services or for any of the other above-mentioned services shall not be paid when due and payable, Lessor shall have the right, but shall not be obligated, to pay it, with the understanding that amounts paid by Lessor shall constitute additional charges due and payable under this Lease, and shall be repaid to Lessor by Lessee immediately on rendition of a bill by Lessor. Interest at the highest rate allowable by law shall be added as a charge for unpaid utility bills paid by Lessor on behalf of

Lessee. Lessor reserves the right to suspend utility services if Lessee does not pay for utility services. Failure to timely pay utility services may also result in Lessor terminating this Lease. Notwithstanding the foregoing, Lessee shall be exempt from paying for utility services for the first twenty-four months of this Lease. The Assembly may extend this exemption by motion.

Section 5.4 Lessor Not Liable for Failure of Utilities or Building.

Except to the extent that any such failure, injury, or other casualty is due to Lessor's negligence or breach of any obligation under this Lease, Lessor shall not be liable for any failure of building roof, water supply, sewer, or electric current, or for any injury or damages to person or property caused by or resulting from any natural disaster, natural condition, gasoline, oil, steam, gas, electricity, or hurricane, tornado, flood, wind or similar storms or disturbances, or water, rain, or snows which may leak or flow from the street, sewer, or from any part of the building or the Subject Property, or leakage of gasoline or gas from pipes, appliances, sewer, or plumbing works or from any other place. Lessor shall not be held responsible or liable for any claim or action due to or arising from any suspension of operation, breakage, unavoidable accident or injury of any kind occurring to, or caused by the sewer mains by an act of God or Nature, beyond Lessor's control, or caused by the elements, strikes, riots, or a terrorist or terrorists.

Section 5.5. Requirement Regarding Potable Water Services.

All potable water services will be metered and protected by approved backflow prevention in accordance with Customer Service Policies and/or Sitka General Code.

ARTICLE VI LIABILITY and INDEMNIFICATION

Section 6.1 Liability of Lessee and Indemnification of Lessor.

Lessee agrees to indemnify, defend, and hold harmless Lessor against and from any and all claims by or on behalf of any person, firm, or corporation arising, other than due to acts or omissions of Lessor or pre-existing conditions, from the conduct or management of or from any work or thing whatsoever done in or about the Subject Property and structures and Improvements, including liability arising from products produced on the property. Lessee also agrees to indemnify, defend, and hold Lessor harmless against and from any and all claims and damages arising, other than due to acts or omissions of Lessor, during the Term of this Lease from: (a) any condition of the Subject Property or Improvements placed on it by Lessee; (b) any breach or default on the part of Lessee regarding any act or duty to be performed by Lessee pursuant to the terms of this Lease; (c) any act or negligence of Lessee or any of its agents, contractors, servants, employees or licensees; and (d) any accident, injury, death or damage caused to any person occurring during the Term of this Lease in or on the Subject Property. Lessee agrees to indemnify, defend, and hold harmless Lessor from and against all costs, counsel and legal fees, expenses, and liabilities incurred, other than due to acts or omissions of Lessor, in any claim or action or proceeding brought asserting claims of or asserting damages for any alleged act, negligence, omission, conduct, management, work, thing, breach, default, accident, injury, or damage described in the previous two sentences. The above agreements of indemnity are in addition to and not by way of limitation of any other covenants in this Lease to indemnify Lessor. The agreements of indemnity by Lessee do not apply to any claims of damage arising out of the failure of Lessor to perform acts or render services in its municipal capacity.

Section 6.2 Liability of Lessor and Indemnification of Lessee.

Except to the extent of liabilities arising from Lessee's acts or omissions, Lessor indemnifies, defends, and holds Lessee harmless for liabilities to the extent that they were incurred by reason of conditions existing on the site as of the date of execution of this Lease or by reasons of Lessor's acts or omissions. Lessor also agrees to indemnify, defend, and hold Lessee harmless against and from any and all claims and damages arising, other than due to acts or omissions of Lessee, during the Term of this Lease from (a) any condition of the Subject Property or Improvements placed on it by Lessor; (b) any breach or default on the part of the Lessor regarding any act or duty to be performed by Lessor pursuant to the terms of the Lease; (c) any act of negligence of Lessor or any of its agents, contractors, servants, employees, or licensees; and (d) any accident, injury, death, or damage caused to any person occurring during the Term of this Lease in or on the Subject Property. Lessor agrees to indemnify, defend, and hold harmless Lessee from and against all costs, counsel and legal fees, expenses, and liabilities incurred, other than due to acts or omissions of Lessee, in any claim or action or proceeding brought asserting claims of or asserting damages for any alleged act, negligence, omission, conduct, management, work, thing, breach, default, accident, injury, or damage described in the previous two sentences. The above agreements of indemnity are in addition to and not by way of limitation of any other covenants in this Lease to indemnify Lessee.

Section 6.3 Reimbursement of Costs of Obtaining Possession.

Each Party agrees to pay and to indemnify the other Party prevailing in any dispute under this Lease for all costs and charges, including but not limited to, full reasonable attorney and legal fees lawfully incurred in enforcing any provision of this Lease including obtaining possession of the Subject Property and establishing the Lessor's title free and clear of this Lease upon expiration or earlier termination of this Lease.

GENERAL PROVISIONS

ARTICLE VII DEFINITIONS

Section 7.1 Defined Terms.

For the purposes of this Lease, the following words shall have the meanings attributed to them in this Section:

- (a) "Event of Default" means the occurrence of any action specified in Section 15.1.
- (b) "Imposition" means all of the taxes, assessments, utility rates or charges, levies and other governmental charges, levied or assessed against the Subject Property, any part thereof, any right or interest therein or any rent and income received therefrom as well as sales taxes on rent.
- (c) "Improvements" or "improvements" means all improvements of any nature now or hereafter located upon the Land, as well as all apparatus and equipment necessary for the complete and comfortable use, occupancy, enjoyment and operation of the Subject Property, including any construction fencing or signage, excepting only in each case articles of personal property appurtenances and fixtures (including trade fixtures) owned by Lessee, Sublessees, or others, which can be removed without defacing or materially injuring the Improvements remaining on the Subject Property, from the Subject Property with the portion of the Subject Property from which

such items are removed being returned to a condition at least as good as that existing on the date of this Lease. "Improvements" also includes fill, grading, asphalt, and other non-building land improvements.

(d) "Personal Property" means tangible personal property owned or leased and used by the Lessee or any sublessee of the Lessee, in connection with and located upon the Subject Property.

(e) "Premises" means the "Subject Property."

(f) "Subject Property" is the area leased as shown on Exhibit A or elsewhere in the document.

(g) "Sublessee" and "Sublease" -- any reference to "Sublessee" shall mean any subtenant, concessionaire, licensee, or occupant of space in or on the Subject Property holding by or through the Lessee; the term "Sublease" shall mean any lease, license, concession or other agreement for the use and occupancy of any part of the Subject Property made by any Person holding by or through the Lessee.

(i) "Term" means the period of time Lessee leases the Subject Property from Lessor.

ARTICLE VIII INSURANCE

Section 8.1 Insurance.

Lessee shall obtain and maintain property damage and comprehensive general liability insurance in the amount of One Million Dollars (\$1,000,000), on the Subject Property including Improvements. Lessor shall be named as an additional insured. Additionally, Lessee shall have the statutory amount of any Workers Compensation.

Section 8.2 Notification of Claim, Loss, or Adjustment.

Lessee shall advise Lessor of any claim, loss, adjustment, or negotiations and settlements involving any loss under all policies of the character described in Section 8.1.

Section 8.3 Waiver of Subrogation.

The Party insured (or so required) releases the other Party from any liability the other Party may have on account of the loss, cost, damage or expense to the extent of any amount recoverable by reason of insurance whenever: (i) any loss, cost, damage or expense resulting from fire, explosion or any other casualty or occurrence is incurred by either of the Parties to this Lease Agreement, or anyone claiming under it in connection with the Subject Property or Improvements; and (ii) the Party is then covered in whole or in part by insurance with respect to loss, cost, damage or expense or is required under this Lease to be so insured. In such coverage the Parties hold on or waives any right of subrogation which might otherwise exist in or accrue to any person on account of it, provided that the release of liability and waiver of the right of subrogation shall not be operative in any case where the effect is to invalidate the insurance coverage or increase its cost. In the case of increased cost, the other Party shall have the right, within thirty (30) days following written notice, to pay the increased cost keeping the release and waiver in full force and effect.

Lessee has no power under this Lease to assign the Lease or transfer the Subject Property, except with the approval of the Sitka Assembly. Lessee has no power to encumber Subject Property or pledge its interest in Subject Property as collateral for a loan, mortgage, debt or liability.

ARTICLE IX RESTRICTIONS REGARDING ASSIGNMENT, SUBLEASES, AND TRANSFERS OF SUBJECT PROPERTY

Section 9.1 Lessee Without Power to Assign Lease or Transfer or Encumber Subject Property.

Lessee has no power under this Lease to assign the Lease or transfer the Subject Property, except with the approval of the Sitka Assembly. Lessee has no power to encumber Subject Property or pledge its interest in Subject Property as collateral for a loan, mortgage, debt or liability.

Section 9.2 Limitations on Subleases.

Lessee shall not sublease the Subject Property or any portion of it except with the approval of the Sitka Assembly, which approval shall not be unreasonably withheld. All subleases entered into demising all or any part of the Improvements or the Subject Property shall be expressly subject and subordinate to this Lease. Lessor's consent to a sublease of the Subject Property shall not release Lessee from its obligations under the Lease. Lessor's consent to a sublease shall not be deemed to give any consent to any subsequent subletting.

ARTICLE X USE and PROTECTION OF THE SUBJECT PROPERTY

Section 10.1 Property As Is - Repairs.

Lessee acknowledges that it has examined the Subject Property and the present improvements including any public improvements presently located there and knows the condition of them and accepts them in their present condition and without any representations or warranties of any kind or nature whatsoever by Lessor as to their condition or as to the use or occupancy which may be made of them. Lessee assumes the sole responsibility for the condition of the Improvements located on the Subject Property. The foregoing shall not be deemed to relieve Lessor of its general municipal obligations, or of its obligations under Section 3.1.

Section 10.2 Compliance with Laws.

Lessee shall throughout the Term of this Lease and any extension, at Lessee's sole expense, promptly comply with all the laws and ordinances and the orders, rules, regulations, and requirements of all federal, state, and municipal governments and appropriate departments, commissions, boards, and officers (whether or not the same require structural repairs or alterations) and all other legal requirements that may be applicable to the use of the Subject Property. Nothing in the foregoing sentence shall be deemed to relieve Lessor of its general obligations in its municipal capacity.

Section 10.3 Permits and Approvals for Activities.

Lessee shall be responsible for obtaining all necessary permits and approvals for its activities unless otherwise specifically allowed by Lessor. Contemporaneously with making any application for permits to any public entity other than the Sitka, Lessee shall provide copies of all permit applications and associated plans and specifications to the of Sitka to facilitate review by

departments of Sitka. Sitka is not obligated to comment on the permit applications and plans, and the result of any review by Sitka does not affect Lessee's obligation to comply with any applicable laws.

ARTICLE XI LESSOR'S RIGHT TO PERFORM LESSEE'S COVENANTS; REIMBURSEMENT OF LESSOR FOR AMOUNTS SO EXPENDED

Section 11.1 Performance of Lessee's Covenants To Pay Money.

Lessee covenants that if it shall at any time default or shall fail to make any payment due and the failure shall continue for ten (10) days after written notice to Lessee, then Lessor may, but shall not be obligated so to do, and without further notice to or demand upon the Lessee and without releasing Lessee from any obligations of Lessee under this Lease, make any payment in a manner and extent that Lessor may deem desirable.

Section 11.2 Lessor's Right To Cure Lessee's Default.

If there is a default involving the failure of Lessee to keep the Subject Property in good condition in accordance with the provisions of this Lease, to make any necessary renewals or replacements or to remove any dangerous condition in accordance with the requirements of this Lease or to take any other action required by the terms of this Lease, then Lessor shall have the right, but shall not be required, to make good any default of Lessee. Lessor shall not in any event be liable for inconvenience, annoyance, disturbance, loss of business, or other damage of or to Lessee by reason of bringing materials, supplies and equipment on the Subject Property during the course of the work required to be done to make good such default, and the obligations of Lessee under this Lease shall remain unaffected by such work, provided that Lessor uses reasonable care under the circumstances prevailing to avoid unnecessary inconvenience, annoyance, disturbance, loss of business, or other damage to Lessee.

Section 11.3 Reimbursement of Lessor by Lessee.

All sums advanced by Lessor pursuant to this Article and all necessary and incidental costs, expenses and attorney fees in connection with the performance of any acts, together with interest at the highest rate of interest allowed by law from the date of the making of advancements, shall be promptly payable by Lessee, in the respective amounts so advanced, to Lessor. This reimbursement shall be made on demand, or, at the option of Lessor, may be added to any sum then due or becoming due under this Lease and Lessee covenants to pay the sum or sums with interest, and Lessor shall have (in addition to any other right or remedy) the same rights and remedies in the event of the nonpayment by Lessee.

Article XII: DAMAGE OR DESTRUCTION

Section 12.1 Repair and Replacement of Structures and Improvements Following Damage.

(a) If the Premises, other than those Improvements made by Lessee, shall be destroyed or so injured by any cause as to be unfit, in whole or in part, for occupancy and such destruction or injury could reasonably be repaired within ninety (90) days from the date of such damage or destruction, then Lessee shall not be entitled to surrender possession of the Premises, without the mutual consent of the Parties; in case of any such destruction or injury, Lessor shall repair the

same with all reasonable speed and shall complete such repairs within ninety (90) days from the date of such damage or destruction. If during such period Lessee shall be unable to use all or any portion of the Premises, no allowance shall be made to Lessee.

(b) If such destruction or injury cannot reasonably be repaired within ninety (90) days from the date of such damage or destruction, Lessor shall notify Lessee within fifteen (15) days after the determination that restoration cannot be made in 90 days. If Lessor elects not to repair or rebuild, this Lease shall be terminated. If Lessor elects to repair or rebuild, Lessor shall specify the time within which such repairs or reconstruction will be complete, and Lessee shall have the option, to be exercised within thirty (30) days after the receipt of such notice, to elect either to terminate this Lease and further liability hereunder, or to extend the Term of this Lease by a period of time equivalent to the time from the happening of such destruction or injury until the Premises are restored to their former condition. In the event Lessee elects to extend the Term of this Lease, Lessor shall restore the Premises to their former condition within the time specified in the notice.

ARTICLE XIII MECHANIC'S LIENS

Section 13.1 Discharge of Mechanics' Liens.

Lessee shall neither suffer nor permit any mechanics' liens to be filed against the title to the Subject Property, nor against Lessee's interest in the property, nor against the Improvements by reason of work, labor, services or materials supplied or claimed to have been supplied to Lessee or anyone having a right to possession of the Subject Property or Improvements as a result of an agreement with or the assent of Lessee. If any mechanics' lien shall be filed against the Subject Property, including the Improvements, Lessee shall cause it to be discharged of record within thirty (30) days after the date that Lessee has knowledge of its filing.

ARTICLE XIV LIEN FOR TAXES and OTHER CHARGES

Section 14.1 Lien for Taxes and Other Charges.

The amount of all taxes, assessments, water rates, insurance premiums and other charges and impositions paid by Lessor under the provisions of this Lease, and all costs, attorney's fees and other expenses which may be incurred by Lessor in enforcing the provisions of this Lease or on account of any delinquency of Lessee in carrying out any of the provisions of this Lease, shall be and they are declared to constitute a valid and prior lien upon Lessee and Lessee's Improvements to the Subject Property, and upon Lessee's leasehold estate, and may be enforced by equitable remedies including the appointment of a receiver.

ARTICLE XV DEFAULT PROVISIONS

Section 15.1 Events of Default.

Each of the following events is defined as an "Event of Default":

(a) The failure of the Lessee to pay any payments or deposits of money, or furnish receipts for deposits as required, when due and the continuance of the failure for a period of ten (10) days after notice in writing from Lessor to Lessee.

(b) The failure of Lessee to perform any of the other covenants, conditions and agreements of this Lease including payment of taxes on the part of Lessee to be performed, and the continuance of the failure for a period of thirty (30) days after notice in writing (which notice shall specify the respects in which Lessor contends that Lessee has failed to perform any of the covenants, conditions and agreements) from Lessor to Lessee unless, with respect to any default which cannot be cured within thirty (30) days, Lessee, or any person holding by, through or under Lessee, in good faith, promptly after receipt of written notice, shall have commenced and shall continue diligently and reasonably to prosecute all action necessary to cure the default within an additional sixty (60) days.

(c) The filing of an application by Lessee (the term, for this purpose, to include any approved transferee other than a sublessee of Lessee's interest in this Lease): (i) for a consent to the appointment of a receiver, trustee or liquidator of itself or all its assets; (ii) of a voluntary petition in bankruptcy or the filing of a pleading in any court of record admitting in writing of its inability to pay its debts as they come due; (iii) of a general assignment for the benefit of creditors; (iv) of an answer admitting the material allegations of, or its consenting to, or defaulting in answering, a petition filed against it in any bankruptcy proceeding.

(d) The entry of an order, judgment or decree by any court of competent jurisdiction, adjudicating Lessee a bankrupt, or appointing a receiver, trustee or liquidator of it or of its assets, and this order, judgment or decree continuing unstayed and in effect for any period of sixty (60) consecutive days, or if this Lease is taken under a writ of execution.

Section 15.2 Assumption or Assignment of Lease to Bankruptcy Trustee.

In the event that this Lease is assumed by or assigned to a trustee pursuant to the provisions of the bankruptcy reform Act of 1978 (referred to as "Bankruptcy Code") (11 U.S.C. § 101 *et seq.*), the trustee shall cure any default under this Lease Agreement and shall provide adequate assurances of future performance of this Lease as are required by the Bankruptcy Code (including but not limited to, the requirement of Code § 365(b)(1)) (referred to as "Adequate Assurances"), and if the trustee does not cure such defaults and provide such adequate assurances under the Bankruptcy Code within the applicable time periods provided by the Bankruptcy Code, then this Lease shall be deemed rejected automatically and Lessor shall have the right immediately to possession of the Subject Property immediately and shall be entitled to all remedies provided by the Bankruptcy Code for damages for breach or termination of this Lease.

Section 15.3 Remedies in Event of Default.

Lessor may treat any one or more of the Events of Default as a breach of this Lease Agreement and at its option, by serving written notice on Lessee and each Secured Party and Leasehold Mortgagee of whom Lessor has notice (such notice not to be effective unless served on each such person) of the Event of Default of which Lessor shall have received notice in writing, Lessor shall have, in addition to other remedies provided by law, one or more of the following remedies:

(a) Lessor may terminate this Lease and the Term created, in which event Lessor may repossess the entire Subject Property and Improvements, and be entitled to recover as damages a sum of money equal to the value, as of the date of termination of this Lease, of any sum of money and

damages due under the terms of this Lease to Lessor and Lessee. Any personal property not removed after such termination shall be addressed as provided for in Section 1.5 above.

(b) Lessor may terminate Lessee's right of possession and may repossess the entire Subject Property and Improvements by forcible entry and detainer suit or otherwise, without demand or notice of any kind to Lessee (except as above expressly provided for) and without terminating this Lease, in which event Lessor may, but shall be under no obligation to do so, relet all or any part of the Subject Property for rent and upon terms as shall be satisfactory in the judgment reasonably exercised by Lessor (including the right to relet the Subject Property for a term greater or lesser than that remaining under the stated Term of this Lease Agreement and the right to relet the Subject Property as a part of a larger area and the right to change the use made of the Subject Property). For the purpose of reletting, Lessor may make any repairs, changes, alterations or additions in or to the Subject Property and Improvements that may be reasonably necessary or convenient in Lessor's judgment reasonably exercised; and if Lessor shall be unable, after a reasonable effort to do so, to relet the Subject Property, or if the Subject Property is relet and a sufficient sum shall not be realized from reletting after paying all of the costs and expenses of repairs, change, alterations and additions and the expense of reletting and the collection of the charges accruing from it, to satisfy the charges above provided to be paid, then Lessee shall pay to Lessor as damages a sum equal to the amount of the charges reserved in this Lease for the period or periods as and when payable pursuant to this Lease, or, if the Subject Property or any part of it has been relet, Lessee shall satisfy and pay any deficiency upon demand from time to time; and Lessee acknowledges that Lessor may file suit to recover any sums falling due under the terms of this Section from time to time and that any suit or recovery of any portion due Lessee shall be no defense to any subsequent action brought for any amount not reduced to judgment in favor of Lessor. Any personal property not removed after such termination shall be addressed as provided for in Section 1.5 above.

(c) In the event of any breach or threatened breach by Lessee of any of the terms, covenants, agreements, provisions or conditions in this Lease, Lessor shall have the right to invoke any right and remedy allowed at law or in equity or by statute or otherwise as through reentry, summary proceedings, and other remedies were not provided for in this Lease.

(d) Upon the termination of this Lease and the Term created, or upon the termination of Lessee's right of possession, whether by lapse of time or at the option of Lessor, Lessee will at once surrender possession of the Subject Property and dispose of personal property and Improvements as described in Section 1.5. If possession is not immediately surrendered, Lessor may reenter the Subject Property and Improvements and repossess itself of it as of its former estate and remove all persons and their personal property, if such can be done without using force. Lessor may at its option seek expedited consideration to obtain possession if Lessor determines that the Lease has terminated as described in the first sentence of this paragraph, and Lessee agrees not to oppose such expedited consideration.

(e) In the event that Lessee shall fail to make any payment required to be made provided for in this Lease or defaults in the performance of any other covenant or agreement which Lessee is required to perform under this Lease during the period when work provided for in this Lease shall be in process or shall be required by the terms of this Lease to commence, Lessor may treat the

default as a breach of this Lease and, in addition to the rights and remedies provided in this Article, but subject to the requirements of service of notice pursuant to this Lease, Lessor shall have the right to carry out or complete the work on behalf of Lessee without terminating this Lease.

Section 15.4 Waivers and Surrenders To Be In Writing.

No covenant or condition of this Lease shall be deemed to have been waived by Lessor unless the waiver be in writing, signed by Lessor or Lessor's agent duly authorized in writing and shall apply only with respect to the particular act or matter to which the consent is given and shall not relieve Lessee from the obligation, wherever required under this Lease, to obtain the consent of Lessor to any other act or matter.

ARTICLE XVI LESSOR'S TITLE And LIEN

Section 16.1 Lessor's Title and Lien Paramount.

Lessor has title to the Subject Property, and Lessor's lien for taxes and other charges shall be paramount to all other liens.

Section 16.2 Lessee Not To Encumber Lessor's Interest.

Lessee shall have no right or power to and shall not in any way encumber the title of Lessor in and to the Subject Property. The fee-simple estate of Lessor in the Subject Property shall not be in any way subject to any claim by way of lien or otherwise, whether claimed by operation of law or by virtue of any express or implied lease or contract or other instrument made by Lessee, and any claim to the lien or otherwise upon the Subject Property arising from any act or omission of Lessee shall accrue only against the leasehold estate of Lessee in the Subject Property and Lessee's interest in the Improvements, and shall in all respects be subject to the paramount rights of Lessor in the Subject Property.

ARTICLE XVII REMEDIES CUMULATIVE

Section 17.1 Remedies Cumulative.

No remedy conferred upon or reserved to Lessor shall be considered exclusive of any other remedy, but shall be cumulative and shall be in addition to every other remedy given under this Lease or existing at law or in equity or by statute. Every power and remedy given by this Lease to Lessor may be exercised from time to time and as often as occasion may arise or as may be deemed expedient by Lessor. No delay or omission of Lessor to exercise any right or power arising from any default shall impair any right or power, nor shall it be construed to be a waiver of any default or any acquiescence in it.

Section 17.2 Waiver of Remedies Not To Be Inferred.

No waiver of any breach of any of the covenants or conditions of this Lease shall be construed to be a waiver of any other breach or to be a waiver of, acquiescence in, or consent to any further or succeeding breach of it or similar covenant or condition.

Section 17.3 Right to Terminate Not Waived.

Neither the rights given to receive, sue for or distrain from any rent, moneys or other payments, or to enforce any of the terms of this Lease, or to prevent the breach or nonobservance of it, nor the

exercise of any right or of any other right or remedy shall in any way impair or toll the right or power of Lessor to declare ended the Term granted and to terminate this Lease because of any event of default.

ARTICLE XVIII SURRENDER and HOLDING OVER

Section 18.1 Surrender at End of Term.

On the last day of the original term, or on the earliest termination of the term, Lessee shall peaceably and quietly leave, surrender and deliver the entire Subject Property to Lessor at the termination of the Lease, subject to the provisions of Section 1.5, in good repair, order, and condition, environmentally clean and free of contaminants, reasonable use, wear and tear excepted, free and clear of any and all mortgages, liens, encumbrances, and claims. If the Subject Property is not so surrendered, Lessee shall repay Lessor for all expenses which Lessor shall incur by reason of it, and in addition, Lessee shall indemnify, defend and hold harmless Lessor from and against all claims made by any succeeding Lessee against Lessor, founded upon delay occasioned by the failure of Lessee to surrender the Subject Property.

Section 18.2 Rights Upon Holding Over.

At the termination of this Lease, by lapse of time or otherwise, Lessee shall yield up immediately possession of the Subject Property to Lessor and, failing to do so, agrees, at the option of Lessor, to pay to Lessor for the whole time such possession is withheld, a sum per day equal to \$100.00. The provisions of this Article shall not be held to be a waiver by Lessor of any right or reentry as set forth in this Lease Agreement, nor shall the receipt of a sum, or any other act in apparent affirmance of the tenancy, operate as a waiver of the right to terminate this Lease Agreement and the Term granted for the period still unexpired for any breach of Lessee under this Lease Agreement.

ARTICLE XIX MODIFICATION

Section 19.1 Modification.

None of the covenants, terms or conditions of this Lease to be kept and performed by either Party to this Lease shall in any manner be waived, modified, changed or abandoned except by a written instrument duly signed, acknowledged, and delivered by both Lessor and Lessee.

ARTICLE XX INVALIDITY OF PARTICULAR PROVISIONS

Section 20.1 Invalidity of Provisions.

If any provision of this Lease or the application of it to any person or circumstances shall to any extent be invalid or unenforceable, the remainder of this Lease, or the application of such provision to persons or circumstances other than those as to which it is invalid or unenforceable, shall not be affected, and each provision of this Lease shall be valid and be enforced to the fullest extent permitted by law.

ARTICLE XXI APPLICABLE LAW and VENUE

Section 21.1 Applicable Law.

This Lease shall be construed and enforced in accordance with the laws of the State of Alaska. The forum and venue for any action seeking to interpret, construe, or enforce this Lease shall be only in the Superior Court for the State of Alaska, First Judicial District, at Sitka, Alaska.

ARTICLE XXII NOTICES**Section 22.1 Manner of Mailing Notices.**

In every case where under any of the provisions of this Lease or otherwise it shall or may become necessary or desirable to make or give any declaration or notice of any kind to Lessor or Lessee, it shall be sufficient if a copy of any declaration or notice is sent by United States Post Office registered or certified mail, postage prepaid, return receipt requested, addressed: If to Lessor at: Municipal Administrator, City and Borough of Sitka, Alaska, of 100 Lincoln Street, Sitka, Alaska 99835, with a copy to: Municipal Clerk at address listed above; and if to Lessee, at: the address set out in the Preamble. Each Party from time to time may change its address for purposes of receiving declarations or notices by giving written notice of the changed address, to become effective seven (7) days following the giving of written notice.

Section 22.2 Notice to Leasehold Mortgagee and Secured Parties.

Lessor shall provide each Leasehold Mortgagee and Secured Party, who has so requested, copies of all notices from Lessor to Lessee relating to existing or potential default under, or other noncompliance with the terms of this Lease. All notices, demands or requests which may be required to be given by Lessor or Lessee to any Leasehold Mortgagee and Secured Parties shall be sent in writing, by United States Post Office registered or certified mail or express mail, postage prepaid, return receipt requested, addressed to the Leasehold Mortgagee at a place as the Leasehold Mortgagee may from time to time designate in a written notice to Lessor and Lessee. Copies of all notices shall simultaneously be sent to the other of Lessor or Lessee, as the case may be.

Section 22.3 Sufficiency of Service.

Service of any demand or notice as in this Article provided shall be sufficient for all purposes.

Section 22.4 When Notice Deemed Given or Received.

Whenever a notice is required by this Lease to be given by any Party to the other Party or by any Party to a Leasehold Mortgagee, the notice shall be considered as having been given when a registered or certified notice is placed in the United States Post Office mail as provided by this Article and shall be deemed received on the third business day thereafter and for all purposes under this Lease of starting any time period after notice, the time period shall be conclusively deemed to have commenced three business days after the giving of notice and whether or not it is provided that a time period commences after notice is given or after notice is received.

ARTICLE XXIII MISCELLANEOUS PROVISIONS**Section 23.1 Captions.**

The captions of this Lease and the index preceding it are for convenience and reference only and in no way define, limit or describe the scope or intent of this Lease, nor in any way affect this Lease.

Section 23.2 Conditions and Covenants.

All the provisions of this Lease shall be deemed and construed to be "conditions" as well as "covenants," as though the words specifically expressing or importing covenants and conditions were used in each separate provision.

Section 23.3 Entire Agreement.

This Lease contains the entire agreement between the Parties and shall not be modified in any manner except by an instrument in writing executed by the Parties or their respective successors or assigns in interest.

Section 23.4 Time of Essence as to Covenants of Lease Agreement.

Time is of the essence as to the covenants in this Lease.

ARTICLE XXIV COVENANTS TO BIND and BENEFIT RESPECTIVE PARTIES AND TO RUN WITH THE SUBJECT PROPERTY**Section 24.1 Covenants to Run with the Subject Property.**

All covenants, agreements, conditions and undertakings in this Lease shall extend and inure to the benefit of and be binding upon the successors and assigns of each of the Parties, the same as if they were in every case named and expressed, and they shall be construed as covenants running with the Subject Property. Wherever in this Lease reference is made to any of the Parties, it shall be held to include and apply to, wherever applicable, also the officers, directors, successors and assigns of each Party, the same as if in each and every case so expressed.

ARTICLE XXV ADDITIONAL GENERAL PROVISIONS**Section 25.1 Absence of Personal Liability.**

No member, official, or employee of Lessor shall be personally liable to Lessee, its successors and assigns, or anyone claiming by, through or under Lessee or any successor in interest to the Subject Property, in the event of any default or breach by Lessor or for any amount which may become due to Lessee, its successors and assigns, or any successor in interest to the Subject Property, or on any obligation under the terms of this Lease. No member, official, or employee of Lessee shall be personally liable to Lessor, its successors and assigns, or anyone claiming by, through, or under Lessor or any successor in interest to the Subject Property, except as stated herein, in the event of any default or breach by Lessee or for any amount which become due to Lessor, its successors and assigns, or any successor in interest to the Subject Property, or on any obligation under the terms of this Lease.

Section 25.2 Lease Only Effective as Against Lessor upon Assembly Approval.

This Lease is effective as against Lessor only upon the approval of the Sitka Assembly.

Section 25.3 Binding Effects and Attorney's Fees.

This Lease shall be binding up and inure to the benefit of the respective successors and assigns of the Parties. In the event of litigation over this Lease Agreement, the Parties agree that the prevailing Party shall receive full reasonable attorneys' fees.

Section 25.4 Duplicate Originals.

This Lease may be executed in any number of copies, each of which shall constitute an original of this Lease. The warranties, representations, agreements and undertakings shall not be deemed to have been made for the benefit of any person or entity, other than the Parties.

Section 25.5 Declaration of Termination.

With respect to Lessor's rights to obtain possession of the Subject Property or to revest title in itself with respect to the leasehold estate of Lessee in the Subject Property, Lessor shall have the right to institute such actions or proceedings as it may deem desirable to effectuate its rights including, without limitation, the right to execute and record or file with the Recorder of Sitka Recording District, a written declaration of the termination of all rights and title of Lessee in the Subject Property, and the revesting of any title in Lessor as specifically provided in this Lease Agreement.

Section 25.6 Authority.

Lessor and Lessee represent to each other that each has, and has exercised, the required corporate power and authority and has complied with all applicable legal requirements necessary to adopt, execute and deliver this Lease and perform its obligations. Both Parties also represent that this Lease has been duly executed and delivered by each and constitutes a valid and binding obligation of each enforceable in accordance with its terms, conditions, and provisions.

Section 25.7 Recordation.

Lessee understands that Lessor may not record this Lease. At the request of Lessor or Lessee the parties shall execute a memorandum of this Lease for recording purposes in lieu of recording this Lease in such form as may be satisfactory to them or their respective attorneys.

[SIGNATURES AND ACKNOWLEDGMENTS ON NEXT PAGE]

CITY AND BOROUGH OF SITKA, ALASKA

Date

By: P. Keith Brady
Its: Municipal Administrator

STATE OF ALASKA)
) ss.
FIRST JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me this _____ day of _____, 2018, by P. Keith Brady, Municipal Administrator of the CITY AND BOROUGH OF SITKA, ALASKA, an Alaska home rule municipality, on behalf of the municipality.

Notary Public in and for the State of Alaska
My commission expires: _____

SITKA HISTORICAL SOCIETY, INC.

Date

By: Hal Spackman
Its: Executive Director

STATE OF ALASKA)
) ss.
FIRST JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me this _____ day of _____, 2018, by Hal Spackman, Executive Director of the SITKA HISTORICAL SOCIETY INC., an Alaska corporation, on behalf of the corporation.

Notary Public in and for the State of Alaska
My commission expires: _____

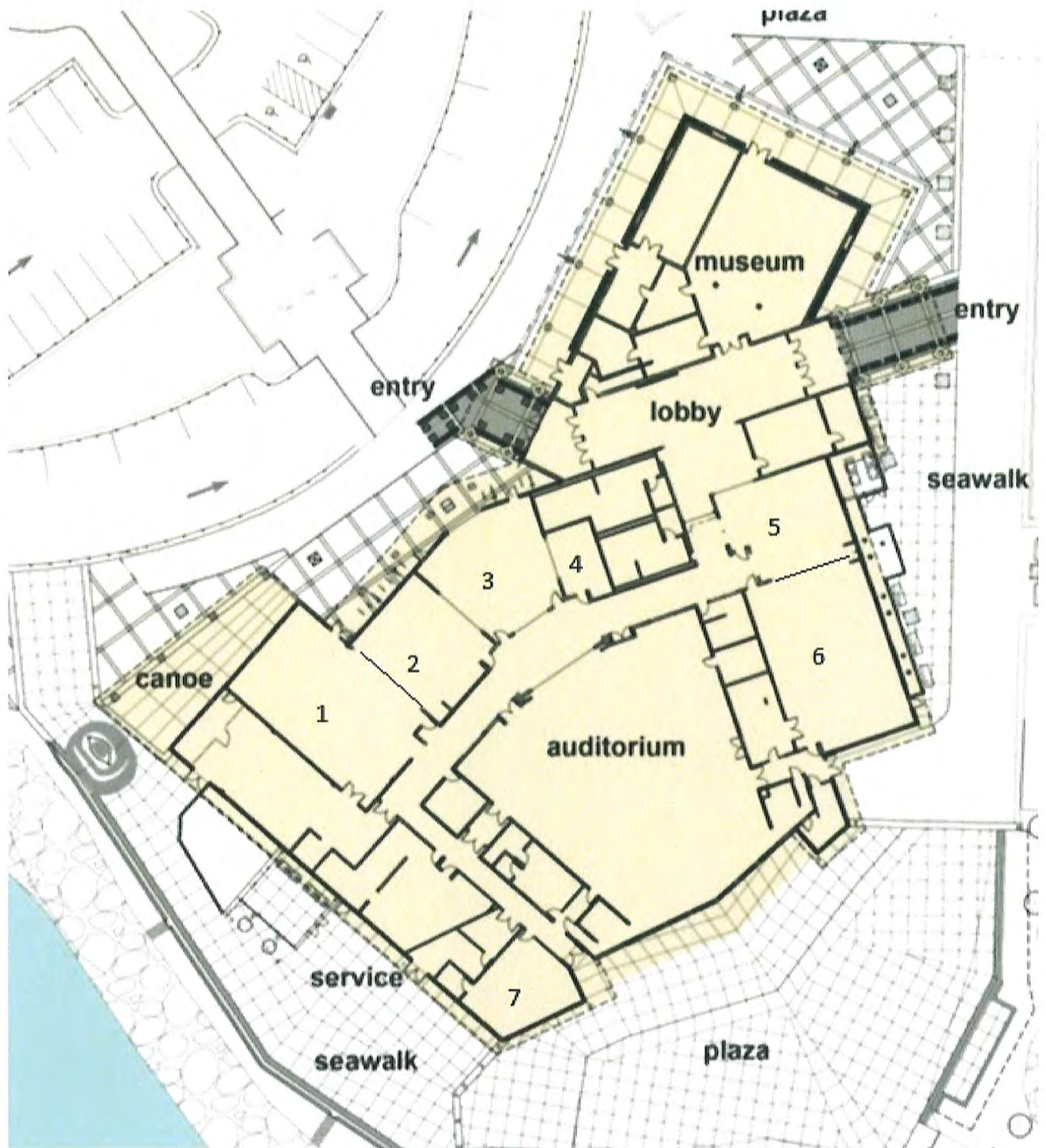


Exhibit A



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 18-41 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 8/8/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Amending Title 4 "Revenue and Finance" of the Sitka General Code by modifying Chapter 4.09 "Sales Tax" at Section 4.09.020 "Collection of Tax" (products not authorized for sales tax exemptions on sales tax free days)

Sponsors:

Indexes:

Code sections:

Attachments: [Motion and Ord 2018-41.pdf](#)

Date	Ver.	Action By	Action	Result
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Sponsors: Hunter / Miyasato

POSSIBLE MOTION

I MOVE TO approve Ordinance 2018-41
on second and final reading.

CITY AND BOROUGH OF SITKA
ORDINANCE NO. 2018-41

AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA AMENDING TITLE 4 "REVENUE AND FINANCE" OF THE SITKA GENERAL CODE BY MODIFYING CHAPTER 4.09 "SALES TAX" AT SECTION 4.09.020 "COLLECTION OF TAX"

1. **CLASSIFICATION.** This ordinance is of a permanent nature and is intended to become a part of the Sitka General Code.

2. **SEVERABILITY.** If any provision of this ordinance or any application to any person or circumstance is held invalid, the remainder of this ordinance and application to any person or circumstance shall not be affected.

3. **PURPOSE.** The purpose of this ordinance is to add alcoholic beverages, tobacco products, and marijuana to the list of the products that are not authorized for sales tax exemptions on sales tax free day(s), if and when the assembly approves sales tax free day(s), typically held in November.

4. **ENACTMENT.** NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka that the Sitka General Code section 4.09.020 "Collection of Tax" at subsection B is amended to read as follows (new language underlined; deleted language stricken):

TITLE 4
REVENUE AND FINANCE

* * *

Chapter 4.09
SALES TAX

* * *

Sections:

4.24.020 Collection of tax

* * *

4.24.020 Collection of tax

A. The tax described in Section 4.09.010(A) is imposed on the purchaser and must be collected by the seller and paid to the city and borough of Sitka by the seller as provided in Section 4.09.270. The seller holds all taxes collected in trust for the city and borough of Sitka. The tax must be applied to the sales price.

B. The assembly at their first meeting of September each year shall consider whether to authorize any sales tax free day(s) that have historically followed Thanksgiving. If authorized the sales tax free day(s) will not be applicable to any sale of fuel, alcoholic beverages, tobacco products, and marijuana, as such are defined in this code, nor affect any sale which is part of a continuing obligation of the buyer to pay the seller over time.

* * *

5. EFFECTIVE DATE. This Ordinance shall become effective the day after the date of its passage.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska, this 30th day of August, 2018.

Matthew Hunter, Mayor

ATTEST:

Melissa Henshaw, CMC
Acting Municipal Clerk

1st reading 8/14/18

2nd reading 8/30/18

Sponsors: Hunter / Miyasato



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 18-42 Version: 1 Name:
Type: Ordinance Status: AGENDA READY
File created: 8/23/2018 In control: City and Borough Assembly
On agenda: 8/30/2018 Final action:
Title: Making Supplemental Appropriations for Fiscal Year 2019 (FY2018 Purchase Orders)
Sponsors:
Indexes:
Code sections:
Attachments: [Motion Memo and Ord 2018-42.pdf](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Ordinance 2018-42
on first reading.




City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

Coast Guard City, USA

MEMORANDUM

To: Mayor Hunter and Assembly Members
Keith Brady, Municipal Administrator

From: Jay Sweeney, Chief Finance and Administrative Officer 

Date: August 22, 2018

Subject: Approval of FY2019 Supplemental Budget Ordinance 2018-42

Background

The purpose of FY2019 Supplemental Budget Ordinance 2018-42 is to adjust the FY2019 operating budget by re-appropriating encumbered but unspent funds in the FY2018 operating budget.

Per Section 11.2 of the Home Rule Charter of the City and Borough of Sitka (the Charter), Lapse of Appropriations and Surpluses, *"Every unencumbered surplus of the general fund or a service area shall lapse at the close of the fiscal year to the general fund or service area, respectively. An appropriation for a capital improvement shall not lapse until its purpose has been accomplished or abandoned"*. The Municipality has historically interpreted this provision of the Charter to mean that encumbered but unspent appropriations at the end of a fiscal year do not lapse.

Analysis

The accounting system for the Municipality is not able to maintain unexpired operating appropriations in one fiscal year while simultaneously accounting for expenditures against such appropriations in subsequent fiscal years. Therefore, in order to ensure the provisions of Section 11.12 of the Charter are adhered to, encumbered but unexpended appropriations at the end of each fiscal year are re-appropriated through a supplemental appropriation as set forth in Section 11.10 of the Charter.

Fiscal Note

The effect of passing this ordinance will be to increase authorized expenditures in FY19 by the following amounts in the following funds:

General Fund – operating budget - \$133,998.10
Electric Fund - \$148,730.67
Wastewater Fund – operating budget - \$125,838.70
Solid Waste Fund - \$9,217.49

Providing for today ... preparing for tomorrow

Harbor Fund - \$28,639.50
MIS Fund - \$1,078.56
Central Garage Fund - \$112,929.62

If passed, new supplemental operating appropriations will lapse June 30, 2019.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2018-42
AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA
MAKING SUPPLEMENTAL APPROPRIATIONS FOR FISCAL YEAR 2019
(FY2018 PURCHASE ORDERS)

BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska as follows:

1. **CLASSIFICATION.** This ordinance is not of a permanent nature and is not intended to be a part of the Sitka General Code of the City and Borough of Sitka, Alaska.

2. **SEVERABILITY.** If any provision of this ordinance or any application thereof to any person or circumstance is held invalid, the remainder of this ordinance and application thereof to any person and circumstances shall not be affected thereby.

3. **PURPOSE.** The purpose of this ordinance is to make supplemental appropriations for Fiscal Year 2019 which is necessary to ensure that encumbered appropriations do not lapse at the end of a fiscal year, in accordance with Section 11.12 of the Home Rule Charter of the City and Borough of Sitka.

4. **ENACTMENT.** In accordance with Section 11.10(a) of the Charter of the City and Borough of Sitka, Alaska, the Assembly hereby makes the following supplemental appropriations for the budget period beginning July 1, 2018 and ending June 30, 2019 is hereby adjusted as follows:

<u>FISCAL YEAR 2019 EXPENDITURE BUDGETS</u>
<p>In accordance with Section 11.10 (a) of the Charter of the City and Borough of Sitka, Alaska, the budget for the fiscal period beginning July 1, 2018 and ending June 30, 2019 is hereby adjusted as follows for the purchase orders open as of June 30, 2018.</p> <p>General Fund –\$133,998.10; Electric Fund - \$148,730.67; Wastewater Fund - \$125,838.70; Solidwaste Fund - \$9,217.49; Harbor Fund - \$28,639.50; MIS Fund - \$1,078.56; and Central Garage Fund - \$112,929.62.</p>

EXPLANATION

Section 11.12 of the Home Rule Charter of the City and Borough of Sitka (the Charter) specifies that unencumbered surpluses of the General Fund lapse at the end of a fiscal year. The Municipality has historically interpreted this provision of the Charter to mean that encumbered appropriations at the end of a fiscal year do not lapse.

The accounting system for the Municipality is not able to maintain unexpired operating appropriations in one fiscal year, but, account for expenditures against such appropriations in subsequent fiscal years. Therefore, in order to ensure the provisions of Section 11.12 of the Charter are adhered to, encumbered but unexpended appropriations at the end of each fiscal year are re-appropriated through a supplemental appropriation as set forth in Section 11.10 of the Charter.

5. EFFECTIVE DATE. This ordinance shall become effective on the day after the date of its passage.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 11th Day of September, 2018.

ATTEST:

Matthew Hunter, Mayor

Sara Peterson, MMC
Municipal Clerk

1st reading 8/30/18
2nd and final reading 9/11/18

Sponsor: Administrator



CITY AND BOROUGH OF SITKA

Legislation Details

File #: RES 18-18 Version: 1 Name:

Type: Resolution Status: AGENDA READY

File created: 8/23/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Approving submittal and execution of Alaska Drinking Water Fund Loan applications to the State of Alaska Department of Environmental Conservation totalling up to \$18,000,000 for the project entitled Critical Secondary Water Supply

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Memo and Res 2018-18.pdf](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Resolution 2018-18 on
first and final reading.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members
Keith Brady, Municipal Administrator

From: Jay Sweeney, Chief Finance and Administrative Officer *JS*
Michael Harmon, P.E., Public Works Director *MH*

Reviewed: David Longtin, P.E., Senior Engineer *DL*
Shilo Williams, Environmental Superintendent
Melissa Haley, Controller *MH*

Date: August 21, 2018

Subject: Alaska Department of Environmental Conservation
Loan Application for Critical Secondary Water Source Project

Requested Action

Approve Resolution 2018-18 authorizing the City and Borough of Sitka (CBS) to apply for and execute up to \$18 million in loan funding from the Alaska Department of Environmental Conservation (ADEC) State Revolving Fund program for the design and construction of the Critical Secondary Water Source project.

Summary

CBS needs a backup water source during periods when the Blue Lake penstock is unavailable due to emergencies or maintenance, and for when the lake source water is too turbid to treat exclusively with ultraviolet radiation. CBS must move forward and secure the necessary ADEC loan funding in order to have this project in operation for a 2020 dam inspection. This need has been documented in the Filtration Evaluation for Critical Secondary Water Source report previously provided to the Assembly (<http://www.cityofsitka.com/government/departments/publicworks/projects.html>). The estimated \$18 million cost of this project was factored in to the recent water rate increase passed by the Assembly.

Fiscal Note

ADEC offers low-interest loans through its State Revolving Fund Program. CBS has utilized the ADEC loan program to fund multiple water and wastewater infrastructure projects over the past decade. Loans can finance up to 100 percent of a project's eligible costs for planning, design

and construction of publicly owned facilities.

Fiscal forecasts have been created and refined through the collaboration of the Public Works and Finance Departments. In these forecasts, the projected future financial position and financial performance of the Water Fund has been combined with the long-range municipal capital improvement plans in order to model the user fees necessary to finance the improvements and meet minimum financial ratios.

At the end of FY2018 the Assembly passed the 22% rate increase necessary to implement our capital improvement plan and to ensure that revenue from user fees would provide enough cash flow to cover the debt service for the loan funding necessary to complete the design and construction of the critical secondary water supply. As this significant increase was implemented for FY2019, future increases are expected to be near the rate of inflation (2.0 to 2.2%). The current rates ensure that the CBS will have sufficient cash flow to pay for debt service on its loans and that it continues to meet critical financial ratios (including that of affordability), the maintenance of which will ensure continued future access to ADEC's low-interest loans. ADEC is now closely analyzing the fiscal forecasts prepared by Public Works and Finance – in conversations with the consultant hired by ADEC to do the analysis based on our models, it was clear that failure to implement the proposed rate increases would have resulted in limitations in CBS's ability to borrow. Without the ability to borrow either the CBS will be required to implement significant rate increases to repair infrastructure, or critical infrastructure would fail.

While not yet in effect, we have been notified that ADEC loans will no longer be set at a flat rate of 1.5%. While the intent is to maintain low rates, they will, at some point, be tied to an index and set the day the loan is approved; therefore, at this time we do not know the exact rate of the loan.

Seeking funding through the ADEC low interest loan program is the most viable path to finance the construction of the critical secondary water supply. Unfortunately, decades of minimal or no rate increases have led to a scenario in which funding with working capital is not an option as the unrestricted working capital in the fund is only \$1.6 million, a fraction of what is needed. Even if we were to start saving every last penny (meaning not maintaining the current water system), it would take 14 years to save enough. That narrows the choice to either a large amount of subsidization from the general government (which would require raising taxes) or borrowing. In borrowing our current options are to take advantage of the low interest ADEC loans (currently at or near 1.5%) or to issue revenue bonds, which have an interest rate of between 4 and 5%. Even if the CBS Charter were changed to allow for internal borrowing from the Permanent Fund, the interest we would have to charge to meet the returns currently being earned, would be higher even than bonding (5 to 6%), and significantly higher than the ADEC low interest loans, not to mention that a significant portion of CBS assets would be locked in at this rate, which given the potential of rising interest rates, could result in a significant drop in the buying power of the Permanent Fund. For these reasons, staff recommend approval of the ADEC loan application.

Project Background

ADEC wrote CBS a letter in 2011, stating that we would no longer be able to provide unfiltered Indian River water to our customers as potable water. Since then (and in one case, prior to then), CBS has made multiple efforts to fund and establish a secondary source of potable water for when required penstock maintenance or other events made Blue Lake water unavailable:

- CBS Water Master Plan (May 2009): Recommends construction of a dedicated water line from Blue Lake for use during penstock maintenance.
- State Legislative Requests for a secondary potable water supply project (2012, 2013, 2014, 2015, 2016, 2017 and 2018).
- State Municipal Matching Grant Questionnaire for a secondary potable water supply project (2012 and 2013): ADEC has discontinued this grant program.
- Indian River and Starrigavan Test Well Drilling Program (October 2012): Established viability of groundwater source at Starrigavan, but was unable to locate an adequate aquifer near Indian River. Cost of treating and transmitting Starrigavan groundwater to town was estimated at \$50 million.
- State Revolving Loan Questionnaire for Redundant Water Source for Penstock Maintenance (November 2017): This questionnaire placed the project on ADEC's Intended Use Plan, allowing CBS to apply for the loan with Assembly approval.
- Dedicated Water Supply Report (January 2018): Evaluated numerous secondary water supply options, including a dedicated supply line from Blue Lake.
- Filtration Evaluation for Critical Secondary Water Source (April 2018): In-depth evaluation of water filtration options for secondary water source.

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2018-18

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA APPROVING SUBMITTAL AND EXECUTION OF ALASKA DRINKING WATER FUND LOAN APPLICATIONS TO THE STATE OF ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION TOTALLING UP TO \$18,000,000 FOR THE PROJECT ENTITLED CRITICAL SECONDARY WATER SUPPLY

WHEREAS, the State of Alaska Department of Environmental Conservation's State Revolving Loan program administers the Alaska Drinking Water Fund; and

WHEREAS, the Alaska Drinking Water Fund offers low-interest loans for planning, design and construction of publicly owned drinking water facilities; and

WHEREAS, the City and Borough of Sitka needs to provide a secondary source of potable water to water customers when the primary source of water is unavailable; and

WHEREAS, water rates were increased in 2018 to provide for debt service on a project to provide a secondary water source.

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka that the City and Borough of Sitka supports the project entitled Critical Secondary Water Supply.

BE IT FURTHER RESOLVED by the Assembly that the Administrator is authorized to apply for the loans needed to complete this project up to a total of \$18,000,000, and to execute the loans if received.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 30th day of August, 2018.

Matthew Hunter, Mayor

ATTEST:

Melissa Henshaw, CMC
Acting Municipal Clerk

1st and final reading 8/30/18

Sponsor: Administrator



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-159 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 8/23/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Discussion / Direction / Decision to move forward with the Sitka Seaplane Base and land acquisition

Sponsors:

Indexes:

Code sections:

Attachments: [Motion sheet.pdf](#)
[Cosponsors memo Seaplane Base.pdf](#)
[Administrator memo Seaplane Base Discussion-Direction.pdf](#)
[SitkaSitingAnalysis.FINALDRAFT 2016.pdf](#)

Date	Ver.	Action By	Action	Result
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Sponsors: Knox / Wein

Discussion / Direction / Decision to move forward with the Sitka Seaplane Base and land acquisition.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members
Keith Brady, Municipal Administrator

From: Kevin Knox and Dr. Richard Wein

Date: August 22, 2018

Subject: Sitka Seaplane Base redevelopment

The Sitka Seaplane Base, in operation for over 65 years, has been the backbone for remote air access around Sitka and the region, recreationally and economically. The current facility constructed over 50 years ago is in desperate need of replacement. In 2002, a report entitled "Sitka Seaplane Base Master Plan" was prepared for the city. The siting studies were conducted in 2012 and again in 2016 and reports generated outlining the selection process of the preferred alternative site. In the past, there was full occupancy at our facility with a waiting list. However, over time use of the dock declined due to facility decline and service needs not available. If it were not for in-house construction and repair by the harbor department the existing base would have essentially been non-functional. The updated details of the seaplane base are contained in the DOWL report of 2016.

Over the past several years discussions with the State of Alaska, owner of the upland area adjacent to the proposed site have stalled the development of the new facility. Former City Engineer Dan Tadic wrote a memo (2017) that stated that the acceptance of our seaplane application documents by the FAA appears to be imminent, in fact National Plan for Integrated Airport Systems has identified the base as a priority project. FAA Airport Improvement Program (AIP) funds earmarked for this projects like this are available to Sitka. Currently there is an upcoming deadline for possibly funding this project at 100%, with additional funds being made through increases to FAA infrastructure grants in recent congressional funding to the AIP. If the 100% funding option is not accessible to the seaplane base, traditional 96.75%/3.25% matching AIP funding is available.

In 2016 an economic impact study was conducted outlining the local and regional value that the base redevelopment would have. Of note the report reports of increased business investment in Sitka by air carriers and aviation support businesses associated

with a new seaplane base; revenue earned from use of A29 by Sitka-based aviation-related businesses, and increased revenues earned by those businesses associated with a new public seaplane base; and revenue earned from visitors to Sitka using A29 and increased visitor activity in Sitka associated with a new facility, such as increased spending in hotels, restaurants, shops, and on tours.

The delay in proceeding with this FAA funded project resulted in a significant shift of seaplane business from Sitka. This resulted in a loss of hundreds of flights each year to Sitka and the associated fees, lodging, supplies, etc. Remote lodges like Warm Springs Lodge now send clients to Juneau as their interim stop. The US Forest Service must use Ward Air as a their primary air transportation to remote locations at a significant increase in cost. NSRAA has also shifted all of their summer supply and staff transportation out of Juneau and Ward Air.

As a snapshot of recurring annual economic impacts:

Table 8
Recurring Annual Economic Impacts within the Sitka Borough
of a New Public Seaplane Base

	From Aviation Activity	From Visitor Spending	Total Impacts
Total Earnings by Sitka Businesses	\$580,897	\$234,878	\$815,775
Direct Impacts	\$429,396	\$168,000	\$597,396
Indirect Impacts	\$103,942	\$37,700	\$141,642
Induced Impacts	\$47,559	\$29,178	\$76,737
Earning Staying in Sitka	\$222,149	\$142,010	\$364,159
Payroll and Proprietor's Income	\$145,434	\$89,637	\$235,071
Rent, Royalties and Dividends	\$39,680	\$32,345	\$72,025
Local Fees and Taxes	\$37,035	\$20,028	\$57,063
Jobs (Full-time equivalent)	3.1	2.7	5.8
Percent Earnings Staying in Sitka	38.2%	60.5%	44.6%

Source: Southeast Strategies and IMPLAN, 2016.

To best understand the overall economic impact we encourage the review of the economic impact study.

Time has come again to renew the discussion and give direction to the city concerning what is potentially a vital link between Sitka and our rural neighbors.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members

From: Keith Brady, Municipal Administrator

Date: August 20, 2018

Subject: Discussion & Direction on land acquisition for the relocation and construction of the Sitka Seaplane Base (SPB)

Summary

We are looking for direction from the Assembly on whether or not to pursue the relocation, design, construction, and land acquisition of/for the new Sitka Seaplane Base (SPB).

The Updated Siting Analysis, dated November 2016 (see the link below) evaluates potential sites for the new SPB and finds, once again, the parcel at the end of Seward Street on Japonski Island is the best location, see page 45. This parcel is currently owned by the Alaska Department of Education (ADOE). <http://www.cityofsitka.com/government/departments/publicworks/documents/SitkaSitingAnalysis.FINALDRAFT.pdf>

In order to move forward with the SPB project the land must be acquired. I have spoken with the State and the State is willing to negotiate with CBS for the purchase of the property. Acquisition of the land is eligible for an AIP grant, which would require 6.25% CBS match. To determine the parcel value and purchase price, the FAA requires an appraisal performed by a certified appraiser to determine the Fair Market Value (FMV) of the parcel. FMV Land acquisition for the SPB is also possible through the \$1 billion AIP 2018-2020 Supplemental Appropriation – Airports, which provides 100% funding with no local match.

Some steps to consider if directed to pursue the seaplane base project:

- Prepare a resolution stating interest in and purpose of the property for assembly approval
 - Resolution would be used at the state level with the governor and state representatives
- Lobby our state governor and representatives to help acquire the property and
- Execute a letter of commitment for the purchase of the parcel at FMV between the CBS and the State of Alaska. This will be needed for the AIP grant for the Site Environmental Assessment & Seaplane Base Design, including permitting, surveys, and etc- the planning portion of the project.
- Pre-apply for grants from the *FAA Airport Improvement Program (AIP)* and prepare an application for the project to the *\$1 billion AIP 2018-2020 Supplemental Appropriation – Airports* for rural airports.

- These grants can be used for land acquisition, design, and building of the seaplane base

Federal (FAA AIP) grant timeline to keep in mind:

- Pre-application data sheet submitted in order to make it possible to apply for an FY19 AIP grant.
- AIP grant application due March-May 2019
- allocation of AIP grant money in summer of 2019
- To be considered for the \$1 billion AIP 2018-2020 Supplemental Appropriation, the Project Questionnaire is due to FAA October 31, 2018

A photograph of a seaplane on the water. The wing and landing gear are visible in the upper left. The water is blue with white foam from the plane's movement. The text is overlaid on the right side of the image.

Updated Siting Analysis

SITKA SEAPLANE BASE

November 2016



DOWL

UPDATED SITING ANALYSIS
SITKA SEAPLANE BASE
SITKA, ALASKA

Prepared for:

City and Borough of Sitka
100 Lincoln Street
Sitka, Alaska 99835

Prepared by:

DOWL
4041 B Street
Anchorage, Alaska 99503
(907) 562-2000

W.O. 62147

November 2016

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APPENDICES

Appendix A.....	Cost Estimates (2012)
Appendix B	Public Involvement
Appendix C	CBS Seaplane Base Ordinances
Appendix D	Request for Entry into the NPIAS-Sitka Seaplane Base
Appendix E	Economic Impact Study

LIST OF ACRONYMS

A29	Federal Aviation Administration Identifier for Sitka Seaplane Base
AC	Advisory Circular
ADEC	State of Alaska Department of Environmental Conservation
ADOL	State of Alaska Department of Labor
ADOT&PF	State of Alaska Department of Transportation and Public Facilities
AIP	Airport Improvement Program
APDES	Alaska Pollutant Discharge Elimination System
CBS	City and Borough of Sitka
FAA	Federal Aviation Administration
GA	general aviation
NPIAS	National Plan of Integrated Airport Systems
SEARHC	Southeast Alaska Regional Health Consortium
SIT	Federal Aviation Administration Identifier for Sitka Rocky Gutierrez Airport
SOA	State of Alaska
SPB	seaplane base
SSS	Sitka Sound Seafoods
TAF	Terminal Area Forecast
USEPA	United States Environmental Protection Agency

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1.0 INTRODUCTION

This report evaluates sites for a new seaplane base (SPB) to serve the community of Sitka through the 20-year forecast period and beyond. It documents existing conditions, forecasts future seaplane activity, determines seaplane facility requirements, and recommends a preferred seaplane facility site. It also establishes a purpose and need for the project that will serve as a guide for a future environmental assessment and detailed design investigations.

This document updates and expands upon the "Sitka Seaplane Base Master Plan" that was prepared for the City and Borough of Sitka (CBS) in 2002 and a subsequent update in 2012. It is based upon existing data, findings from field visits, interviews with local officials and seaplane users, public meetings, and input from the Sitka Port and Harbors Commission and the Federal Aviation Administration (FAA).

2.0 PURPOSE AND NEED

The proposed SPB improvements are intended to address the existing seaplane base's (FAA identifier A29) capacity, safety, and operational and condition deficiencies. Capacity concerns are evidenced by A29's recent full occupancy, a waiting list of seaplane owners who had been waiting two years or more to rent a slip, and interviews of seaplane pilots and businesses wanting to use a public seaplane base in Sitka. Safety concerns include concentrations of seabirds in and around A29's operating area, conflicts with boat traffic, lack of adequate taxi lane clearance between the SPB floats and neighboring Sitka Sound Seafoods (SSS) facility, and the submerged rock obstructions adjacent to the floats. Operational concerns include the lack of fueling facilities that requires seaplane operators to carry and dispense fuel from small containers, and inadequate vehicle parking. A29 is also unable to adequately serve commercial traffic because it lacks sufficient vehicle parking, on-site aircraft maintenance, a drive-down ramp to the floats, a passenger shelter, and equipment storage. A29 has been operating at its current site for 65 years and is at the end of its useful life. The timber floats are weathered, have lost their preservative treatment, and are losing their floatation capability. In January, 2016 the facility was temporarily closed because one pile supporting the transient float collapsed, damaging the transient float. A dive inspection showed significant pile section loss for another 3 piles. CBS expended approximately \$165,000 to repair and reopen A29 in Fall 2016. The repairs included sleeving the

piles with larger diameter piles, structural float repairs, and additional floatation for the floats. The repairs restored all of the 8 existing seaplane slips and they are available for lease and transient use.

3.0 INVENTORY

A29 is owned by the CBS. In 2015, A29 was listed in the FAA 2011-2015 *National Plan of Integrated Airport Systems* (NPIAS) as a general aviation (GA) Unclassified Airport because of a reduction in the number of based aircraft using A29. CBS has requested that A29's classification be upgraded to a higher NPIAS classification to increase its potential to receive FAA Airport Improvement Program Funding (see Appendix D).

A29's seaplane water operating area is located in Sitka Channel with an orientation of northwest/southeast between Baranof and Japonski Islands. The Alaska Supplement, a flight information publication issued by the FAA, lists the operating area as 4,000 feet long and 200 feet wide. Shoreline facilities consist of a three-float structure oriented parallel to Sitka Channel that accommodates 8 seaplane slips. A small transient dock with space for approximately 3 seaplanes was recently damaged when a support pile collapsed, and the transient dock was removed. Access to the floats from Katlian Street is provided by an elevated gangway and ramp. A screened gate on the walkway with a combination lock provides security. Parking space for two vehicles is available on Katlian Street. Electrical power is available on the floats, but there are no on-site fueling facilities, lease lots, storage areas, nor a seaplane take-out ramp.



Figure 1: Existing Sitka SPB Looking North

The SPB is located between a storage building and dock on the north side and the SSS fish-processing facility to the south. The outfall from the processing facility is in the channel. Fish waste in the outfall attracts seagulls which congregate in the channel immediately adjacent to the SPB. Seagulls often roost on the SPB floats and on parked aircraft. The seabed is rocky with a shallow slope. The Harbormaster's Office reports that slip users prefer slips on the "outside" of the floats (i.e., on the channel side rather than the shore side of the float) because, during low tides, maneuvering room on the shore side of the floats is limited by exposed rocks.

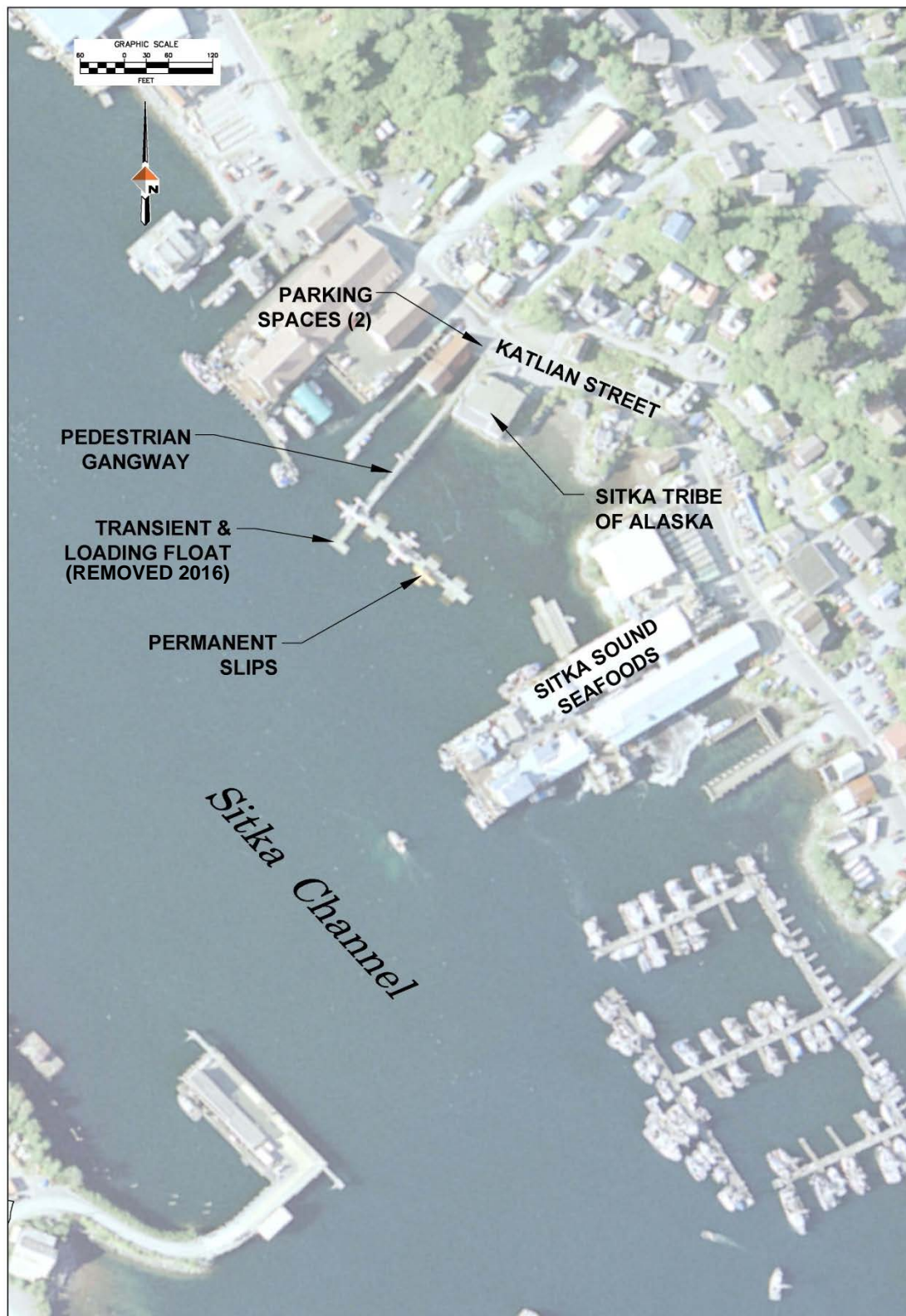


Figure 2: Existing Sitka SPB (A29)

There are no public SPB facilities available in Sitka for the moorage of seaplanes in commercial use with straight (non-amphibious) floats. A 1996 CBS Ordinance 96-1366, Section 13.10.190 *Airplane Float*, prohibited commercial use of the A29 except for picking up passengers, and only minor aircraft maintenance--work that can be accomplished in less than 24 hours--was allowed. This ordinance was superseded in 2005 by Ordinance 05-18, which allows commercial use of the SPB with the Harbormaster's approval (see Appendix C). Commercial operations have generally not been approved due to the space limitations of A29 and high demand for slips by non-commercial operators.

4.0 AVIATION FORECAST UPDATE

This section updates the aviation forecast contained in the 2012 "Siting Analysis - Sitka Seaplane Base". The following analysis is consistent with the process recommended in FAA Advisory Circular 150/5067-6B, a supplemental FAA guidance document titled Forecasting Aviation Activity by Airport (2001), and Airport Aviation Activity Forecasting: A Synthesis of Airport Practice, published by the Transportation Research Board in 2007.

Information considered for this update includes the forecasts from the 2002 "Sitka Seaplane Base Master Plan" and the 2012 "Siting Analysis – Sitka Seaplane Base" report, interviews with seaplane operators and CBS staff, an examination of local and regional economic and demographic trends, and comparisons with other local and regional aviation forecasts. A summary of these interviews can be found in Appendix B. Forecasts for low, medium, and high activity growth scenarios are shown in Section 4.6.

4.1 Historical Aviation Data

FAA Terminal Area Forecast (TAF): The FAA TAF contains estimates of historical aviation activity data and FAA's forecasts for airports receiving FAA and contract tower services. For non-towered facilities like A29, historical activity data is estimated by FAA staff from various sources, including information supplied by the airport owner. The TAF is often not accurate or up to date for small lower activity airports but, for many airports, it is the only airport use data that the FAA has.

As shown in the table below, the TAF shows operations at the seaplane base have remained steady over the past five years while based aircraft have declined. As discussed elsewhere, the recent decline in based aircraft is largely due to the poor condition and lack of amenities at the 38-year-old facility.

Table 1: FAA TAF for Sitka Seaplane Base

	2010	2011	2012	2013	2014
Based Aircraft	9	9	9	6	6
Annual Aircraft Operations	4750	4750	4750	4750	4750

Source: FAA Terminal Forecast for A29, 2016

4.2 Previous Sitka SPB Forecasts

Sitka Seaplane Base Master Plan: The 2002 "Sitka Seaplane Base Master Plan" noted that A29 was used most heavily in the summer (June to September) and that two local commercial charter operators (Harris Aircraft Services and Air Sitka) used seaplanes, although neither based their operations from the CBS facility. In 2002, the existing 8 slips were fully leased and there were 7 people on the waiting list. The master plan recommended a facility sized to accommodate a moderate growth scenario including commercial seaplane operations, with a short term (within 5 years) need for 13 slips, and a long-term (20 years) need for 15 slips. Further, the plan recommended the identification of a site with the flexibility to accommodate 20 slips to allow for a potential greater increase in demand.

Siting Analysis – Sitka Seaplane Base: The 2012 report forecasted growth in seaplane commercial activity based on a healthy local economy, particularly the fishery and tourism sectors, the existing seaplane base waiting list, and user interviews indicating unmet demand for private and commercial seaplane parking. In 2012, the existing 8 slips continued to be leased and there still was a waiting list. Users reported that a new facility in better condition, in a better location, with more amenities like parking and fuel, and with more seaplane parking would see significantly more use. The Siting Analysis recommended a location sized to accommodate 14 parking positions for based aircraft and 3 to 5 transient positions through 2016, with the flexibility to accommodate an additional 5 slips for based aircraft in the long term.

4.3 Updated Sitka SPB Forecast Data

Existing Based Aircraft: While three years ago all eight aircraft parking slips were occupied, by 2015 based seaplanes had declined to six aircraft and in January, 2016 the facility was temporarily closed due to damage to the floats. Interviews with local pilots indicate that concerns about the condition of the facility and the potential for damage to based aircraft have been a concern for over 10 years, leading to decreased use of the facility. Pilots also suggest that additional seaplane operators would lease slips at A29 if additional capacity and services were available, and if operational issues with rocks, birds, and boat conflicts were addressed.

Fleet Mix: Based on telephone interviews with regional commercial seaplane operators located within and outside Sitka and with local recreational GA seaplane operators, aircraft operating at A29 prior to its closure were primarily a mix of small single-engine aircraft such as the Cessna 180/185/206 and the deHavilland DHC-2 Beaver. This agrees with the based aircraft assessments in the 2002 Master Plan and the 2012 Siting Study. During the site visits, anecdotal information was offered that in recent years fewer Beavers utilized the facility due to a loss of buoyancy on the SPB's floats that made it difficult to get these larger aircraft out of the water once in the slip. There was also support among local pilots for designing a facility to accommodate some commercial use by the deHavilland DHC-3 Otter.

4.4 Updated Socioeconomic Data

Sitka is the third largest community in Southeast Alaska. It enjoys one of the most diversified economies in Alaska, composed of commercial fishing and fish processing, health care, cruise ship and independent tourism, education, and government. Sitka has two hospitals (Sitka Community and Sitka SEARHC). State and federal government agencies, such as the United States Forest Service, maintain offices in Sitka. Coast Guard Air Station Sitka, located just west of the city center on Japonski Island, is manned by 20 officers and 100 enlisted personnel.

The State-owned Sitka Rocky Gutierrez Airport (SIT) on Japonski Island has a 6,500-foot-long by 150-foot-wide paved and lighted runway. In addition to daily jet service, several scheduled air taxis, air charters, and helicopters routinely operate there. A seaplane takeout ramp for moving seaplanes from the water to land is available to facilitate maintenance and float-wheel changeovers. However, aircraft operators expressed reservations about using the takeout ramp

because of tidal constraints and because it required taxiing in the open ocean, and arranged escorts through the Aircraft Operating Area of SIT. One fixed base operator (Harris Air) with amphibious float-equipped aircraft (DHC-2 Beaver and Cessna 185) is located on the airport. Although not its primary use, the Harris Air Beaver is equipped to perform as an air ambulance.

The CBS operates five small boat harbors with 1,325 boat stalls and the SPB and other marine facilities. There is a breakwater float adjacent to Thomsen Harbor that provides transient moorage space. Boat launch, haul-out, boat repairs, and other services are offered in Sitka. Some cruise ships anchor in Crescent Bay and lighter visitors to shore. However, a privately-owned deep draft dock was completed in 2010 and now receives the majority of cruise ships. The Alaska Marine Highway System (state ferry) has a docking facility. The ferry serves Sitka several times a week with a 6-hour run to Juneau by fast ferry and 12-hour run by regular ferry. Freight arrives primarily by barge and cargo plane.

Table 2 shows the recent performance of several indicators of the health of Sitka's economy.

Table 2: Sitka Economic Indicators 2010-2014

	2010	2014	Change 2010-14
Population	8881	9061	2%
Total Seafood Employment	421	648	54%
Total Seafood Employment Earnings	\$15,943,670	\$29,910,590	88%
Other Maritime Wages	\$7,074,209	\$14,000,979	98%
Construction Employment	196	286	46%
Construction Wages	\$12,620,024	\$21,927,256	74%
Total Visitor Industry Employment	530	670	26%
Total Visitor Industry Wages	\$12,422,985	\$18,283,024	47%

Source: Rain Coast Data, 2015

Seafood, construction, and the visitor industry are healthy and growing sectors of Sitka's economy that depend on the aviation industry to move tourists, construction workers, fishermen, year-round residents, and freight to remote locations. Many of the remote locations are lodges, construction sites, fishing boats, canneries, and hatcheries that are only accessible by seaplanes or boats.

The Alaska Department of Commerce, Community, and Economic Development (DCCED) report *Alaska Visitor Statistics Program VI, Interim Visitor Volume Report, Summer 2015* found that on a statewide basis, visitor volume was up by 7 percent in 2015 due to increases in air and cruise ship travel. Domestic airline passengers exiting Alaska through Sitka Rocky Gutierrez Airport increased by 16% between the 2014 and 2015 summer tourist seasons. Cruise ship passenger counts have increased every year since 2010 and are expected to top the 1 million mark statewide in 2016. The Alaska Travel Industry Association predicts tourism will continue to grow in 2016. According to Cruise Line Agencies of Alaska, the number of cruise ship passengers traveling through Sitka is expected to increase to about 158,000 in 2017, which represents a 76% increase in three years (Alaska Public Media, September 16, 2016). They also said that there are not enough seaplane operators in Sitka to serve the current demand for flightseeing.

According to the Alaska Department of Labor (ADOL) *Alaska Population Projections 2012 - 2042*, Alaska's statewide population is projected to continue increasing, although as Alaska's population ages in the coming years, annual growth is expected to slow. This general growth trend is anticipated for all of Alaska's regions except Southeast. All of the boroughs/census areas of the Southeast Region are expected to experience net outmigration strong enough to limit any population growth. According to the ADOL 2012 to 2042 population forecast, the population of the CBS will experience a slight decline to 8,724 by 2032, although the report acknowledges that "users of this data should be aware that there is a high degree of uncertainty regarding the future of these area populations. Countless factors could sway many of these populations dramatically."

According to the FAA, Sitka has the fourth largest number of general aviation aircraft and pilots in Southeast Alaska; only Juneau, Haines, and Ketchikan have more aircraft and pilots. In 2015 Sitka had 54 planes and 49 certified pilots. Many of Sitka's pilots are floatplane rated.

Interviews with local pilots, business owners and staff at CBS and the SEARHC Hospital, indicate that throughout the year, traffic using A29 came from dozens of communities and lodges and a network of other SPBs on Baranof, Chichagof, and Catherine Islands. Communities served by seaplanes that are nearest to Sitka include Angoon, Pelican, Tenakee Springs, and Port Alexander. Other communities outside the immediate area are also served from Sitka. In all,

there are 41 registered seaplane bases in Southeast Alaska, most which receive some floatplane service from Sitka. Some are owned by the Alaska Department of Transportation and Public Facilities while others are owned by local governments, federal agencies, and a logging company.

According to the Sitka Flight Service web site “There are 14 public use seaplane bases, in the Sitka flight plan area, not to mention the thousands of picturesque bays, coves, and lakes that are frequented by float plane pilots.”

A list of SPBs within 100 miles of Sitka follows. Also shown are those seaplane bases that have air service from carriers receiving an Essential Air Services program subsidy.

Table 3: Seaplane Bases Within 100 Miles of Sitka

SPB Name	NPIAS?	Distance to Sitka	Essential Air Service Subsidy?
Angoon SPB	NPIAS	43	Yes
Baranof Warm Springs SPB	NPIAS	20	
Elfin Cove SPB	NPIAS	88	Yes
Excursion Inlet SPB	NPIAS	95	Yes
False Island SPB	non-NPIAS	33	
Funter Bay SPB	NPIAS	82	Yes
Hawk Inlet SPB	non-NPIAS	78	
Kake SPB	non-NPIAS	53	Yes
Pelican SPB	NPIAS	70	Yes
Port Alexander SPB	NPIAS	63	Yes
Port Armstrong SPB	non-NPIAS	59	
Port Walter SPB	non-NPIAS	54	
Saganaw Bay SPB	non-NPIAS	46	
Taku Harbor SPB	non-NPIAS	82	
Tenakee SPB	NPIAS	50	Yes

The listed facilities are located in small remote communities. While many of the communities in the northern part of Southeast Alaska have land runways and seaplane bases many more small communities in the southern part of Southeast Alaska only have seaplane bases. Within this sub-regional network of airports, A29 has served as a hub facility offering access to hospitals, retail outlets, and a connection to the statewide aviation system through Sitka Rocky Gutierrez Airport.

In addition, A29 serves commercial and private seaplane aircraft that are transiting from the continental United States or Southeast Alaska to Southcentral and Western Alaska, particularly during the summer months.

4.5 Forecast Methods

While there are several techniques described in the FAA AC that are acceptable for forecasting aviation activity at a specific airport or seaplane facility, forecasts at larger busy airports use mathematical techniques such as regression or share analysis that rely heavily on a baseline of historical statistical data that is not available for A29. This analysis will consider local socioeconomic conditions and comparisons with other forecasts, with special emphasis given to interviews with regional and local seaplane operators.

4.5.1 Comparisons With Other Local and Regional Aviation Forecasts

Two aviation activity forecasts contain aviation forecast data for the Sitka area - the *Southeast Region Aviation System Plan* (ADOT&PF, 2008), and the *FAA TAF 2010 Scenario* (FAA, 2006). Neither provide an in-depth view of A29, but their findings have been considered. These forecasts rely on historical activity data for the SPB to establish trends for the future. Since the capacity of the SPB has been constrained for many years by a lack of space and restrictions on commercial activities, historical data does not accurately reflect actual demand.

Southeast Region Aviation System Plan: According to this 2008 *Regional Plan*, A29 is one of 41 registered SPBs in Southeast Alaska and is likely one of the top five busiest in terms of operations. This includes both public and privately-owned facilities. There are a number of other unregistered seaplane landing areas in Southeast that receive charter and scheduled air service, including numerous lodges and logging and mining camps. The *Regional Plan* anticipated that, although scheduled aviation activity at Sitka Rocky Gutierrez Airport and other airports in the region was expected to be stagnant or show a slight decline in response to increased fuel prices, a lackluster regional economy, and population outmigration, activity at A29 was likely to increase by an unspecified amount as air taxi activity grows to take up some of the demand previously served by scheduled carriers. However, as mentioned in Section 4.4, more recent assessments of economic conditions, population growth, and aviation activity for the area are considerably more optimistic. For example, as noted in the DCCED report, rather than

decreasing, passenger traffic through the Sitka Rocky Gutierrez Airport increased by 16% between the 2014 and 2015.

FAA TAF 2010 Scenario for A29: The 2015-2040 forecast developed by the TAF for A29 shows no growth throughout the forecast period. Activity is estimated to level out at 4,750 annual operations at the existing facility.

These prior forecasts do not offer strong insights into future activity levels. These forecasts are dated and are heavily influenced by trends and assumptions established through historical performance. The regional economy has rebounded from lows experienced in 2007-2008. As shown in Section 4.4, the visitor, fisheries, and construction industries in particular are very strong and growing in Sitka, showing double digit growth over the last four years. According to the International Air Transport Association (IATA), the recent sharp drop in oil prices and robust demand for travel are expected to boost demand for air travel, with growth of 6.9 percent expected next year, the best since 2010 and well above the 5.5 percent trend of the past 20 years.

Furthermore, historical usage for the A29 has been flat (no growth) because usage has been constrained by a lack of SPB facilities, lack of amenities like fuel and parking, and the poor condition and location of the SPB. In cases where usage trends have been influenced by supply constraints (i.e. a lack of, or a shortage of, SPB facilities) and condition constraints, the forecasts cannot be expected to accurately describe the activity (demand) that might occur if those supply and condition constraints did not exist.

4.5.2 User Interviews

In order to determine the level of demand for a new Sitka SPB, interviews were conducted with pilots operating seaplanes locally and in the Southeast Alaska Region. In January and February 2016, 38 seaplane pilots and seaplane businesses were contacted to learn more about why the current facility was seeing declining use, whether seaplane operators would use a new facility, and to determine what amenities would be needed in a new seaplane base. While many of the pilots and businesses interviewed were located in Sitka, others were in Juneau and Ketchikan and at remote lodges in the region that depend on seaplane facilities to access Sitka. A copy of the interview results can be found in Appendix B.

The first question asked of those interviewed was, if a new seaplane base was built by 2020, would you use it? If so, what type of use and number of aircraft? Of the 38 pilots and businesses interviewed, 33 said they would use a new seaplane base in 2020, 1 said maybe, and 4 said they would not use the seaplane base.

Of the 33 who said they would use the new seaplane base, 19 said they would base aircraft at the new seaplane base and 15 said they would operate on a transient basis. Some said they would operate both based and transient aircraft. Those who said they would base aircraft at the facility indicated that they would operate 25 - 30 aircraft at the new SPB. 25 of the 38 interviewed said they had previously used A29. The table below recaps the results of the interviews.

Table 4: Sitka Seaplane Base Interviews Summary of 2020 Demand

	Based	Transient
Commercial	4	9
Commercial & Recreation	5	2
Recreation	9	2
Government	1	2
Total	19	15
Number of Aircraft	25 - 30	16

Potential commercial users indicated that basing commercial aircraft at the SPB would be highly dependent on the extent to which amenities like vehicle parking, fuel, fresh water, and space for aircraft maintenance are provided. Only fresh water is currently available at A29. Aircraft maintenance and fueling is available at the nearby SIT, but the use of that facility requires operating with amphibious floats or landing in the open ocean. Ocean landings are only possible at limited times during favorable winds and tidal conditions. Floatplanes must also navigate a rocky area to access a seaplane haulout and arrange an escort by the Alaska DOT&PF to cross the SIT runway and access an aircraft parking apron. Commercial users indicate this unreliable and time-consuming access to SIT is not practical for commercial seaplane operations.

A few commercial seaplane operators who currently operate at SIT with amphibious floats indicate that they would switch to straight floats and move their floatplane operations to the new Sitka seaplane base. The opportunity to switch to straight floats is attractive to commercial operators because aircraft fitted with heavy amphibious floats burn more fuel, are slower, and

can carry less payload than aircraft flying with straight floats. This is why over 75% of all private seaplanes in Alaska are on straight floats. The reduced takeoff performance with amphibious gear also prevents access to many lakes local pilots access from Sitka. Many of the smaller aircraft have such a small useful load on amphibious gear so as to make it impossible to carry an adult passenger with enough fuel for a typical flight.

Most of those surveyed had used A29 in 2015 or sometime during the past 10 years. Former seaplane base users who left A29 reported that they:

1. Bought amphibious floats and based their aircraft on the nearby Sitka Airport
2. Moved their aircraft to Juneau or other less convenient seaplane bases outside of Sitka
3. Operated with wheeled aircraft in Sitka
4. Operated on a limited transient basis from the private seaplane float (which may not be available in the future as that property is for sale)
5. Sold their floatplanes

Most former A29 users and waitlisted slip applicants said they would use the new SPB if it was built. Some indicated they would convert from amphibious floats back to straight floats because of the higher costs of owning and operating amphibious aircraft. Former A29 users who moved their floatplanes to Juneau said they would move them back to Sitka, closer to where they live and fly. Several who are now operating on wheels or no longer own floatplanes said they would convert back to floats or buy a floatplane. Transient users, several who currently use the private seaplane dock, noted that the private dock was for sale and its future availability was uncertain.

Not all potential seaplane base users were able to be contacted for this study. Other potential users who operate floatplanes in the region - government agencies such as the US Fish and Wildlife Service and Alaska State Troopers, some of the floatplane businesses and lodges in the region who were not contacted, and some private wheeled and floatplane owners in Sitka who were not available for interviews - would also likely be interested in basing floatplanes at a new seaplane facility or for transient use.

4.6 Sitka Seaplane-Based Aircraft Forecast

Sitka's seaplanes are very important to the social and economic fabric of this coastal region's remote communities, lodges, recreation areas, hatcheries, and fishing fleets. Primary uses of seaplanes are for:

- **Community access** to small outlying communities that depend on seaplane access to Sitka for medical services, shopping and to access the paved SIT. As noted above, many of these communities have subsidized Essential Air Service.
- **Government agencies** such as the US Forest Service, US Fish and Wildlife Service, Alaska Department of Fish and Game, Alaska State Troopers, and the Civil Air Patrol require seaplanes to access remote communities and resources. Aircraft of these agencies generally operate or prefer to operate from straight floats (versus amphibious gear) because:
 1. many of their aircraft can only be configured with floats;
 2. they need the efficiency, performance, and payload capability of operating with straight floats;
 3. they need to reach remote locations only accessible by water; and
 4. seaplanes with straight floats operate better at low altitudes around terrain and meandering rivers and coastlines. These straight float aircraft must park on water at a float, preferably on a SPB with fuel available.
- The **US Forest Service** has contract seaplanes in Sitka every summer. There currently is no seaplane float for them to dock that is designed for seaplanes of their size. They use a Forest Service boat float as an interim solution, but it is only available for seaplanes when there are no boats and it does not have aviation fuel. Their contractors would use a new Sitka SPB on a transient basis and/or a Sitka based contractor could base his seaplane at the new SPB instead of a Juneau contractor at a more distant and less efficient base 80 miles away in Juneau.

- The **US Fish and Wildlife Service** contractors fly biologists along Southeast Alaska coastal areas to conduct annual marine mammal surveys. They also use the Forest Service boat float when it's available. Because there is no fuel they must adjust their operations and fly to Juneau or other locations for fuel. Like the Forest Service, their contractors would likely use the new Sitka SPB with transient and/or based aircraft, especially if fuel were available.
- The **Alaska Department of Fish and Game** contractors have rented space at A29 for over 2 decades. They must operate from straight floats (not amphibious gear) so that they can carry sufficient fuel for the distances flown and so they can fly at low altitudes to conduct stream surveys. They fly stream surveys 3 – 4 times per week during pink and chum salmon runs. Their findings are used to determine the number of fish that are reaching spawning areas, and consequently when fishing periods should be opened or closed. These fisheries could not be authorized without their fish surveys.
- The **Alaska State Troopers** fly seaplanes with straight floats from Hoonah, covering a large geographic area. They would likely use a new Sitka SPB on a transient basis to refuel their aircraft instead of having to transport and reposition fuel into remote areas.
- The **Civil Air Patrol** operates a straight De Havilland DHC-3 Beaver in Sitka from A29 when conducting search missions for downed aircraft.
- **Sitka's large fishing industry** (1,300 boat slips in Sitka) is supported by seaplanes that are used to spot fish, deliver employees and materials to remote marine locations, serve fish hatcheries, and provide emergency rescue. Aviation support for the fishing industry is vital to Sitka, because of fisheries' large and growing importance to the Sitka economy.
- **Tourists** accessing lodges or flightseeing, hunting, fishing, and hiking. Similar to fishing, tourism is a major growing employer in Sitka and visitor employment has grown by 26% over the last 4 years while wages have grown by 47% to over \$18 million per year.
- **Medical** evacuations and transport of medical personnel to remote communities and other marine locations. According to the Chief Flight Nurse for Mt. Edgecumbe Hospital,

approximately 40 seaplane medevac operations per year come to the hospital. Currently these are primarily handled by amphibious aircraft from the Sitka Airport but a new Sitka SPB would be more attractive for medivacs to communities like Angoon, Pelican, Port Alexander, and Elfin Cove that are only accessible by seaplanes. As noted earlier a seaplane operating with straight floats from a new Sitka SPB would be faster, more efficient, and less expensive compared to flying with amphibious gear from the Sitka Airport.

- **Regional aviation services** are provided in Sitka for seaplanes that are transiting between the Lower 48 states and other seaplane hubs in Southeast Alaska, Anchorage, and Interior Alaska. Sitka's geographical position and regional services makes it an attractive refueling and service hub for transiting seaplanes.
- **Recreational flying** by private seaplane pilots, both local and from outside the region. Sitka resident pilots want to access the unique fresh and saltwater recreation areas that surround them. Sitka has the fourth largest number of general aviation aircraft and pilots in Southeast Alaska.

Table 5 shows Low, Medium, and High growth forecasts for SPB activity for the 2016 – 2036 planning period. The 12 based aircraft demand in 2016 reflects the 8 slips that were leased in 2012, plus 4 seaplanes that were on a waiting list. This 2016 forecast is unconstrained by facility limitations and represents expected demand if there were enough parking spots at the existing SPB. This may underrepresent actual demand, since interviews with seaplane operators indicated that, due to the deteriorated condition of the nearly 40 year old facility, some had already moved operations from A29 or were otherwise disinclined to apply for the waiting list. A29 is also not well suited to the needs of commercial operations due to its small size and poor condition, lack of uplands for fuel facilities, maintenance and vehicle parking, and conflicts with adjacent land uses, boats and birds, etc.

The Low Growth forecast assumes current demand remains relatively unchanged, only growing at the 1% forecasted rate of 2012-2042 statewide population growth. It does not consider the growth in SPB demand expressed by existing and potential users and others in the interviews.

The Medium and High forecasts are primarily based upon interviews of local residents, regional seaplane operators, cruise ship interests, and other stakeholders. The Medium forecast assumes that the low range of based aircraft demand expressed in the interviews is accomplished by the year 2036 when 25 seaplanes would be based at a new SPB. The High forecast assumes that the high range of based aircraft demand expressed in the interviews is accomplished by the year 2036 when 30 seaplanes would be based at a new SPB. While the interviews indicated this level of based aircraft would be expected by 2020, this forecast takes a more conservative approach, and estimates that level of demand by 2036.

In both the Medium and High forecasts it is assumed that growth would be greatest in the early years, after a new SPB is built with more amenities and seaplane parking. It also assumes some of the commercial use would take longer to implement than was expressed in the surveys due to the lead times required to start up new businesses, move assets (aircraft, maintenance equipment, etc.) from other markets, or to obtain financing to acquire aircraft and/or construct hangars, storage, or office facilities.

Table 5: Low, Medium, and High Aircraft Activity Forecasts

Aircraft Operations	% Annual Growth	2015 (Base)	2016	2021	2026	2031	2036
Low Forecast	1.00%	4,750	11,400	11,982	12,593	13,235	13,910
Medium Forecast		4,750	11,400	19,000	20,900	22,800	23,750
High Forecast		4,750	11,400	20,900	23,750	26,600	28,500

Based Aircraft	% Annual Growth	2015 (Base)	2016**	2021	2026	2031	2036
Low Forecast	1.00%	5	12	13	13	14	15
Medium Forecast		5	12	20	22	24	25
High Forecast		5	12	22	25	28	30

** 2016 forecast assumes no constraints due to facility limitations and represents expected demand if there were enough parking spots at the existing SPB.

The following is a discussion of factors that were considered that would influence seaplane base demand in either a positive way or negative way.

Factors That Could Increase Seaplane Base Demand:

- As the State of Alaska reduces ferry service, primarily because of budget constraints, some existing ferry users may instead fly from SIT or the new seaplane base.
- The oil price drop between 2014 and 2015 will moderate some in later years, but is still expected to be negative in terms of real (inflation-adjusted) dollars in the long term. Low fuel costs positively impact air carriers in the region, and the lower costs may result in decreased air fares, which would tend to increase the demand for air travel. In addition, as fuel costs in rural Alaska fall, more disposable income will be available to rural residents that can be used for travel.
- The worldwide economy is improving, although slowly, but is still susceptible to shock and changes in direction.
- Concerns about the safety of international destinations have increased travel to destinations like Alaska that are considered safer.
- The ecotourism and outdoor recreation sector in Alaska has been growing. As the national economy improves, recreational trips increase. Air activity associated with ecotours, recreational fishing and hunting, and remote lodge and cabin visits increase. Cruise ship travel is increasing, and local representatives of the cruise ship industry indicate that the demand for flightseeing opportunities based in Sitka currently outstrips the ability of local operators to provide services.
- As noted in Table 2, the fishing industry is strong and growing in its importance, creating disposable income for seaplane flying as well as creating demand for commercial flights to remote hatcheries, fishing boats, and processors.
- Developing aviation technology is allowing flight in weather and light conditions that have in the past been marginal.
- Government use of seaplanes for fisheries, wildlife management, forestry, law enforcement, and health care will likely continue and may expand in the future.
- The extent to which the new SPB has facilities important to commercial SPB users: fresh water, electricity, vehicle parking, transient aircraft parking, aircraft maintenance, and a haul-out ramp, will greatly influence the amount of future demand by commercial users.

Factors That Could Decrease Seaplane Base Demand:

- Continued tightness of the Federal and State government budgets may mean less funding and services flowing to rural areas.
- Mineral exploration activity in Alaska will slow with lower metal prices. Some of that activity takes place in Southeast Alaska.
- According to an annual survey of General Aviation (GA) and air taxi operators performed by the Federal Aviation Administration, the number of active GA and AT aircraft in Alaska has declined over time, as has the average number of hours flown by those aircraft.
- Many of the aircraft used in Alaska for air taxi and GA operations are old, and no longer manufactured. Replacement aircraft are much more expensive, and parts for the older aircraft are getting scarce. This will increase the cost of operating GA and air taxi aircraft in the future.
- The number of certified pilots in Alaska has declined in recent years.

5.0 FACILITY REQUIREMENTS

This section identifies a set of SPB requirements will meet anticipated demand during the 20-year planning period. These requirements are based upon the planning criteria in FAA Advisory Circular AC 150/5395-1 "Seaplane Bases." These criteria can be grouped into the following three categories - each designed with a "Critical Aircraft" in mind:

- Water Operating Area
- Seaplane Docks
- Landside Facilities

To provide reasonable assurance that future needs can be accommodated without initially committing financial resources to a full build-out, it is recommended that a combination of the low and medium growth forecast be used, with initial construction of seaplane float slips for 14 based seaplanes, 3 to 5 transient seaplanes on the float, and parking for 2 land-based seaplanes to be built by 2021. Much of this demand will depend on the ability to provide amenities needed by

commercial users. Float designs should allow for phased expansion, perhaps at 5-year intervals, as demand materializes and future needs can be more accurately assessed. The facility should be designed to allow for future expansion for up to 25 based aircraft over the 20 year planning period.

Critical Aircraft: A Critical Aircraft, also known as the Design Aircraft, serves as the basis for project design. The Critical Aircraft is defined as the most demanding aircraft expected to use the facility on a regular basis, although smaller aircraft may also operate there. Although the largest commercial seaplane to use Sitka Channel in recent times was the deHavilland DHC-3 Single Otter, this currently occurs infrequently. The largest aircraft recently operating at the SPB is the deHavilland DHC-2 Beaver, although traffic more frequently consists of Cessna 206 (C-206) and 185 (C-185) type aircraft. This project's Critical Aircraft is the DHC-2 Beaver, although the SPB's design should accommodate a mix of DHC-2, C-206, and C-185 type aircraft with the ability to handle several DHC-3 Single Otters by commercial users.

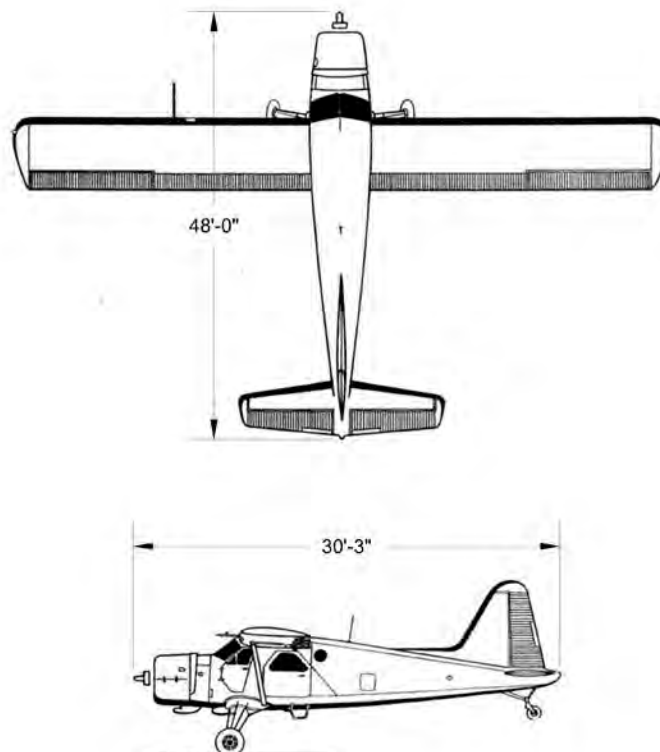


Figure 3: deHavilland DHC-2 Beaver Dimensions

Water Operating Area: The water operating area consists of that part of the SPB used for landings, takeoffs, taxiing, and turning aircraft on the water. Approaches to and departures from the water operating area should be away from established shipping and boating lanes whenever possible. The approach and departure pathways should avoid populated areas and structures along the shore. Obstructions to air navigation should be removed or marked in accordance with FAA standards and procedures.

The location of areas that attract birds should be noted and avoided when possible. According to AC 150/5200-33B Hazardous Wildlife Attractants On or Near Airports, the FAA recommends a separation distance of 5,000 feet between airports serving primarily piston-powered aircraft and hazardous wildlife attractants such as waste management or disposal facilities.

Landing and takeoff areas should be located where water currents do not exceed 3.5 miles per hour. Water surface conditions should be moderately disturbed (i.e., not "glassy"), but areas where large swells exist should be avoided. Areas where floating debris could be encountered should also be avoided.

A water operating area of at least 3,500 feet by 300 feet with 40:1 departure approaches is recommended for seaplane bases with limited commercial operations. For extensive commercial operations, a 5000 feet by 500 feet water operating area with a 40:1 approach is recommended. The water operating area should be oriented to maximize wind coverage. A depth of 6 feet is recommended, although a minimum depth of 3 feet is adequate for single-engine operations. A turning basin should be located at each end of the water operating area. A minimum of 50 feet should be provided between the side of the basin and the nearest obstruction.

The 4,000-foot-by-200-foot water operating area described in FAA's Alaska Supplement for A29 meets the length criteria but not the width criteria for seaplane bases with limited commercial operations. However, the water operating area must be used with due consideration of the boat traffic and wildlife hazards (seagulls) that also exist in the channel.

A taxi channel providing direct access to the seaplane dock should be at least 125 feet wide, although 150 feet or more is desirable. A minimum of 50 feet should be provided between the side of the channel and the nearest object.

Seaplane Docks: A seaplane dock is required to allow transient seaplanes to be serviced, loaded, unloaded, and moored without removing the aircraft from the water and to allow based seaplanes to be removed from the water for long-term parking and storage, washing, and maintenance. The dimensions of the docks should be suitable for 13 Cessna 206 and Beaver sized seaplanes with wingspans up to 36 feet and 48 feet, respectively and 1 single Otter with a wingspan of 42 feet. Parked aircraft should have wingtip to wingtip separations of 10 feet. The slips should be designed with tilt ramps that allow the seaplane floats to be brought completely out of the water to reduce saltwater corrosion and facilitate wash-downs and inspections.

A transient dock for 1 Single Otter aircraft and 4 Beavers should also be provided with a design length of 42 feet for the Otter, 30 feet for the Beaver plus 20 feet both fore and aft for each position where transient aircraft are to be moored parallel to the dock.

Gangways should connect the dock to a pier or the shore. Gangways should be designed at least 6 to 8 feet wide to enable baggage carts or other freight and equipment to pass. Single-lane vehicular or "drive-down" ramps should be 10 feet to 12 feet wide, but may be 18 feet wide if they incorporate a pedestrian walkway. Commercial users and some non-commercial users prefer vehicular gangways for 4 wheelers or preferably for trucks to facilitate the transfer of passengers, baggage, equipment, and freight. Handrails should be provided on both sides. A slope of 2.75:1 is typical. If vehicular gangways are not practical, pedestrian gangways should be designed to satisfy requirements of the Americans with Disabilities Act.

Fresh water, electricity, lighting, and fueling should be included in the seaplane dock design.

Landside Facilities: Commercial seaplane operators have indicated that on-site aircraft maintenance facilities would be needed if the facility is to serve commercial seaplane traffic, particularly for those businesses with more frequent operations and a frequent need for servicing aircraft. Hauling out seaplanes at the Sitka Airport is not dependable enough because it is located in unprotected ocean, is only available in certain tidal conditions, and it requires an escort by Sitka Airport staff to cross the Sitka Airport runway with a trailered seaplane. A haul-out ramp should be provided at the seaplane base to facilitate removal of seaplanes from the water to land for maintenance and storage, if site conditions allow. A service apron with space for tie downs and lease lots would require at least ½ acre to 2 acres. The availability of uplands for an apron

and tie-downs at the three alternative SPB sites under consideration is constrained by existing development or topographic challenges. Floating hangars are another less desirable option that could be considered. Parking of at least 2 based seaplanes on landside property is assumed, most likely for commercial use.

Initial parking for 12 vehicles and long-term parking for up to 15 vehicles should be provided on the side of the access roadway or in a dedicated parking lot. A 9-foot-by-18.5-foot parking area should be provided for each vehicle. According to FAA design guidelines, the number of parking spaces required should be approximately equal to the number of peak hour passengers multiplied by 1.5. Estimating the number of peak hour passengers 20 years in the future for a facility that does not currently accommodate commercial seaplane operations is difficult.

A fuel storage facility and a piped delivery system should be provided as well as the ability for a local vender to deliver fuel by truck.



Figure 4: Floating Hangar - Petersburg

6.0 ALTERNATIVE SITES

6.1 2002 Study

As explained previously, the evaluation of sites builds upon the siting analyses presented in the "Sitka Seaplane Base Master Plan" (HDR, 2002). The 2002 plan evaluated twelve alternative sites for their ability to safely accommodate anticipated demand and resolve deficiencies at A29. The sites considered were:

- Charcoal Island
- Jamestown Bay
- Sawmill Cove
- Herring Cove
- Starrigavan Bay
- Thomsen Harbor/Turnaround area
- Sitka Rocky Gutierrez Airport lagoon
- Former Safe Harbor site next to Japonski Island
- Work float site to Japonski Island
- Site near Mount Edgecumbe High School on Japonski Island
- Site west of Southeast Alaska Regional Health Consortium (SEARHC) on Japonski Island
- A29 site in Sitka Channel



Figure 5: Previously Evaluated Sites

Sites determined by that study to have fatal flaws were eliminated from further consideration. Although "fatal flaws" included characteristics that made the site unworkable from an environmental or capacity perspective, most sites were eliminated because they could not provide a safe operating or docking environment.

Three sites were selected for further evaluation:

- Former Safe Harbor site on Japonski Island
- Site near Mount Edgecumbe High School on Japonski Island
- Site west of SEARHC on Japonski Island

Ultimately, the 2002 study recommended the site west of SEARHC on Japonski Island for further environmental and design investigations, citing several advantages over the other sites evaluated including the potential that the new site could result in decreased aircraft noise along the most heavily developed stretch of the channel. However, two concerns with this site were identified: a potential increase in aircraft noise and vehicular activity in the immediate area, and

it was not clear that access to the site through the United States Coast Guard property could be acquired.

6.2 2012 Study

The purpose of the 2012 study was to reevaluate three potential seaplane base sites and recommend a preferred site for more detailed design and environmental investigations. Sites evaluated during the 2002 study were visited and key seaplane operators, staff from the



Figure 6: Re-evaluated Sites

CBS and FAA, the Sitka Port and Harbors Commission, and other individuals identified by CBS were interviewed. It was agreed that the previous study was justified in removing potential SPB sites outside the Sitka Channel from further consideration. The 2012 study focused on the re-evaluation of three potential SPB sites in Sitka Channel, referred to here as:

1. The Existing SPB site (A29)
2. The Eliason Harbor Site
3. The Japonski Island Site

Conceptual layouts were developed for each site based upon the facility requirements identified in Section 5.0. For each of the three sites, the layout that best met the project's purpose and need was selected for a comparison evaluation against alternatives from the other sites. The objective of this comparison was to identify a preferred site as the basis for further more detailed analysis. It is anticipated that further refinements will be made to the conceptual layouts recommended for the site during the project's environmental and design phases.

At each site, the goal of the conceptual layout was to provide the following features:

- 12 vehicle parking spaces

- Fuel storage and distribution system
- On-site aircraft maintenance capability
- A drive-down ramp to the SPB floats
- Electricity and potable water
- Float slips for 14 based seaplanes and positions for 3 to 5 transient seaplanes
- Safe access between the parking positions and the water operating area
- Minimize environmental impacts
- Accommodate future growth

6.2.1 Existing Seaplane Base Site

The existing SPB site, A29, is severely constrained by adjacent development, a fact which initially caused CBS to eliminate this site for new development. Due to interest in the site expressed by local pilots, a considerable effort was made to find a conceptual layout in this location that would address the project's purpose and need. Four layout alternatives (Layouts 1A through 1D) were developed and evaluated for this site. However, SSS provided a letter to CBS citing objections to the noise and traffic generated by A29 and any proposed expansion of the facility (Appendix B).

Alternative Layout 1A: This alternative (Figure 7) was an attempt to meet the SPB requirements within the CBS-owned property footprint of A29. CBS property at A29 is limited, consisting of two vehicle parking spaces on Katlian Street and a 10-foot to 12-foot-wide corridor for the walkway leading from the street to the SPB floats. Because of the lack of upland property, the conceptual layout for this alternative does not include additional parking spaces, a fuel storage or distribution system, an on-site maintenance facility, or a drive-down ramp. Electricity and potable water is included. Because of the proximity of adjacent buildings and docks, only enough parking slips and positions for 10 based aircraft and two transients could be accommodated. Access to the slips nearest to the shore is constrained by a taxi lane that is only 68 feet wide nearest to the SSS plant, far below the FAA recommended 225-foot minimum. This would reduce wingtip clearances for a taxiing Beaver to about 10 feet. This site is well protected from wind and wave action.

Dredging would be required to provide adequate depth for the floats and for maneuvering the seaplanes. Conflicts with the movement of large boats loading/offloading at the SSS plant would continue. The distance between A29 and the focus of seabird activity at the SSS outfall would be unchanged. This layout could not be easily expanded to accommodate future growth. This alternative is estimated to cost \$4.6 million in 2012 dollars. Detailed cost estimates for each alternative can be found in Appendix A.



Figure 7: Alternative Layout 1A – Existing Site (A29)

Alternative Layout 1B: This alternative (Figure 8) would require the purchase of additional property at A29. The specific parcels acquired to provide 12 parking spaces, a fuel storage or distribution system, and a drive-down ramp could vary depending upon the SPB's final design and the availability of willing sellers. Figure 8 shows a building immediately north of the approach trestle as acquired to provide parking, fuel storage, and a drive-down ramp. Alternately, lots on the north side of Katlian Street could be acquired for parking and/or a lot on the south side of the Sitka Tribes of Alaska building could be acquired for fuel storage, parking, and a drive-down ramp. Electricity and potable water is included. Because of the proximity of adjacent buildings and docks, only enough parking slips and positions for 10 based aircraft and 2 transients could be accommodated and facilities for on-site aircraft maintenance were not included. Access to the slips nearest to the shore is constrained by a taxi lane that is only 68 feet wide nearest to the SSS plant, far below the FAA recommended 225-foot minimum for safe maneuvering. This would reduce wingtip clearances for a taxiing Beaver to about 10 feet. This site is well protected from wind and wave action. Dredging would be required to provide adequate depth for the floats and for maneuvering the seaplanes. Conflicts with the movement of large boats loading/offloading at the SSS plant would continue. The distance between A29 and the focus of seabird activity at the SSS outfall would be unchanged and this layout could not be easily expanded to accommodate future growth. This alternative is estimated to cost \$5.1 million in 2012 dollars.

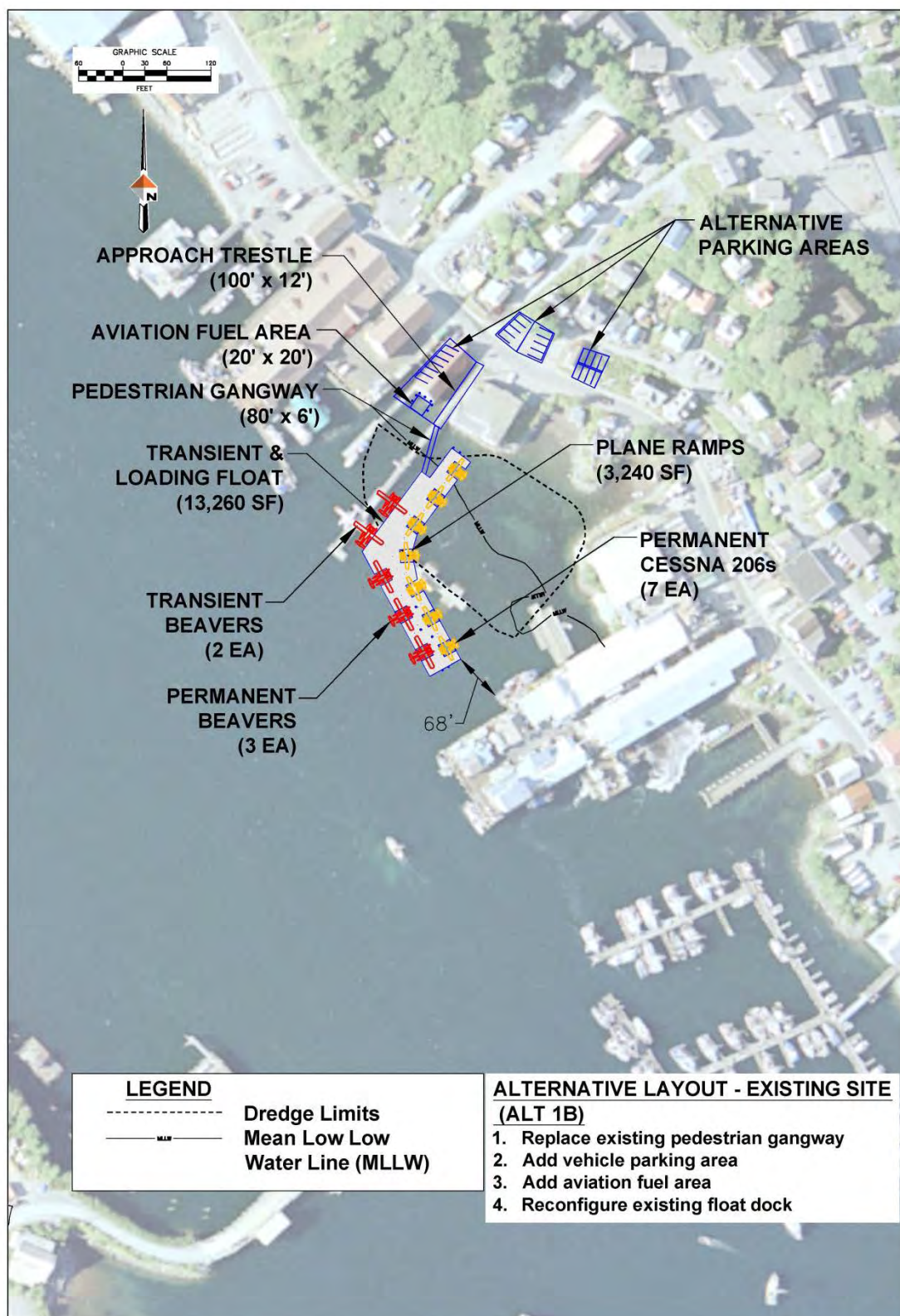


Figure 8: Alternative Layout 1B – Existing Site (A29)

Alternative Layout 1C: This alternative (Figure 9) was developed in response to a request from local pilots who requested the evaluation of an H-shaped float layout. This alternative would require the purchase of additional property at A29. The specific parcels acquired to provide 12 parking spaces, a fuel storage or distribution system, and a drive-down ramp could vary depending upon the SPB's final design and the availability of willing sellers. Figure 9 shows several possible acquisition scenarios. Electricity and potable water is included. Because of the proximity of adjacent buildings and docks, only enough parking slips and positions for 13 based aircraft and two transients could be accommodated and facilities for on-site aircraft maintenance were not included. Access to the slips nearest to SSS is constrained by a taxi lane that is 96 feet to 59 feet wide, far below the FAA recommended 225-foot minimum for safe maneuvering. This would reduce wingtip clearances for a taxiing Beaver to about 5 feet at the narrowest point. Access to the slips on the interior of the facility is via a taxi lane that is 84 feet wide, also far below the FAA recommended minimum. Such a taxi lane would provide a clearance of about 18 feet between the wingtip of a taxiing Beaver and the tails of parked aircraft. This site is well protected from wind and wave action. Dredging would be required to provide adequate depth for the floats and for maneuvering the seaplanes. Conflicts with the movement of large boats loading/offloading at the SSS plant would increase and boat moorage on the north side of SSS may be severely restricted. The distance between A29 and the focus of seabird activity at the SSS outfall would be unchanged. This layout could not easily be expanded to accommodate future growth. Since it is doubtful that access to/from any of the slips could be accomplished in a consistently safe manner, and boat access to the SSS plant is restricted, a cost estimate was not developed for this alternative.

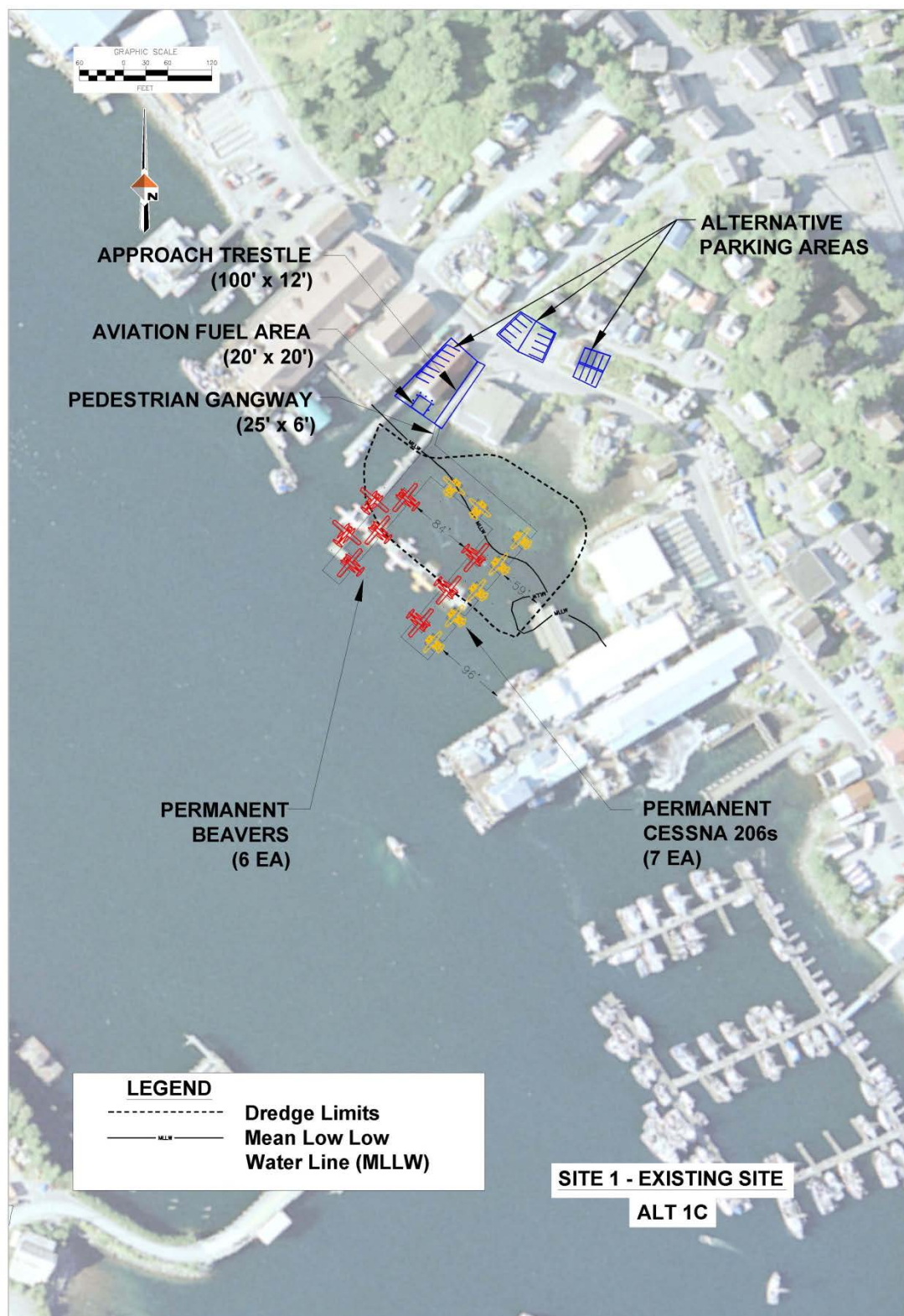


Figure 9: Alternative Layout 1C – Existing Site (A29)

Alternative Layout 1D: This alternative (Figure 10) was also developed in response to a request from local pilots who requested the evaluation of an H-shaped float layout. Alternative Layout 1D is very similar to Alternative 1C. Alternative 1D would require the purchase of additional property at A29. The specific parcels acquired to provide 12 parking spaces, a fuel storage or distribution system, and a drive-down ramp could vary depending upon the SPB's final design and the availability of willing sellers. Figure 10 shows one possible acquisition scenario. Electricity and potable water is included. The interior taxi lane has been expanded to 150 feet to make the slips on the inside of the floats more accessible and increase the total number of slips for based aircraft to 14. Because of space constraints, facilities for on-site aircraft maintenance were not included. Access to the slips nearest to SSS is rendered impossible by a taxi lane that is 31 feet wide at its widest, effectively reducing A29's capacity to 9 based aircraft and two transients. Access to the slips on the interior of the facility is via a taxi lane that is 150 feet wide, still below the FAA recommended minimum but providing wingtip clearances for a Beaver of about 51 feet. This site is well protected from wind and wave action. Dredging would be required to provide adequate depth for the floats and for maneuvering the seaplanes. The distance between A29 and the focus of seabird activity at the SSS outfall would be unchanged. Boat access to the north side of the SSS facility would be eliminated. This layout could not be easily expanded to accommodate future growth. Since this alternative does not meet the project's capacity goal and eliminates boat access to part of the SSS plant, a cost estimate was not developed.

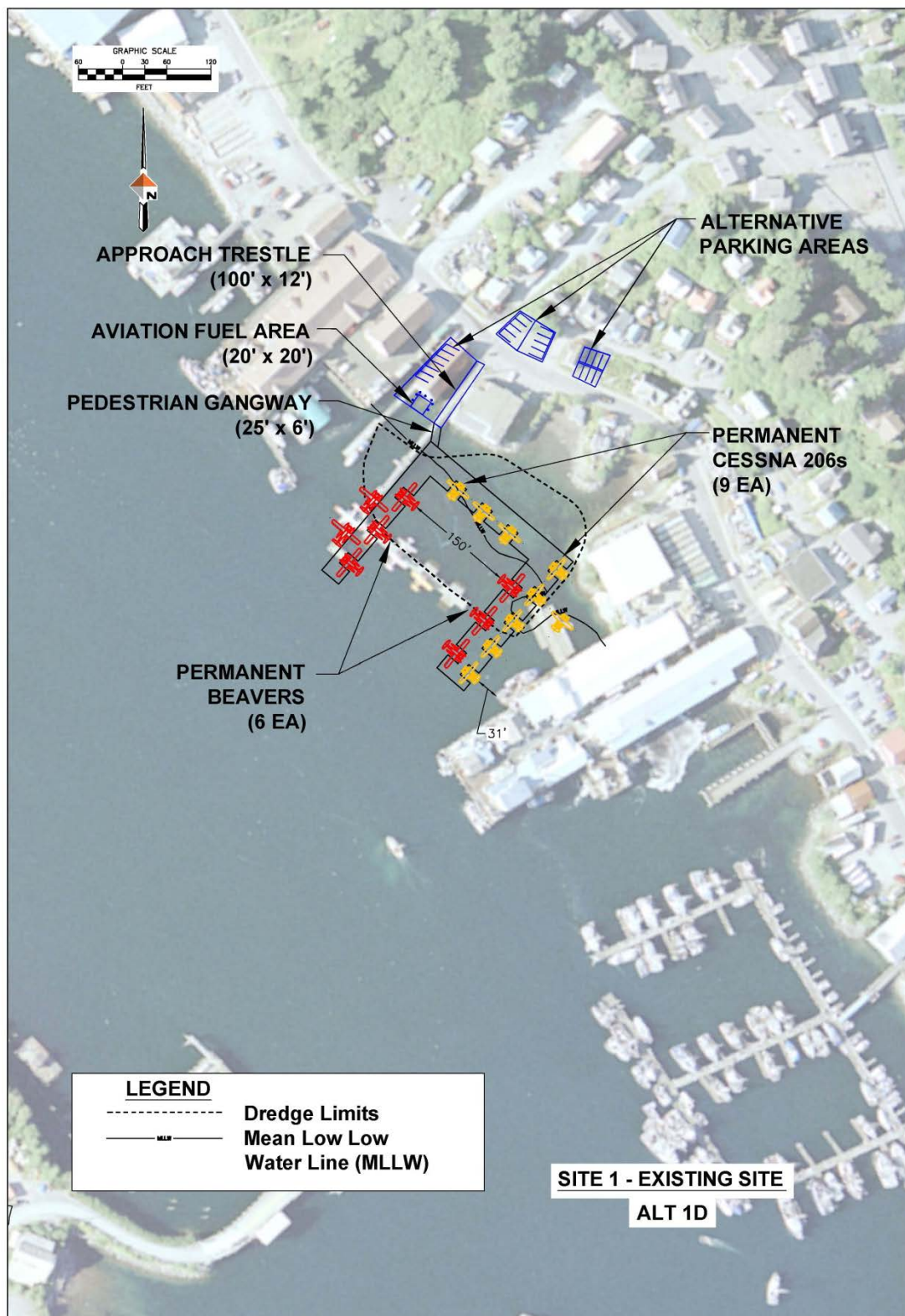


Figure 10: Alternative Layout 1D – Existing Site (A29)

Table 3 compares the four layouts at the A29 site. Although none of the four alternative layouts for A29 met all of the facilities' requirements, Alternative Layout 1B was carried forward to be compared to alternative layouts from the other two potential sites.

Table 6: Comparison of Existing SPB Layout Alternatives

Design Criteria	Alternative 1A	Alternative 1B	Alternative 1C	Alternative 1D
12 parking spaces	No	Yes	Yes	Yes
Fuel storage & distribution system	No	Yes	Yes	Yes
On-site maintenance facility	No	No	No	No
Drive-down ramp	No	Yes	Yes	Yes
Electricity & potable water	Yes	Yes	Yes	Yes
14 based aircraft slips, 3-5 transient positions	No	No	No	No
Safe access/maneuvering to slips	Poor	Poor	Unworkable	Unworkable
Protected from wind and waves	Yes	Yes	Yes	Yes
Allows for future expansion	No	No	No	No
Minimal environmental impacts	No	No	No	No

6.2.2 Eliason Harbor Alternative

This alternative (Figure 12) was an attempt to meet the SPB requirements using CBS-owned property at Eliason Harbor. The conceptual layout for this site includes parking spaces, a fuel storage and distribution system, an on-site maintenance facility (two optional floating hangars), and a drive-down ramp. Electricity, a potable water distribution system, and seaplane parking slips and positions for 14 based aircraft and three transients are included. The floats are arranged in a linear fashion with seaplane parking positions on the east side to separate boat and seaplane traffic. Access to the slips is by a taxi lane that approximates the FAA recommended 225-foot minimum width. Extensive dredging would be required to provide adequate depth for the floats and for maneuvering the seaplanes. Some conflicts with the movement of boats moving to/from the harbor could be expected, but at a reduced level compared to the A29. Water discharging from Turnaround Creek could be expected to freeze and render this site at least partially unusable during some winter months. Protection from easterly winds would be somewhat less than that experienced at the A29 site. The distance between the SPB and the focus of seabird activity at the SSS outfall would be increased to approximately 3,000 feet. Aircraft-generated

noise from this facility may impact nearby structures. This layout is estimated to cost \$13.2 million in 2012 dollars without the floating aircraft maintenance hangars and \$15.6 million in 2012 dollars with the floating hangars.

Note that the SPB floats shown in Figure 12 generally follow the alignment of the existing pilings that are positioned in the water just beyond the shoreline in Figure 11. Turnaround Creek is just outside the frame to the right.



Figure 11: Eliason Harbor Site at Low Tide

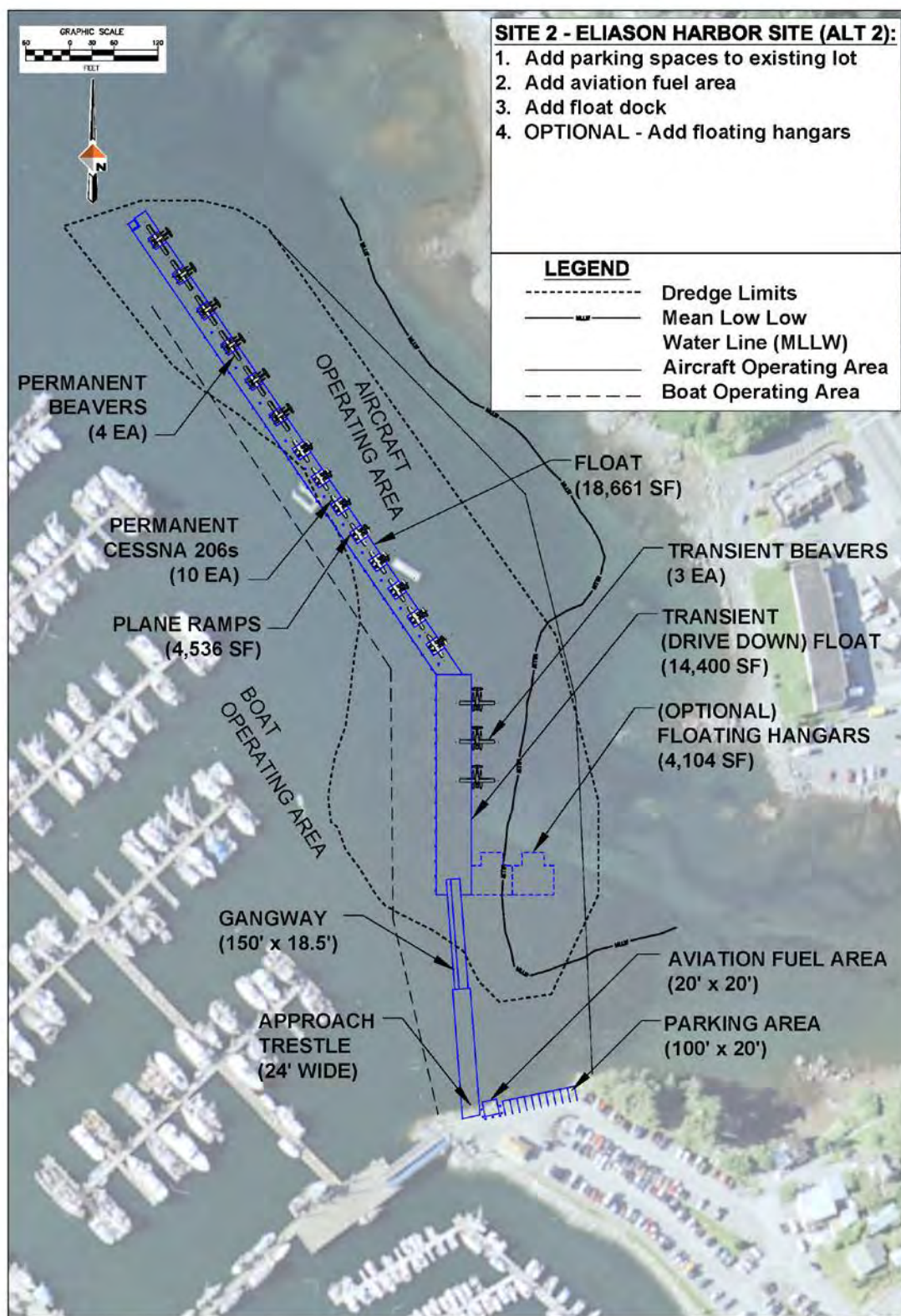


Figure 12: Alternative Layout 2 – Eliason Harbor Site

6.2.3 Japonski Island Alternative

Alternative Layout 3A: This alternative (Figure 13) was an attempt to meet the SPB requirements at a site at the north end of Seward Avenue on Japonski Island. The conceptual layout for this site includes 12 vehicle parking spaces, a fuel storage and distribution system, and a drive-down gangway. Although not shown in Figure 13, an on-site maintenance facility (an on-shore facility or two optional floating hangars) could be accommodated at this site. Electricity, a potable water distribution system, and 14 seaplane parking float slips, 5 transient float parking spots, and positions for 2 shore-based aircraft are included. Depending on final property acquisition and design, a haul out ramp with lease lots could be provided. The floats are arranged to align all slips with the prevailing wind. This location is removed from areas of concentrated boat traffic and access to the slips is unrestricted. Dredging would not be required to provide adequate depth for the floats and for maneuvering the seaplanes. Protection from easterly winds would be somewhat less than that experienced at the A29 site and long period swells may penetrate the nearby breakwaters to reach the floats. The distance between the SPB and the focus of seabird activity at the SSS outfall would be increased to approximately 4,300 feet. Aircraft-generated noise from this facility may impact nearby structures, although a SPB at this location may also reduce noise in the channel by moving the water operating area further to the north. This layout is estimated to cost \$9.3 million in 2012 dollars without the floating aircraft maintenance hangars and \$11.7 million in 2012 dollars with floating hangars.

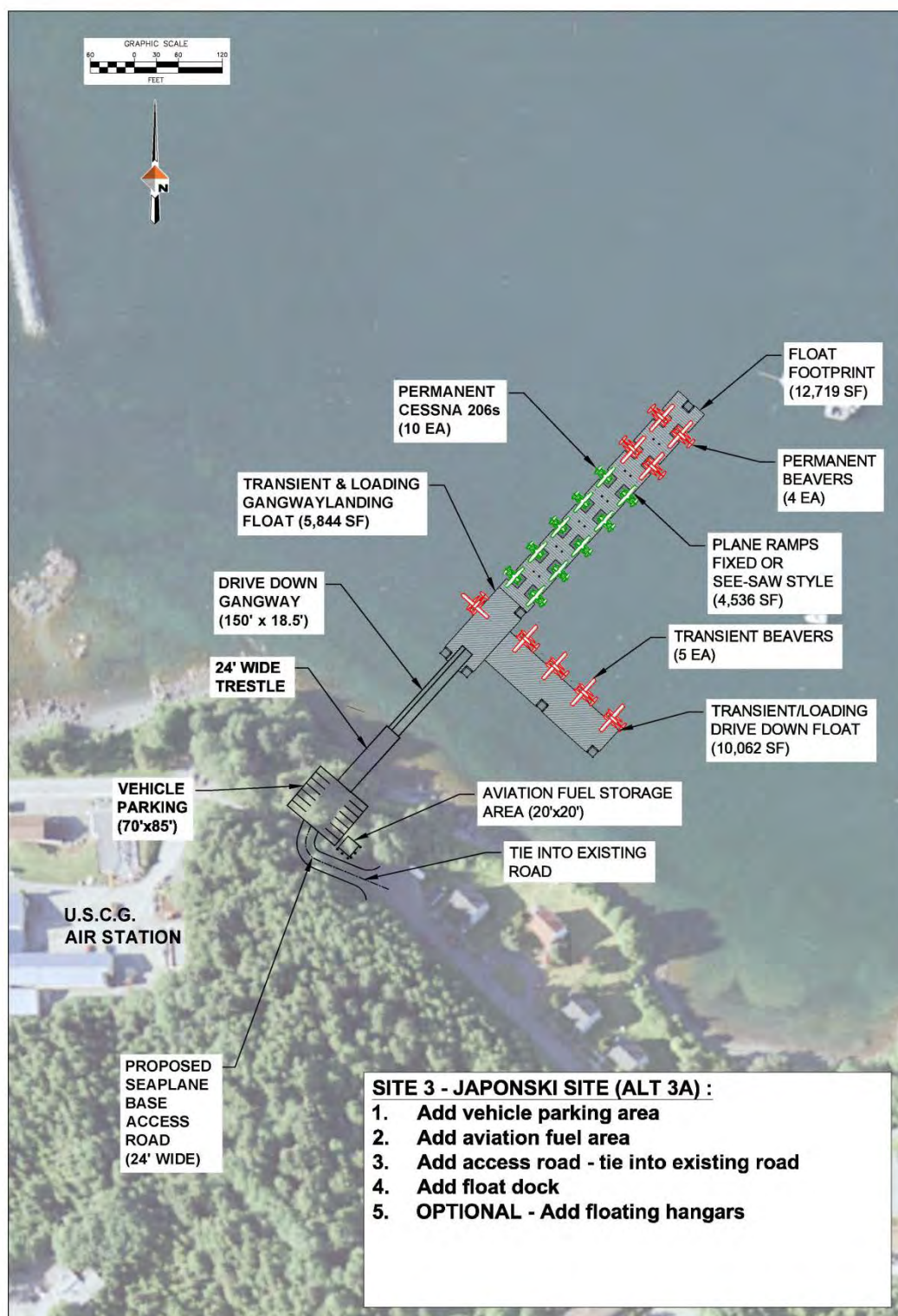


Figure 13: Alternative Layout 3A – Japonski Site

The SPB would be located on state-owned tidelands. Uplands owned by the State of Alaska Department of Education and Early Development would likely be required for the SPB at this location. Mount Edgecumbe High School provided two letters (Appendix B) expressing a lack of support for a SPB at this location, citing the agency's interest in using the property for other unspecified purposes in the future, possible impacts to nearby structures, increased vehicular traffic, and other concerns. That position has softened however, based on more recent discussions.

While this specific location was used for the 2012 siting analysis, it is possible that another location along the adjacent 1000 feet of shoreline on Japonski Island could be more readily available and suitable or a combination of sites along this shoreline could be developed (see Figure 14). This entire 1000 feet of shoreline has similar siting conditions.

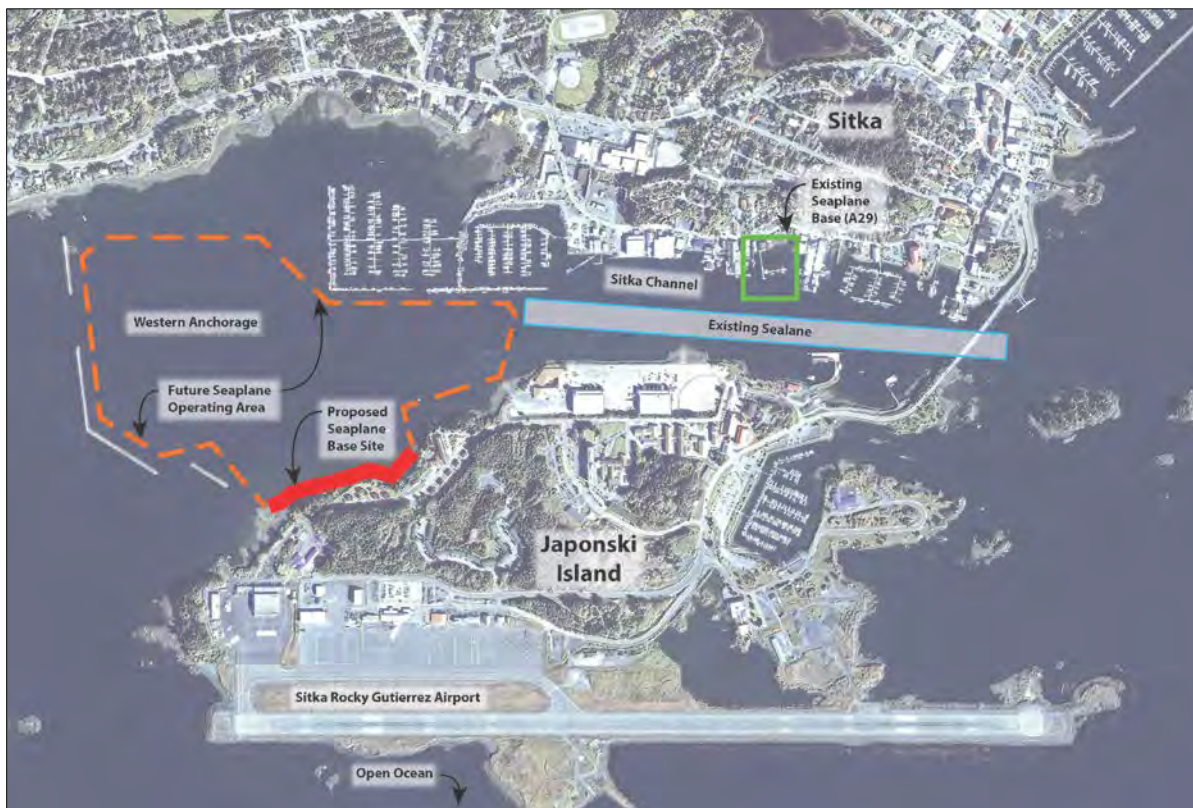


Figure 14: Japonski Island Site and Operating Area

6.2.4 Evaluation of Alternative Layouts

A set of evaluation criteria was developed to assist in the selection of a recommended alternative. The alternatives were given a rating for each criterion and the ratings were summed for an overall score. The summed scores were discussed during workshops with seaplane pilots and several other local residents and, where necessary, adjustments were made to reflect local knowledge and experience.

The ratings or values assigned for each criterion were arrived at through a process of comparing the alternatives--a "beauty contest" so to speak --where the "best" alternative for a given criterion was given the highest rating, and the "worst" alternative the lowest rating. No weightings were used to assign greater importance to any of the criterion.

The criteria used in evaluating alternatives are listed below, grouped by category:

Facility Requirements

- Wind protection: degree to which aircraft and SPB floats will be protected from wind
- Wave protection: degree to which aircraft and SPB floats will be protected from waves
- Icing: degree to which the site is exposed to icing in the winter
- Capacity: degree to which the layout meets the initial capacity goal of 14 based seaplane slips and 3 to 5 transient positions.
- Room for growth: degree to which the site could accommodate future growth in demand
- Aircraft maneuvering room: degree to which aircraft have space to maneuver to/from parking spaces in less than ideal conditions (wind, waves, currents)
- Taxi distance: distance between the SPB facility and designated water lane for takeoffs and landings
- Vehicle parking: provides 12 vehicle parking spaces
- Fueling facilities: provides storage space for fueling system
- Drive-down ramp: provides drive-down ramp to facilitate movement of passengers and equipment to the aircraft parking positions by car, truck, or van

- On-site aircraft maintenance: provides option to locate floating or onshore aircraft maintenance facilities

Safety Concerns

- Wildlife hazards: Degree to which the site is protected from wildlife hazards (mainly birds)
- Potential conflicts with boat traffic: degree to which taxiing aircraft may encounter boat traffic

Environmental Concerns

- Dredging or rock removal: degree to which dredging/rock removal is required
- Adjacent land uses: degree to which SPB operation is consistent with adjacent land uses

Cost and Feasibility Concerns

- Capital cost
- Property acquisition: degree to which property must be acquired to construct the SPB
- Operating and maintenance cost: how much it may cost to operate and maintain the facility
- Revenue generating potential: degree to which the facility can be expected to generate revenue to cover its operating and maintenance costs

Each alternative was rated on these criteria. The results of this evaluation, summed by criteria category, follow in Table 7.

**Table 7: Sitka Seaplane Base Siting Study and Conceptual Design
Draft Evaluation Criteria**

Scoring Range 1 - 3 (worst - best); 0 = non-responsive
Unweighted criteria

Notes	SPB Site Selection Criteria	Alternatives		
		Eliason Harbor	Japonski Island	Existing SPB ALT 1B
	Facility Requirements			
1	Wind protection	2	1	3
2	Wave protection	2	1	3
3	Icing	1	3	3
4	Capacity	3	3	1
5	Accommodate future growth	2	3	0
6	Aircraft maneuvering room	2	3	1
7	Taxi distance to takeoff area	3	3	2
8	Vehicle parking	3	3	3
9	Fueling facilities	3	3	3
10	Drive-down ramp to floats	3	3	1
11	On-site aircraft maintenance	3	3	0
	Category Score Total	27	29	20
	Category Rank	2nd Best	Best	3rd Best
	Safety Concerns			
12	Wildlife hazards	2	3	1
13	Potential conflicts with boat traffic	1	3	1
	Category Score Total	3	6	2
	Category Rank	2nd Best	Best	3rd Best
	Environmental Concerns			
14	Dredging and/or rock removal	1	3	2
15	Adjacent land uses	1	1	1
	Category Score Total	2	4	3
	Category Rank	3rd Best	Best	2 nd Best
	Cost and Feasibility Concerns			
16	Property acquisition	3	1	1
17	Capital cost	1	2	3
18	Operating and maintenance cost	1	2	3
19	Revenue generation potential	3	3	1
	Category Score Total	8	8	8
	Category Rank	Tie	Tie	Tie
	Cumulative Scores	40	47	33
	Overall Rankin	2nd Best	Best	3rd Best

Table 8: Explanatory Notes for Table 7

Note	Description
1	Japonski is exposed to southeast winds in summer and east winds in winter. Eliason is exposed to east winds in winter. Existing SPB sites are sheltered by adjacent development.
2	Japonski is partially exposed to swells due to the gap in the breakwater and to chop from the east and south. Eliason has less exposure to long period waves. Existing SPB receives some chop from the south.
3	Icing occurs seasonally at the outfall of Turnaround Creek close to the site of the proposed
4	The capacity objective is 12 to 14 slips for based aircraft and 3 to 5 positions available for transient aircraft. The Eliason and Japonski sites meet this objective. At the existing SPB site, 1B provides slips for 10 based aircraft and 2 transients.
5	The ability of the existing SPB alternative to be expanded is constrained by adjacent development. Eliason can be extended in a linear configuration, but the long narrow pier may create logistical problems for users, require more dredging, and may increase boat conflicts. Japonski can be expanded in various configurations.
6	Japonski is open with minimal boat traffic; Eliason is near boat harbor; Existing SPB taxi lanes do not meet FAA guidelines and conflict with the SSS plant.
7	Measured from the site to the north end of the designated water lane in Sitka Channel. Eliason = .8 mile; Japonski = .4 mile; Existing SPB Alternatives = .5
8	All sites can accommodate 12 vehicle parking spaces.
9	All sites can accommodate fuel storage and distribution systems.
10	Existing SPB Alt 1B may not provide a drive-down ramp because of space constraints.
11	Existing SPB Alt 1B does not provide floating hangars or upland facilities because of space constraints.
12	The main wildlife hazard consists of birds attracted by the outfall from fish processing plants just south of the existing SPB. Although it is anticipated that this will diminish within the next years because of stricter EPA/ADEC permitting requirements, a lower level of bird activity associated with the fish processing facilities may remain. Eliason is 3,000 feet from the fish processing plants, Japonski about 4,300 feet, and the existing SPB alternatives about 350 feet away.
13	Eliason is immediately adjacent to Eliason Harbor. Existing SPB site is in a busy area of the Sitka Channel. Japonski is away from most boat traffic.
14	Japonski does not require dredging or rock removal. Eliason requires significant dredging and rock removal at the outfall of Indian Creek. Alt 1B requires limited rock removal and some dredging.
15	Land use at Eliason harbor is C-1 (Commercial), Japonski is P (Public Lands District), existing SPB is W (Waterfront District). SPB is a permitted use in W and conditional use in P and C-1, but there are conflicts with the seafood plant and other users. R (Residential) land uses are less than .5 mile from Eliason and the existing SPB sites. Mount Edgecumbe High School and
16	Eliason does not require the acquisition of additional property - site is owned by CBS.
17	Eliason = \$13.2 to \$15.6 million; Japonski = \$9.3 to \$11.7 million; Existing SPB Alt 1B = \$5.1 million
18	Eliason = \$8,868/year; Japonski = \$4,836/year; Existing SPB Alt 113 = \$2,820/year
19	Revenue estimate based entirely on number of seaplane slips.

7.0 RECOMMENDED SITE

Based upon the analysis described in this report and input received from local officials, residents and pilots, this study recommends a site on Japonski Island be carried forward for further site analysis, discussions with property owners, environmental investigations, and design. None of the alternative sites studied in this or the 2002 or 2012 studies are perfectly suited for the development of a seaplane base. Topography and existing development limit the choices available. However, of all the potential sites evaluated, a Japonski site has the most positive attributes and least negative attributes.

Although the construction of a new SPB at the existing site would be less expensive than at the other two sites because it would be smaller, a SPB at this site could not be designed to meet the project's capacity goal for based aircraft and positions, provide on-site maintenance facilities, and safe access to/from the slips from the water operating area. Commercial operations at this site would likely be limited. Existing adjacent development would make right-of-way acquisition for vehicle parking, fuel storage, and a drive-down ramp very difficult and expensive. This site also could not accommodate future growth. An expanded SPB at the existing site would increase boat conflicts, particularly with boat traffic to SSS. SSS has also objected to the continued operation or expansion of the existing SPB.

The Eliason Harbor site would be the most expensive to develop. Extensive dredging required for the project would result in impacts to a sensitive near-shore tidal area and would very likely not make it through the permitting process. This site could accommodate the project's initial capacity goal, on-site maintenance facilities could be provided, and a taxi lane of adequate width would safe access to/from the slips from the water operating area. However, future expansion of the facility would create logistical challenges for users. Although the floats could be designed to segregate boat and seaplane traffic, occasional boat/seaplane conflicts at the northern entrance to the SPB could be expected. This site is away from the concentration of seabirds near the fish processing plants, but freezing fresh water from nearby Turnaround Creek would make the facility unusable during some winter months. Aircraft-generated noise could adversely impact nearby residences and businesses.

A Japonski Island site has a mid-range cost, can meet the project's capacity goal, can accommodate on-site maintenance, and can easily be expanded in the future to accommodate growth. Access between the slips and the water operating area is open water free of obstructions. The site is removed from most boat traffic and away from the concentration of seabirds near the fish processing plants.

Property may have to be acquired from the State of Alaska Department of Education and Early Development or others. Aircraft-generated noise from the SPB may increase for nearby residences and businesses, but it may also reduce noise in the Channel overall by moving the water operating area further to the north. This site was preferred by local seaplane pilots.

It is anticipated that this project would be eligible for environmental, design, and construction funding through the FAA's Airport Improvement Program (AIP). AIP funding would pay 93.75% of eligible project costs. The CBS would be expected to provide the remainder. Based upon the preliminary cost estimate of \$11,700,000 in 2012 dollars for the Japonski Island Alternative with floating hangars, funding for the project would be as follows:

Table 9: Cost

Cost	Source
\$10,968,750	FAA AIP
\$731,250	CBS
<u>\$11,700,000</u>	

The Japonski Island Alternative final layout, property requirements and costs presented in this report will be further refined during the project's design and environmental phases.

8.0 PUBLIC INVOLVEMENT

Appendix B contains a summary of public involvement efforts conducted during the preparation of this report, including personal and telephone interviews, correspondence, and meetings with user groups, the general public, and the CBS Port and Harbor Commission. On April 17, 2012,

the Port and Harbor Commission issued a memorandum supporting the Japonski Island Alternative for further study.

9.0 ECONOMIC IMPACT OF A NEW SEAPLANE FACILITY AT SITKA

Economic impacts of the new expanded seaplane facility were estimated under a separate report “Economic Impact of a New Public Seaplane Facility at Sitka” in July, 2016, found in Appendix E. The study interviewed Sitka’s commercial flying community and agencies and businesses that depend on them, regional air carriers, lodges, government agencies, and other businesses not based in Sitka that use seaplane transportation to and from Sitka. The study considered the economic importance of the existing seaplane base and the additional benefits expected from a new expanded facility. The study estimates how much of the benefits stay in Sitka versus how much ends up outside the local Sitka economy.

The study first estimated the economic impacts of the first year of development and operations, which are expected to be heightened by the benefits from expected initial private investment at the new seaplane base.

First Year Benefits of a New Public Seaplane Base

- **Total Earnings by Sitka Businesses** - \$1,606,444 in total direct impacts and multiplier affects (indirect and induced impacts) from Sitka-based aviation businesses and visitor spending. Just 39.3% of that money stays in Sitka.
- **Earnings Staying in Sitka** - \$631,788 in business revenue (direct and multiplier impacts) from Sitka seaplane activity is spent in Sitka. This includes:
 - \$397,675 in wages and salaries paid and proprietors’ income;
 - \$123,147 in rents, royalties and dividends paid (mostly to private industry);
 - \$110,966 in local fees and taxes paid (mostly to government); and
 - 10.9 full-time-equivalent jobs created in Sitka.

The study estimated the economic benefits of the following years after the initial construction is completed.

Recurring Annual Economic Impacts of a New Public Seaplane Base

- **Total Earnings by Sitka Businesses** - \$815,755 in total direct impacts and multiplier affects (indirect and induced impacts) from Sitka-based aviation businesses and visitor spending. Just 44.6% of that money stays in Sitka.
- **Earnings Staying in Sitka** - \$364,159 in business revenue (direct and multiplier impacts) from Sitka seaplane activity is spent in Sitka. This includes:
 - \$235,071 in wages and salaries paid and proprietors' income;
 - \$72,025 in rents, royalties and dividends paid (mostly to private industry);
 - \$57,063 in local fees and taxes paid (mostly to government); and
 - 5.8 full-time-equivalent jobs created in Sitka.

The dollar value of impacts presented in the study should be considered conservative, and a minimum expected impact, as it does not address some benefits that could not be quantified, namely:

- Construction of a new facility.
- Maintenance and operation of a new facility.
- Impacts to air carriers not based in Sitka from seaplane aviation activity in Sitka.
- Spending in Sitka by GA seaplane operators for non-aviation goods and services.
- Spending in Sitka by air carriers not based in Sitka for non-aviation goods and services.
- Spending in Sitka by lodges using seaplanes at Sitka for non-aviation goods and services.
- Possible lower seat fares and freight costs for seaplane transportation throughout the region.
- Sales taxes from seaplane-related activity and spending by visitors using seaplanes in Sitka.
- Impacts from the repurposed use of the site.

- Possible increases in business investment and earnings in Sitka as seaplane activity grows several years after the facility is built.

The study also recaps “qualitative” statements from seaplane operators about the economic importance of a new Sitka Seaplane Base.

10.0 REFERENCES

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APPENDIX A

Cost Estimates (2012)

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SITKA SEAPLANE BASE
PRELIMINARY COST SUMMARY FOR ALTERNATIVES 1A, 1B, 2, AND 3

	ALT 1A Existing Site (w/out landside property acquisition)	ALT 1B Existing Site (w/landside property acquisition)	ALT 2 Eliason Site	ALT 3 Japonski Site
Landside Costs	\$0	\$164,920	\$164,920	\$217,840
Waterside Costs	\$4,569,110	\$4,569,110	\$11,706,923	\$8,798,010
Property Acquisition	\$0	\$296,856	\$55,944	\$323,316
Mitigation	\$80,000	\$80,000	\$1,340,000	\$0
TOTAL	\$4,649,110	\$5,110,886	\$13,267,787	\$9,339,166
Optional (Float Plane Maintenance Area)	\$0	\$0	\$2,340,000	\$2,340,000
TOTAL + Optional	\$4,649,110	\$5,110,886	\$15,607,787	\$11,679,166

NOTE:

1. Design, environmental, relocation, and construction adminstration costs are not included in this estimate.

Cost Estimate - Alternative 1A - (Existing Site w/out Property Acquisition)

Existing Site - Alt 1A (w/out Property Acquisition)

	Pay Unit	Quantity	Unit Price	Total Amount
<u>Landside Costs</u>				
1.	LS	0	\$0	\$0
Subtotal:				\$0
(30%) Contingency:				\$0
(10%) Mob & Demob:				\$0
Landside Costs Total:				\$0
<u>Waterside Costs</u>				
1. Mobilization	LS	1	\$300,000	\$300,000
2. Demo Existing Float System	LS	1	\$150,000	\$150,000
3. Dredging (rock removal)	LS	1	\$50,000	\$50,000
4. Trestle	SF	1,200	\$200	\$240,000
5. Gangway 6' wide	SF	480	\$150	\$72,000
6. Floats (includes piling)	SF	16,500	\$135	\$2,227,500
7. Piling socket 24-Inch	EA	15	\$15,000	\$225,000
8. Water System	LS	1	\$40,200	\$40,200
9. Fuel System	LS	1	\$50,000	\$50,000
10. Lighting & Electrical System	LS	1	\$100,000	\$100,000
11. Cathodic Protection System	LS	1	\$60,000	\$60,000
Subtotal:				\$3,514,700
(30%) Contingency:				\$1,054,410
Waterside Costs Total:				\$4,569,110
Property Acquisition:				\$0
Mitigation:				\$80,000
ALT 1A TOTAL:				\$4,649,110
XX. Optional (Float Plane Maintenance Area)	LS	0	\$0	\$0
(30%) Contingency:				\$0
Optional Total:				\$0
ALT 1A TOTAL + Optional:				\$4,649,110

NOTE:

1. Design, environmental, relocation, and construction administration costs are not included in this estimate.

Cost Estimate - Alternative 1B - (Existing Site w/Property Acquisition)

Existing Site - Alt 1B (w/Property Acquisition)

	Pay Unit	Quantity	Unit Price	Total Amount
<u>Landside Costs</u>				
1. Vehicle Parking	LS	1	\$117,800	\$117,800
<i>Parking Lot (14 spaces + AST area)</i>	<i>SF</i>	<i>10,600</i>		
	<i>SF</i>	<i>10,600</i>		
<i>Construction</i>	<i>SY</i>	<i>1,178</i>	<i>\$100</i>	
<i>Property Acquisition (moved to summary sheet)</i>	<i>LS</i>			

Subtotal:	\$117,800
(30%) Contingency:	\$35,340
(10%) Mob & Demob:	\$11,780
Landside Costs Total:	\$164,920

Waterside Costs

1. Mobilization	LS	1	\$300,000	\$300,000
2. Demo Existing Float System	LS	1	\$150,000	\$150,000
3. Dredging (rock removal)	LS	1	\$50,000	\$50,000
4. Trestle	SF	1,200	\$200	\$240,000
5. Gangway 6' wide	SF	480	\$150	\$72,000
6. Floats (includes piling)	SF	16,500	\$135	\$2,227,500
7. Piling socket 24-Inch	EA	15	\$15,000	\$225,000
8. Water System	LS	1	\$40,200	\$40,200
9. Fuel System	LS	1	\$50,000	\$50,000
10. Lighting & Electrical System	LS	1	\$100,000	\$100,000
11. Cathodic Protection System	LS	1	\$60,000	\$60,000

Subtotal:	\$3,514,700
(30%) Contingency:	\$1,054,410
Waterside Costs Total:	\$4,569,110

Property Acquisition:	\$296,856
Mitigation:	\$80,000

ALT 1B TOTAL: \$5,110,886

XX. Optional (Float Plane Maintenance Area)	LS	0	\$0	\$0
			(30%) Contingency:	\$0
			Optional Total:	\$0

ALT 1B TOTAL + Optional: \$5,110,886

NOTE:

1. Design, environmental, relocation, and construction administration costs are not included in this estimate.

Cost Estimate - Alternative 2 - Eliason Site (w/Property Acquisition)

Eliason Site - (w/Property Acquisition)

	Pay Unit	Quantity	Unit Price	Total Amount
<u>Landside Costs</u>				
1. Vehicle Parking	LS	1	\$117,800	\$117,800
<i>Parking Lot (14 spaces + AST area)</i>	<i>SF</i>	<i>10,600</i>		
	<i>SF</i>	<i>10,600</i>		
<i>Construction</i>	<i>SY</i>	<i>1,178</i>	<i>\$100</i>	
<i>Property Acquisition (moved to summary sheet)</i>	<i>LS</i>			

Subtotal:	\$117,800
(30%) Contingency:	\$35,340
(10%) Mob & Demob:	\$11,780
Landside Costs Total:	\$164,920

Waterside Costs

1. Mobilization	LS	1	\$300,000	\$300,000
3. Dredging	CY	10,000	\$40	\$400,000
3. Trestle	SF	4,200	\$200	\$840,000
4. Gangway 18.5' wide	SF	2,775	\$300	\$832,500
5. Floats Transient	SF	14,400	\$225	\$3,240,000
6. Floats (including piling)	SF	23,197	\$125	\$2,899,625
7. Piling socket 24-Inch	EA	30	\$7,500	\$225,000
8. Water System	LS	1	\$58,200	\$58,200
9. Fuel System	LS	1	\$50,000	\$50,000
10. Lighting & Electrical System	LS	1	\$100,000	\$100,000
11. Cathodic Protection System	LS	1	\$60,000	\$60,000

Subtotal:	\$9,005,325
(30%) Contingency:	\$2,701,598
Waterside Costs Total:	\$11,706,923

Property Acquisition:	\$55,944
Mitigation:	\$1,340,000

ALT 2 TOTAL: \$13,267,787

XX. Optional (Float Plane Maintenance Area)	LS	2	\$900,000	\$1,800,000
			(30%) Contingency:	\$540,000
			Optional Total:	\$2,340,000

ALT 2 TOTAL + Optional: \$15,607,787

NOTE:

1. Design, environmental, relocation, and construction administration costs are not included in this estimate.

SITKA SEAPLANE BASE
Cost Estimate - Alternative 3 - Japonski Site (w/Property Acquisition)

1 of 1

Japonski Site - (w/Property Acquisition)

	Pay Unit	Quantity	Unit Price	Total Amount
<u>Landside Costs</u>				
1. Vehicle Parking	LS	1	\$117,800	\$117,800
<i>Parking Lot (14 spaces + AST area)</i>	SF	10,600		
	SF	10,600		
<i>Construction</i>	SY	1,178	\$100	
<i>Property Acquisition (moved to summary sheet)</i>	LS			
2. Access Road	LS	1	\$37,800	\$37,800
<i>Seward Avenue Access Road Tie-in</i>	LF	200		
<i>Construction-access road</i>	LF	200	\$189	
<i>Property Acquisition</i>	SY			
Subtotal:				\$155,600
(30%) Contingency:				\$46,680
(10%) Mob & Demob:				\$15,560
Landside Costs Total:				\$217,840

<u>Waterside Costs</u>				
1. Mobilization	LS	1	\$300,000	\$300,000
2. Site Preparation	LS	1	\$25,000	\$25,000
3. Trestle	SF	2,400	\$200	\$480,000
4. Gangway 18.5' wide	SF	2,775	\$300	\$832,500
5. Floats Transient	SF	10,400	\$225	\$2,340,000
6. Floats, Type A (including piling)	SF	18,064	\$125	\$2,258,000
7. Piling socket 24-Inch	EA	16	\$15,000	\$240,000
8. Water System	LS	1	\$82,200	\$82,200
9. Fuel System	LS	1	\$50,000	\$50,000
10. Lighting & Electrical System	LS	1	\$100,000	\$100,000
11. Cathodic Protection System	LS	1	\$60,000	\$60,000
Subtotal:				\$6,767,700
(30%) Contingency:				\$2,030,310
Waterside Costs Total:				\$8,798,010
Property Acquisition:				\$323,316
Mitigation:				\$0
ALT 3 TOTAL:				\$9,339,166

XX. Optional (Float Plane Maintenance Area)	LS	2	\$900,000	\$1,800,000
(30%) Contingency:				\$540,000
Optional Total:				\$2,340,000

ALT 3 TOTAL + Optional: \$11,679,166

NOTE:

1. Design, environmental, relocation, and construction administration costs are not included in this estimate.

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APPENDIX B

Public Involvement

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Sitka SPB Siting Study, 2011
Summary of Telephone and Personal Interviews, e-mail

<u>Date</u>	<u>Name</u>	<u>Phone #</u>	<u>Representing</u>	<u>Comments</u>
15-Feb	Mike Bills	738-8023	CAP	CAP no longer keeps seaplane in Sitka. CAP seaplane on amphib floats kept in Juneau. CAP member Bill Lance has personal seaplane (C-180). Also Ron Handerson.
2-Mar	Scott Harris	966-3050	Harris Air	Has Beaver and C-185 on State airport. Both on amphib floats. Uses them for tourism (including cruise ships), to support area lodges (6) and air ambulance (Beaver). Doesn't use CBS SPB because no upland facilities for maintenance and tie-downs. State seaplane ramp inadequate (tides, need escort on arpt). At CBS SPB poor fueling situation - jerry cans. "Used to be more seaplane traffic 20-30 years ago." With econ downturn, traffic moved to JNU; Forest Service activity reduced because no logging in Tongass.
24-Feb	George Burnstein	966-8965	Mt. Edgecumbe Hospital (IHS)	He's Chief Flight Nurse. The seaplanes (SPs) they use are on amphib floats from State airport. Some patients come in by charter (Harris Air or Sitka Air) or by USCG helicopter. SPs come to Sitka from Angoon, Pelican, Tenakee Springs. Total transport via SP about 40/year.
24-Feb	Dave Gordon	747-6688	ADF&G Sitka	ADF&G rents slip at SPB for Super Cub. Busy season June - August. Fly 4-5 days/week, about 38 flights/summer. He also "hot berths" his own plane (C-180) in the CAP slip. Problems at SPB: no electricity, slippery surface (guano), poor fueling situation, very little parking. Maneuvering aircraft in SPB difficult due to narrow clearances. Need to get SP out of the water to reduce corrosion. State SP ramp "horrible" for maintenance. Eliason Harbor protected like existing site but more taxiing. Boat-aircraft conflicts rare. Boaters accept plane traffic.
2-Mar	Karen Fredrickson	966-2411	SEARHC	She is Travel Coordinator for SEARHC. All or almost all patient travel by SP is through the State airport. They use Air Sitka, Wings, and Harris Air. About 400 patients/year come by SP.
7-Mar	Doug Riemer	772-3535	Nordic Air	He won't be at 3/9 meeting but will be in Sitka for herring opening. He flies SPs to State airport or Ken Bellows (Air Sitka). CBS SPB is "inadequate" - congested, poor condition. He would need upland lease lot for aircraft maintenance and tie down. He has not used State SP haul out. He 22 years in business. Flies C-185 on amphib floats.
7-Mar	Cole Rhoden	772-4258	Pacific Wing	Flies C-185 on amphib floats, Beaver on straight floats. When in Sitka uses Ken Bellows' float or Forest Service float (location?). No maintenance available at CBS SPB.
7-Mar	Dave Galla	874-2319	Sunrise Aviation	Doesn't operate on floats in Sitka. Only on wheels - gets fuel at State airport.
7-Mar	Randy Kiesel	789-9150	Ward Air	They use the Forest Service float when in Sitka. City SPB too tight (lacks maneuvering room). Eliason site "great idea" - away from Japonski Island. They get fuel near the High School (on channel via truck). They fly many aircraft from Cessnas to turboprop Otter on straight and amphib floats. At new SPB would like fueling and pay phone.
7-Mar	Name?	518-0600	Kupreanof Flying Service	Flies C-180 on straight floats. Eliason site bad - potential conflicts with boats. Existing SPB needs fueling facility.
8-Mar	Dwayne Lambeth	747-5660	Dove Island Lodge	Operates Beaver on floats out of Jamestown Bay. CBS SPB inadequate - weight of Beaver sinks the float. No security. Fuel is stolen. Location convenient, however. He used CBS float for one summer. Eliason Harbor site has good access and parking but potential conflicts with boats and wind. Historically many seaplane facilities were located in Jamestown Bay but this location no longer popular (residential development).

10-Mar Ken Bellows	747-7920 (land) 738-2363 (Cell)	Air Sitka	Flies, fuels, does maintenance from his own float on channel. Both Eliason and SEARHC site are exposed to winds, especially in winter. Eliason too shallow and freezes (fresh water outfall). Best site is existing site, protected from wind but needs parking.
30-Mar Mark Shimshimer	771-3066	AIDEA	Proposal to AIDEA by SMOG LLC turned down by AIDEA Board. Proposal would have implemented re-processing of fish processor waste into marketable by-products, reducing bird hazard for existing SPB.
4-Apr Shawn Stokes	269-7504	ADEC Permits	Fish processor permits expired but still in effect.
13-Apr Randy Hawk	966-3201	Mt. Edgecumbe High School	HS has no plans for property at end of Seward Avenue.
13-Apr Sam Kito III	465-6906	ADOE	ADOE has no plans for "SEARHC Site". Will confirm by letter. Site might be acquired by CBS in exchange for service.
18-Apr Chris Foley	269-4632	ADEC Compliance	New permits required w/in 12-24 months. Processors expected to barge fish waste 3+ miles to sea and dump.
26-Apr Mike Edleman & John Lovett	271-5026	FAA Airports Division	FAA requires (it is one of the AIP grant assurances) that the airport owner/operator take steps to make the airport (or in this case the seaplane base) as self sustaining as possible. If it is too expensive to construct upland facilities, lease lots, etc, the report should show the costs and summarize why they were not built.
27-Apr William Lantz	738-3075	Himself	Eliason Harbor site bad - too shallow, too little room to maneuver, potential conflicts with boats. SEARHC site good for vehicle parking and access by fuel trucks but lacks wind protection. Existing SPB site is protected from wind but needs parking and fuel - also has bird problem. If more slips available might have flight school and more use by transients. Should have 12-15 slips with flexibility for future growth. Design should include fueling, vehicle parking, bird deterrent (overhangs to keep bird guano off aircraft). Should also use Bellow's see-saw ramp design to get aircraft up out of the water. Need fresh water to wash down aircraft and floats. Electricity not essential except for lighting. Limited storage desirable for oil and float pumps. Drive down ramps desirable. He keeps a seaplane at CBS SPB in CAP slip.
27-Apr Francois Bakkes	351-7483	Himself & wife (both pilots)	Existing SPB site is best, most practical. Eliason too shallow, with wind there is no room to maneuver, and the fresh water from creek freezes. SEARHC - he has no strong opinion, but concerned about lack of wind protection. Vehicle ramp to SPB desirable but not essential. He doesn't use existing SPB, but SPB needs fuel. They have C-172 on wheels at State airport. Would like to acquire 185 on amphib floats so can keep aircraft out of the water when not in use. See-saw ramp design good idea - saw in use at Bellows and Ketchikan. He will probably not use CBS facility if he gets seaplane - won't leave aircraft in the water because of corrosion. He has access to hanger on State airport. 12-15 slips at a new facility would be about right. Need transient float that can accommodate 2-3 planes at a time like Angoon, Tanakee Springs, or JNU. Fuel should be available at transient ramp, also fresh water for wash-down of aircraft. Electricity not necessary except for lights - maintenance would be done on land elsewhere.

27-Apr Kevin Mulligan	480-225-2217	himself	He wants a ssfe facility and one where he can get fuel. Would be good to acquire Henry Jimmy property to add to existing SPB. Need a drive down ramp to floats for handicapped people and fluel (delivery truck). Eliason is not a good site - problems with tides and boats. He lives in Port ALEXander and flies to Sitka, sometimes carying sick or injured people (pro bono). Waves at SEARHC site a concern - need breakwater, maybe floating breakwater, but that site would require long taxi. 12-15 slips reasonable for new site. Vehicle parking would be enforcement problem (keeping abandoned cars and non-SPB users out). He has stall at CBS SPB (C-185). His maintenance is done in Wrangell. New SPB need electricity to heat aircraft in winter.
28-Apr David Gordon	dave.gordon@alaska.gov	Self	Existing site provides best protection from winds but vehicle parking space is limited; need parking for 3-4 vehicles; new facility should provide 8 to 10 SP slips; fueling not necessary but desireable; need electrical service; ramps should get floats out of the water; he owns a SP and leases a slip at the CBS SPB.
2-May Jim Edson	723-2137	self	Likes where the SPB is because of wind/water protection, but too small and "insane" guano problem. Eliason site gets wind from Indian River Valley, also too much boat traffic. SEARHC site better but ocean swells a problem, also strong N winds in winter. Facility needs wider float (like Petersburg) to allow nose to nose parking and walk-around pre-flight inspection. See-saw ramps good but a possible maintenance problem. He does not want to start a Part 135 operation - he flies for recreation and to support his non-aviation business. He flies a C-180 on straight floats. New facility would need 20 slips.
2-May Ron Handerson	747-1077	self	Likes Eliason Harbor site. Existing site - no fuel, no vehicle parking. Cant use existing SPB at extreme low tide because of rocks (two); one just landside of stall #5 and the other under the floats (causes tilting). He has 3 float planes (C-185, Taylorcraft, PA-12). He is interested in starting Part 135 operation. SPB would need a drive-down ramp to floats. 12 to 16 slips would be adaqute with space for 2-3 transients. Air Sitka facility will soon not be available (fueling, etc.) - what to do then? New (commercial) facility will need fresh water, electricity, small storage, small office or waiting room.
2-May Kevin Mulligan	568-2399	self	Would be interested in starting Part 135 operation if economy gets better. His lodge business is booming (2011 50% increase over 2010), but economy in general not strong. Would like to be able to do maintenance at SPB. Says Harris Air too busy to do maintenance for him. SPB at Craig is very "super nice" (model?).
2-May Tor Svendson	738-6130	self	Pilot for ADF&G stream surveys. Flies Super Cub on straight floats. For past three years has berthed plane in ADF&G slip at CBS SPB. Has flown in Sitka area for 22 years. Existing site not good - birds. Likes Eliason site - parking and fuel better than existing. SEARHC not protected enough from wind/waves. He would be interested in starting Part 135 business. Sitka worst SPB in SE AK for straight floats. New facility would need vehicle ramp, local FBO to provide fuel by card lock system, water, electricity, and equipment storage. He flies C-185, C-206 now. Might buy Beaver later if economy gets better. Comfortable doing alrcraft maintenance and storage at State airport
2-May Francois Bakkes	351-7483	self & wife	Not interested in doing Part 135 operation.

2-May Ron Salmon	738-2288	self	<p>He prefers the Japonski site (SEARHC) - better for fuel and parking. Also closer to where old sea land was. He landed here often and had no problem with sea states. Existing site has no parking - Aero Services probably would not deliver fuel there. Eliason site would conflict with boat traffic and require significant dredging. He would be interested in Sitka Part 135 operation - he moved his operation from Sitka to Wrangell because of competition in Sitka. New facility would need fuel, drive down ramp, electricity, fresh water, and equipment storage. Part 135 operation would be pick-up, drop-off. Little or no need for landside office. Ketchikan and Hoonah are model facilities. He flies a Beaver on straight floats</p>
2-May William Lantz	738-3075	Himself	<p>He would be interested in starting a Part 91 commercial operation for sight seeing tours. Need drive down ramp, lighting, and passenger shelter.</p>

**SITKA SEAPLANE BASE SITING STUDY
SUMMARY OF MEETINGS HELD IN SITKA AT CENTENNIAL HALL
MARCH 9, 2011**

Port and Harbor Commission (6:00 to 6:30 p.m.)

Mark Mayo and Brian Hanson (DOWL HKM) gave a PowerPoint presentation to the Commission. The presentation described the current project, past efforts, next steps, as well as local and DOWL HKM points of contact. At the conclusion of the presentation, a Commission member noted that provisions should be made at the new Seaplane Base for fuel services, vehicle parking, and lease lots for commercial buildings.

Public Meeting (7:00 to 8:30 p.m.)

This meeting was public noticed in the local paper and via e-mail. Following an introduction by the City and Borough of Sitka (CBS) Public Works Director Michael Harmon, Brian Hanson delivered a similar presentation to the public. Questions and comments were then invited from those in attendance.

An individual stated that, in winter, both the Eliason Harbor and Japonski Island alternative sites would be subject to 75 mile per hour winds in the winter, and suggested that the CBS would be liable for resulting damages to aircraft using seaplane base (SPB) facilities in those locations. Further, he said that the Eliason site would occasionally freeze in winter due to the fresh water outfall just east of the site, and that it would be "high and dry" during a minus tide. He said that the second best site was the Japonski Island site, but that the best site was where the existing SPB was located because it is sheltered from the wind. He said that aircraft parked at that facility had sustained no wind damage. The only collision related damage to aircraft was due to boats that had come loose from their moorings and drifted into parked aircraft. He recognized, however, that the existing site is in need of parking and better access to fuel.

The existing site was mentioned by more than one person as the optimal location. Suggestions were offered for improving the float configuration and regarding the purchase of upland and adjacent dock property to provide space for vehicle parking and services.

CBS Public Works Director Michael Harmon asked if everyone was comfortable with the Japonski Island site. He also noted that CBS wanted to avoid condemning property.

An individual who had participated in the 2002 SPB study said that the earlier study was done with the assumption that using the existing site was not an option. He said that the Indian Valley winds would damage aircraft parked at the Eliason Harbor site, especially if they were parked as shown on the preliminary drawings with their tails to the east. He claimed direct personal knowledge of this since his fishing boat is moored in the harbor close to this location. He also said that Eliason Harbor would interfere with boats using the designated boat loading area.

Another person suggested that the Eliason Harbor alternative would require dredging in an area where Eel Grass grows – a potential environmental concern and permitting challenge.

Someone suggested that it might be possible to acquire property just north of the existing SPB for vehicle parking and expansion of the SPB float system.

Someone noted that relatively little commercial seaplane activity in the winter (November - March).

Another person noted that there was no surplus vehicle parking space available to Eliason Harbor, that a new parking area would need to be constructed, and that this alternative allowed little room to maneuver seaplanes near the float.

Summary of follow up meeting with CBS Public Works Director Michael Harmon (1:00 p.m., March 10, 2010)

CBS is willing to consider a project alternative at the site of the existing SPB. The facility's upland configuration could be made more workable through the acquisition of an adjacent dock and uplands. Economic conditions since the 2002 study may result in reduced forecasted use and smaller SPB facility size. It would be reasonable to expect reduction in bird conflicts when seafood outfalls are prohibited in near future.

Attachments: Ports and Harbor PowerPoint Presentation
Sitka Port and Harbors Commission Agenda
Public Meeting Notice
Public Meeting PowerPoint Presentation
Public Meeting Attendance List
Comment Form

D60581.Mtg 1 Notes.MM.031611.mas

Project Comments - Please provide any comments on the project below.

Would like to see fresh water, electricity, be able to use commercially, Maintenance hangar on shore Road access to Airport for hangar storage. Fuel facility, Put docks into Prevailing winds, parking area for commercial customers

Please indicate your preferred alternative: ☐ 1A ☐ 1B ☐ 2 ☒ 3

To receive project information, please provide your name and an e-mail or postal address:

Name: Ron Handerson

Address: 165 Price St. Sitka AK 99835

E-mail: rhandersonsr@yahoo.com

Telephone: 907-747-1077

To submit comments or contact the project team:

CBS Project Manager
Michael Harmon, Director
Department of Public Works
100 Lincoln Street
Sitka, Alaska 99835T
Telephone: (907) 747-1823
Fax: (907) 747-3158
E-mail: michael@cityofsitka.com

DOWL HKM Project Manager
Tom Middendorf
4041 B Street
Anchorage, Alaska 99503
Telephone: (907) 562-2000
Fax: (907) 563-3953
E-mail: tmiddendorf@dowlhkm.com

Project Comments - Please provide any comments on the project below.

FUEL, Fresh Water, access to hangers

Please indicate your preferred alternative: ☐ 1A ☐ 1B ☐ 2 ☒ 3

To receive project information, please provide your name and an e-mail or postal address:

Name: Shane Snyder

Address: 118 Lincoln

E-mail: AKSLumord@hotmail.com

Telephone: 907 738 3288

To submit comments or contact the project team:

CBS Project Manager
Michael Harmon, Director
Department of Public Works
100 Lincoln Street
Sitka, Alaska 99835T
Telephone: (907) 747-1823
Fax: (907) 747-3158
E-mail: michael@cityofsitka.com

DOWL HKM Project Manager
Tom Middendorf
4041 B Street
Anchorage, Alaska 99503
Telephone: (907) 562-2000
Fax: (907) 563-3953
E-mail: tmiddendorf@dowlhkm.com

Project Comments - Please provide any comments on the project below.

- Wind only deficit

- Allows for expansion

- potential hangar

- easy fuel

- easier commercial

and transient use

- parking

Please indicate your preferred alternative:

☐ 1A

☐ 1B

☐ 2

☒ 3

To receive project information, please provide your name and an e-mail or postal address:

Name: Kari Lundgren

Address: 2702 Sawmill Creek Rd, Sitka, 99835

E-mail: coastal-rentals@yahoo.com

Telephone: 907-738-2089

To submit comments or contact the project team:

CBS Project Manager
Michael Harmon, Director
Department of Public Works
100 Lincoln Street
Sitka, Alaska 99835T
Telephone: (907) 747-1823
Fax: (907) 747-3158
E-mail: michael@cityofsitka.com

DOWL HKM Project Manager
Tom Middendorf
4041 B Street
Anchorage, Alaska 99503
Telephone: (907) 562-2000
Fax: (907) 563-3953
E-mail: tmiddendorf@dowlhkm.com

Project Comments - Please provide any comments on the project below.

Would like to see Comercial Operation facility
for my business, Possible hanger for maintance,
Fuel.

Put docks into prevailing winds.

by Phone 10/25/11 Ron Handerson

Please indicate your preferred alternative: ☐ 1A ☐ 1B ☐ 2 ☒ 3

To receive project information, please provide your name and an e-mail or postal address:

Name: Tor Svenson

Address: Sitka Ak.

E-mail: _____

Telephone: 907 738 6130

To submit comments or contact the project team:

CBS Project Manager
Michael Harmon, Director
Department of Public Works
100 Lincoln Street
Sitka, Alaska 99835T
Telephone: (907) 747-1823
Fax: (907) 747-3158
E-mail: michael@cityofsitka.com

DOWL HKM Project Manager
Tom Middendorf
4041 B Street
Anchorage, Alaska 99503
Telephone: (907) 562-2000
Fax: (907) 563-3953
E-mail: tmiddendorf@dowlhkm.com

Project Comments - Please provide any comments on the project below.

Fueling, Comercial Operation, onland
work Hanger, Road Access to Airport

IF Sitka doseint Want this send it
Pelican;

by Phone 11/25/11 Ron Handerson

Please indicate your preferred alternative: ☐ 1A ☐ 1B ☐ 2 ☒ 3

To receive project information, please provide your name and an e-mail or postal address:

Name: RON SALMON

Address: PO 1264 Petersburg 99833

E-mail: rsalmon@GCI.net

Telephone: 907-738 2288

To submit comments or contact the project team:

CBS Project Manager
Michael Harmon, Director
Department of Public Works
100 Lincoln Street
Sitka, Alaska 99835T
Telephone: (907) 747-1823
Fax: (907) 747-3158
E-mail: michael@cityofsitka.com

DOWL HKM Project Manager
Tom Middendorf
4041 B Street
Anchorage, Alaska 99503
Telephone: (907) 562-2000
Fax: (907) 563-3953
E-mail: tmiddendorf@dowlhkm.com

Project Comments - Please provide any comments on the project below.

Im out of area for now but have
needed a better float line dock for long time.

Would be nice to have fresh water, power, & be
able to work commercially from facility.

Access to Airport for Maintenance & potential
hanger storage during winter mo.

by Phone Ron Handerson
10/10/2011

Please indicate your preferred alternative: ☐ 1A ☐ 1B ☐ 2 ☒ 3

To receive project information, please provide your name and an e-mail or postal address:

Name: Bill Salt

Address: Honolulu HI

E-mail:

Telephone: 808-381-9578

To submit comments or contact the project team:

CBS Project Manager
Michael Harmon, Director
Department of Public Works
100 Lincoln Street
Sitka, Alaska 99835T
Telephone: (907) 747-1823
Fax: (907) 747-3158
E-mail: michael@cityofsitka.com

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STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT

MT. EDGE CUMBE HIGH SCHOOL

1330 SEWARD AVENUE
SITKA, ALASKA 99835-9438
PHONE: 907-966-3200
FAX: 907-966-2442

April 26, 2011

Mark D. Mayo
Transportation Planner
4041 B Street
Anchorage AK 99503

RECEIVED

APR 29 2011

DOWL HKM

Mr. Mayo:

I am responding to your inquiry regarding the interest that the City and Borough of Sitka has expressed in relocating their seaplane base. Currently I have discussed the issue with the Mount Edgecumbe Building Maintenance Manager, Stan Johnson, and Facilities Engineer, Sam Kito, with the Department of Education and Early Development (Department). At this time the Department does not support locating the seaplane base on the Japonski Island side of the harbor. The location of the access road for the proposed facility eliminates the ability for the Department to utilize the property in the future. Attached is a copy of the plat that identifies the property location (Lot 15A).

The Department is also concerned that the proposed use will have a detrimental effect on the Mt. Edgecumbe High School (MEHS) residence located near the proposed facility. Additionally we have concerns about the increased noise impacting the MEHS students and their activities in the school. Finally, we are concerned about increased traffic in that area which could result if a seaplane base were located on the island.

Please feel free to contact me if you have further questions regarding the Department's position on the seaplane base location.

Best regards,



Randy Hawk
Superintendent

cc: Les Morse, Deputy Commissioner

Sitka Seaplane Base Siting Study

10/5/11 User Group Meeting Summary

7 pm to 9 pm in the Maksoutoff Room at Centennial Hall, Sitka

CBS staff – Michael Harmon

DOWL HKM staff – Tom Middendorf and Mark Mayo

Attendance list attached

The purpose of the meeting was to introduce conceptual float layouts for the three sites and solicit comments from potential users in the hopes of narrowing down the number of potential sites to one preferred site. The meeting began with a PowerPoint presentation (attached) and was then opened for general questions and discussion.

User group comments:

Japonski Site

- Exposure to wind is a concern.
- Based aircraft slips should be aligned with the prevailing wind (S or SE) and tidal currents. Flip the arrangement of based and transient floats to achieve this
- The floating hangers on the end of the based float not a good idea. Better to put the hangers on the beach.
- Ocean swell not much of a problem at this site – it is shielded by the island
- Uniform agreement that this site is worthy of further consideration

Existing Site

- Birds at this site are severe maintenance problem for parked aircraft. Guano is more corrosive than salt.
- A drive down ramp would be needed for ambulance service and loading supplies and baggage. Also would eliminate need for on-site fuel storage since fuel could be dispensed from a truck.
- Explore potential to buy property from Harry Jimmy and Sitka Sound Seafood to better access and vehicle parking. Perhaps tidelands could be exchanged for property from Harry Jimmy.
- Evaluate an “H” (maybe better described as a C) configuration float layout
- Sitka Sound Seafood should be invited to future meetings
- Development at this site may block or impede access to Sitka Channel by adjacent properties on the shoreline

Eliason Site

- Freezing fresh water will constrain use of this site frequently in winter
- Maneuvering space will be very limited even at high tide
- Too exposed to wind and the slips can't be aligned with prevailing wind
- Houses nearby will experience noise impacts
- Uniform agreement from attendees that Eliason site will not work and is "off the table".

Miscellaneous

- A lot of swell are anticipated at the new State SP pullout. This makes a pullout at the CBS facility even more desirable.

Conclusions: The Eliason site and Alternatives 1 and 1A will not be carried forward. The Japonski site will be carried forward. Evaluate the "H" (or C) layout at the existing site together with potential land acquisitions. Bring new layout and evaluation back to a future User Group meeting prior to going before opening the planning process to wider public participation.

PROGRESS MEETING

SIGN-IN-SHEET • October 5, 2011[illegible]

email dated: 10/15/11
from J. Baird (Sitka Sound Seafoods)
to M. Harmon (CBS)

To: Michael Harmon
Fr: John Baird

Dear Michael,

I caught wind of a meeting that you have had with local airplane pilots on October 6th in regards to finding a float dock area suitable for expanding opportunities for more commercial float planes than currently exist. I have only seen generalized concepts of the three areas that are being thought of but not knowing all of the particulars of each area I will speak to the one I do know, that being the current float dock area next to Sitka Sound Seafoods.

Foremost, I would like to say that I fully support float plane pilots and their leisure and business aspirations. The Sitka area is indeed a float plane and boating paradise, albeit a wet one at times! From a commercial fishing stand point, they are often very helpful during the herring and salmon fisheries, as well as Civil Air Patrol. Certainly they are a wonderful way to introduce folks from other parts of the Country to our beautiful area. Having said that, I have serious concerns about the current location of the float plane dock, and even greater concerns for its' possible expansion.

In its current form it is an extreme noise hazard. When the aircraft return from their flight, they have to rev the engine to get up on the float and this creates a noise decimal level far in excess of what is safe for our staff at the plant. In addition, we cannot carry on normal business inside the office as the noise level is tremendous. This is but one problem but it is a severe one. This does not even take into consideration the unbelievable decimals created by aircraft taking off right in front of our dock, which needs to stop. With the possible expansion of the dock, we will have the same problems only magnified 4-5 times in frequency and noise level. Water traffic wise we already have a very tight space for both vessels and aircraft transiting each dock. The addition of 4-5 time of commercial plane operations in what is already a very small area will cause major disruption to our vessels coming and going to our dock and a tremendous safety issue and liability for plane, boat, City and State.

Other issues of concern, for this area, would be an additional fueling station over water, a tremendous increase in the number of people needing parking in an already very congested area for traffic and lack of parking on Katlian.

Michael, I have to travel out of town tomorrow but I would appreciate the opportunity to discuss further with you and others these points expressed and concerns, and be kept advised of future meetings in advance so we can be present.

To summarize I will say that North Pacific Seafoods (i.e. Sitka Sound Seafoods) is definitely against the expansion of the current Seaplane float in its current location, and in addition, feel the current dock needs to be moved for the aforementioned comments. While I am gone Tim Ryan can certainly speak to this issue to clarify or give feedback to any questions you may have.

With Regards,

John Baird
General Manager
Sitka Sound Seafoods

Sitka Seaplane Base Siting Study

12/15/11 User Group Meeting Summary

7 pm at Centennial Hall, Sitka

CBS staff – Michael Harmon, Marlene Campbell, Stephen Weatherman

DOWL HKM staff – Tom Middendorf and Mark Mayo (by telephone)

Attendance list attached

The purpose of the meeting was to review action items from the October 5 User Group meeting and obtain input for the SPB site selection process.

A PowerPoint presentation (attached) was delivered to the group by Michael Harmon, Tom Middendorf and Mark Mayo. The meeting was then opened for questions and discussion.

Question: What if an agreement can't be reached with the Coast Guard and AK Department of education to acquire/develop the Japonski site?

Answer: The previous (2002) and current site studies have thoroughly evaluated all the potentially feasible sites. The Japonski site was recommended in the 2002 study and this selection appears to have been confirmed by the current study as the only feasible site. In the absence of an agreement, CBS would have no alternative but to continue operating the current SPB facility.

Question: Why did the high school oppose the Japonski site?

Answer: The school has identified concerns about noise. In an April 26, 2011 letter we received from Superintendent Randy Hawk, he states that the Department of Education does not support the selection of this site because it would preclude their ability to use the property in the future, would increase aircraft noise levels near the high school, and would increase vehicular traffic in the area. We have not met with them to discuss property acquisition. Before we could move ahead with acquisition, the site would have to go through detailed environmental process (NEPA) and design. However, at the current time it appears that the Japonski site could actually decrease noise impacting the school by moving the area where aircraft start their take off run further to the north in the channel.

Comment: Noise levels generated by SPs now is significantly lower than in the 1970s and 1980s when the regional economy was much stronger and there was more SP traffic.

Question: With regard to protecting the Japonski site from waves, what plans exist to connect the gaps in the breakwater?

Answer: This was studied by the Corps of Engineers but due to the high cost (\$23M) of closing the gaps and environmental concerns, they have elected to not move ahead with the proposal.

Question: Could a floating breakwater help?

Answer: This has not been considered to date. The focus of wave investigations has been the main entrance to the channel. It may be that putting a SPB at this location would make a floating breakwater in the near shore area more viable from a cost/benefit perspective.

Straw Poll: Unanimous support among those in meeting for the Japonski site, Alternative 3A.

Suggestions:

- For the upcoming public meetings, bring photos of SPB facilities in Petersburg, Juneau, Tenakee Springs, and Ketchikan to compare with the existing facility in Sitka.
- Emphasize the impact of SP traffic within the local economy.
- Move gangway (?) to accommodate more aircraft on shore side of transient float

Question: What will happen to the existing SPB site?

Answer: It would probably be re-purposed by CBS for harbor-related use. Insurance and administrative issues would preclude operation of two SPB site. FAA has also indicated that they would not favor two SPB's.

Next step: A draft report will be issued and CBS will arrange a public meeting on site selection.



City and Borough of Sitka

DEPARTMENT OF PUBLIC WORKS

100 Lincoln Street, Sitka, Alaska 99835
(907) 747-1804 • Fax (907) 747-3158

PROJECT _____
LOCATION _____
DATE _____ BY _____
SCALE _____ SHEET _____ OF _____

SEA PLANE BASE		12/15/11			
NAME		PHONE		EMAIL	
John Baird		738-1270		JBaird@npsi.us	Sitka Sound Seafoods
Dave Gordon		747-3724		dave.gordon@alaska.gov	
RON HANDERSON		747-1077		rhandersonsr@yahoo.com	
Kari Lundgren		738-2089		coastal.rentals@yahoo.com	
Jeannie Frank		738-1029		Jeannie.m@acsaalaska.net	
Ken Bellows		738-2363		ken@FLINFISHING.COM	
Marlene Campbell		747-1855		campbell@cityofsitka.com	
STAN ELIASON		747-3439		STAN@cityofsitka.com	
DAN TADIC		747-1807		dantadic@cityofsitka.com	
KEVIN KNOX		738-4664		kevin@bluesteel.org	

Sitka Seaplane Base Siting Study
Summary
4/11/12 Ports and Harbors Commission Meeting

CBS Staff – Dan Tadic, Stan Eliason, Michael Harmon, Stephen Weatherman
DOWL HKM Staff – Tom Middendorf

A PowerPoint presentation (attached) was delivered to the Commission. The following is a summary of comments or questions received from commission members together with responses from project staff.

Comment: Aircraft noise at Japonski may be less noticeable due to presence of existing background noise from the Sitka Airport and Coast Guard helicopter operations nearby.

Comment: There is also existing noise from seaplane operations in Sitka Channel that could go down when fewer aircraft will operate from this narrower area.

Comment: You could consider options to reduce noise from aircraft powering up to load onto the ramp by investigating mechanical systems to assist aircraft in getting onto the ramp.

Response: We will look into this.

Comment: Has the presence of swell been considered?

Response: Yes. This was considered by our float designer and the pilots and while we expect to see swell at this site, it can be handled by float design and layout.

Comment: Can you shift the float within the site, if needed?

Response: There are some limited options to shift it on the site, but the Coast Guard is on one side and residential and clinic properties on the other side.

Comment: Can you consider anchoring systems instead of pile systems to keep the float in place? Piles would probably not be as effective with swell, would cost more, and could be more complicated with airplane wings to avoid.

Response: Yes we will look at that during more detailed conceptual design.

Comment: Who will control what kind of vehicles will use the drive down ramp?

Response: The harbormaster.

Comment: If you have the correct fuel piping system going down to the float you will not need to have access for a fuel truck on the float.

Response: We will look into fueling options.

Comment: Why was Jamestown Bay eliminated as an option?

Response: Primarily because of residential development in the area, turbulent wind conditions, exposure to swells, and boat traffic.

The Ports and Harbors Commission approved the recommended Japonski site for further studies.

MEMORANDUM

To: Jim Dinley, Administrator 

From: Grant Miller, Port and Harbor Commission

Date: April 17th 2012

Subject: Seaplane base

The consultant team and Public Works Staff presented the results of the Seaplane Base Siting Analysis to the Port and Harbor Commission on April 11, 2012. The Commission members voted unanimously to approve the recommended site for further study.

Grant Miller, Chairman



Sitka Seaplane Base Siting Study
Summary
4/11/12 Public Meeting

CBS Staff – Dan Tadik, Michael Harmon, Steve Weatherman
DOWL HKM Staff – Tom Middendorf

A PowerPoint presentation (attached) was delivered to those attending the meeting. The following is a summary of comments or questions received from members of the public together with responses from project staff.

Comment: A meeting attendee reported operating a glass bottom tour boat along the shoreline in the area and at the site of the seaplane float. The tour boat views the ocean bottom in the near shore area and turns around once it approaches the breakwater. It also covers other areas with the tour, but the Japonski site is good for bottom viewing. He noted support for a seaplane base but wondered if other sites were dismissed without full consideration.

Response: The attendee was asked to document his concerns on a comment sheet and to show the areas he uses for his business on the sheet.

Comment: The same person asked why Herring Cove was dismissed.

Response: A pilot in the room reported Herring Cove is a very windy area – a blow hole – that would be unsuitable for floatplanes. He reported it freezes in winter. The prior study also eliminated this site because it has:

- Long fetch with direct access to open ocean (i.e., waves & swell)
- Large chop from prevailing winds
- Strong turbulent winds from Blue Lake
- Limiting topography during cloudy/foggy conditions
- Too far from town

Comment: The same person also asked whether Whiting Harbor would work.

Response: The pilot in the audience commented that Whiting Harbor was exposed to waves and rough water and access to the site was restricted by the airport and FAA.

Comment: The same person asked if there was wind data available for each site.

Response: No, wind information is not available for each site, and wind information was based on local knowledge.

Comment: Is the Department of Education in the driver's seat on this project because of land acquisition?

Response: We will work with the Department of Education on land acquisition. Our chances of success will be greater if it is clear the community considers the seaplane base at this site is the best option. There may be ways to configure the seaplane base to minimize affects on Department of Education property. SEARHC also has property along Seward Avenue that might be investigated for parking.

Comment: I don't think there are any other reasonable options. This is the best site.

Comment: This is the perfect location. It is good for establishing commercial operations. I am personally interested in starting commercial operations if this is built.

Comment: This sounds like a great idea.

Comment: I can't imagine why the community would turn down the opportunity to have this project built with 97.5% federal and state funding.

Comment: The fees for use of the facility need to be reasonable. It is expensive to own and operate seaplanes and we already pay fees and property taxes.

Comment: This seems like a small facility when compared to the extent of boat harbor facilities that have been built in Sitka. Other smaller communities like Kodiak and Petersburg have bigger and better seaplane bases.

Comment: There may be potential for aircraft using the seaplane base to carry medical patients from villages to SEARHC.

Comment: You should consider including a seaplane pullout at this site, connected by road to the airport and its hangars. Then the State would not need to build its pullout area, which is proposed in a much less favorable site.

Response: We will look at this during the more detailed design. It is possible if funding is an issue that this could be a later phase, unless the State builds it's haulout first.

Comment: Tsunami warning noise is perhaps more annoying than seaplane operations noise.

Comment: The CBS Assembly needs to understand the extent of study – 2 studies over 10 years – that has gone into this project and that both studies recommended the same site.

PUBLIC MEETING

SIGN-IN-SHEET • April 24, 2012

[illegible]

DOWL HKM

DOWL HKM • 4041 B Street • Anchorage, Alaska 99503 • 562-2000

Mayo, Mark

From: Jim Edson [jim.m.edson@gmail.com]
Sent: Tuesday, April 17, 2012 5:00 PM
To: Mayo, Mark
Subject: Re: Sitka Seaplane Base Siting Study - final recommendations

Mark, Good work! Although I've given up on Sitka and moved to Petersburg I'm in total agreement on where the new base should be. Thanks, Jim

On Mon, Apr 16, 2012 at 11:38 AM, Mayo, Mark <MMayo@dowlhkm.com> wrote:

Attached you will find a copy of the PowerPoint presentation delivered at the April 11, 2012 public meeting in Sitka. The presentation reviews the need for seaplane base (SPB) improvements in Sitka, summarizes the SPB site selection process, and recommends a preferred site for detailed planning and environmental review prior to design and construction.

Please review the presentation and provide us with your email comments by April 30, 2012.

Questions about the project should be directed to CBS Project Manager Dan Tadic ([907-747-1807](tel:907-747-1807) or dantadic@cityofsitka.com) or DOWL HKM Project Manager Tom Middendorf ([907-562-2000](tel:907-562-2000) or tmiddendorf@dowlhkm.com).

Thanks in advance for your participation.

Mark D. Mayo
Transportation Planner



(907) 562-2000 | **Fax (907) 563-3953** | **4041 B Street** | **Anchorage, Alaska 99503** | **www.dowlhkm.com**

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Protecting the **environment** is our priority.

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT

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1330 SEWARD AVENUE
SITKA, ALASKA 99835-9438
PHONE: 907-966-3200
FAX: 907-966-2442

April 23, 2012

Mark D. Mayo
Transportation Planner
4041 B Street
Anchorage AK 99503

Mr. Mayo:

I received your email pertaining to the Sitka Seaplane Base Study – Final Recommendations sent on April 16, 2012. In it, it asks for comments pertaining to the final recommendations to be sent to you by April 30th. Please consider this letter as comments from Mt. Edgecumbe High School (MEHS) related to the final recommendations.

In our view, the Final Recommendations should be rejected and sent back for further study. As you know, MEHS commented on this proposal in the letter we sent to you a year ago, dated April 26, 2011. The concerns we raised in that letter have not been addressed, and we incorporate them by reference into this letter.

Specific reasons to reject this study include:

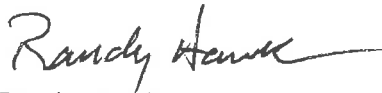
- The study fails to take into account the wishes of the property owner. Neither MEHS nor the Alaska Department of Education and Early Development are interested in this site being utilized as a seaplane base.
- The study fails to take in to account the legal impediments to development of the site as a seaplane base. MEHS is not expert in NEPA or FAA requirements, but this site would almost certainly have great difficulty in obtaining federal administrative approval.
- The study does not take into account that under FAA guidelines the proposed seaplane base will have a decibel level of greater than 65 and is incompatible with operation of MEHS as school. That incompatibility is magnified here because MEHS is a boarding school.
- The study does not take into account the historic/archeological value of the site.
- The study does not take into account other impacts on the continued use of MEHS as a school, including that the increased traffic would be a detriment to our students, especially when the new pool gets built. (Tongass Avenue would be the direct route for our students to walk to the pool. They would have to cross over Tongass Avenue

to access the pool.) In addition, the increase of industrial traffic (fuel trucks, etc.) on Tongass Avenue due to the seaplane base would create an undesirable impact on the campus and a hazard for our students.

- The study fails to take into account local land use and the potential impact on property value. The proposed seaplane base is located in a residential neighborhood and it would dramatically change the activity of that neighborhood.

As you can see from the comments listed above, our concerns are many. We strongly urge that additional study be conducted and that alternatives be considered that do not have the same impacts and barriers to development. Please feel free to contact me if you have further questions regarding the Department's position on the seaplane base location.

Best regards,

A handwritten signature in black ink that reads "Randy Hawk". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Randy Hawk
Superintendent

cc: Les Morse, Deputy Commissioner

Mayo, Mark

From: Dan Tadic [dantadic@cityofsitka.com]
Sent: Monday, April 30, 2012 9:01 AM
To: Middendorf, Thomas
Cc: Mayo, Mark
Subject: FW: Seaplane Base

Good morning,

Please see email below from Ken Rear – the owner of the glass bottom boat tour who came to our public meeting earlier this month.

Thanks,

Dan Tadic, P.E.
Senior Engineer
City and Borough of Sitka
Department of Public Works
100 Lincoln Street
Sitka, AK 99835
P (907) 747-1807
F (907) 747-3158

From: sldt@ak.net [<mailto:sldt@ak.net>] **On Behalf Of** Kenneth Rear
Sent: Sunday, April 29, 2012 12:57 PM
To: dantadic@cityofsitka.com
Subject: Seaplane Base

Hello Dan

We spoke at the public information meeting about the proposed seaplane base at Japonski Island where I raised concerns about the potential negative impact that the base would have on the underwater viewing tour that I now operate at the proposed location. While these concerns remain I am not interested in standing in the way of the proposed seaplane base. With the decline in the number of summer visitors to Sitka the future of Sea Life Discovery Tours in Sitka is uncertain. So it would not be right for me to raise opposition and raise costs associated with the design and construction and then move the Sea Life Discovery to another port. For planning my business operations it would be helpful if you would keep me informed of your plans especially construction dates.

Best Regards
Kenneth J Rear
Sea Life Discovery Tours

Sitka SPB Interviews Results – February, 2016

- 38 pilots and companies interviewed
- 24 have used the existing Sitka Seaplane Base

Demand

- 33 of the 38 interviewed indicated they would use the new SPB if built by 2020; 1 maybe; 4 no
- 19 users said they would base aircraft at the new SPB
- 15 users said they would use the new SPB on a transient basis
- Pilots and companies interviewed would base 25 - 30 aircraft at the new SPB or would operate 16 aircraft on a transient basis

	Based	Transient
Commercial	4	9
Commercial & Recreation	5	2
Recreation	9	2
Government	1	2
Total	19	15
Number of Aircraft	25- 30	16

Amenities

- Nearly all prefer tilt ramp
- Nearly all want fresh water on floats
- About half want electricity, others felt it was optional
- Most want overhead lighting
- Most prefer vehicle access to the float, though some think its optional or that 4 wheeler access is more affordable
- All want transient parking
- Nearly all want on-land vehicle parking
- Nearly all felt that fuel delivered from a hose on the dock is critical; some preference for an on-land tank but many supported either an on-land tank or truck delivery
- Mixed opinions on need for an on-land office. Many supported it being built by a commercial user, if needed.
- Mixed opinions on the need for an on-land or floating hangar. Some concerns about costs and extent of use. Ability to use existing hangars on Sitka Airport.
- Other amenities included toilet, bird control, storage area, security, waiting room, loading dock, pull out ramp, scale, winter aircraft storage, protected water, freight staging area, and facilities to support commercial operations
- General support for Cessna 180/185/206 for most parking with some Beaver and turbine Otter parking for commercial use.

Sitka Seaplane Base Interviews - Verbal Pilot Comments

There is no other public seaplane base in Sitka. Without a public seaplane base, we will not have floatplane operations in Sitka, except by expensive amphibious aircraft. Not everyone can afford amphibious aircraft. If we don't build a public seaplane base, floatplanes will go away altogether. Floatplanes are a part of our economy. If the boat harbor fell apart, would we send the boats away?

Having a Sitka SPB is crucial to the health of this part of SE AK. Seaplanes are a traditional mode of transportation across the region. The use of the current SPB does not show a realistic view of demand, given its current condition and lack of fuel. A new seaplane base could be used year-round.

If you build a new, nice, large facility, many more planes will show up. A similar situation occurred in Kodiak. There were 4-6 planes based at the old facility, after the new facility was built at Trident Basin, we have seen 12-14 planes based there.

Please consider the existing site with reconfiguration as already submitted. It consisted of two wings oriented perpendicular to the channel with room for 3 planes apiece. A small dock on the first wing.

We have a private dock that serves a lot of transient aircraft. This may not be available in the future. This is where much of the traffic has gone since the existing facility has fallen into disrepair.

Adding a hangar and using it with the University and SEARHC as a vocational program for training mechanics would be ideal.

The existing facility drove the airplanes away. It is a shame. There is a demand. People moved to amphib floats or got rid of their airplanes due to the condition of the existing float. The new SPB would open up competition. It would allow small Part 135 operators doing flight seeing and other services. This would open up the country to more people.

We normally take our wheel Caravans to Sitka so the facility would not be of much use to us, but I still think the project is well worth it, and is needed in Sitka.

There have been up to eight regular users of the existing facility. The state of the existing facility discouraged pilots. There was such a poor situation there; no parking, no access to fuel, inside four ramps unusable at low tides, inadequate maintenance for at least the last 10 years. Pilots have had damage to their planes by boats and due to the close proximity of other ramps. There are rock piles.

Also consider similar situation like in Kodiak where seaplane activity grew after and SPB was built.

Sitka and most other SE communities should have a public seaplane facility for local and transient use.

There is a lot of demand for a floatplane facility. I can't believe we have gotten by so long with so little. A lot more floatplanes would be here if we had places to park more floatplanes. The City charges property taxes for our planes, and we don't get anything for it. They need to spend some tax money for floatplane parking.

The current facility is between 2 seafood processors with a lot of boat traffic coming and going. That plus the hundreds of seagulls makes the current site unsafe.

A new seaplane base is needed to get to remote areas in Sitka. The City of Sitka is missing out on a significant amount of tourism economic benefits and taxation, by not having a good seaplane base. Most communities try to take advantage of economic opportunities like this.

There used to be 10 – 14 operators at the Sitka Seaplane Base. Floatplane owners have moved away from Sitka, have moved their floatplanes to other locations, or have had to switch to expensive amphib gear because of lack of floatplane facilities in Sitka. I am frustrated with how long it has taken to make progress on a new Sitka Seaplane Base.

Floatplanes really benefit the Sitka Region. Floatplanes are required to access to Sitka's pristine wilderness. Floatplanes are a low impact form of transportation to the region. A small facility has fewer benefits to residents and visitors than a larger facility. The small size of the current facility has limited the amount of floatplane activity in the region.

I think it is a good idea. I wish you luck.

The Department of Fish and Game has rented a space at the existing facility for decades. The Department has had a contracted plane at the existing facility since the facility was built. The Department requires a specialized plane to monitor pink and chum salmon runs in the Sitka area which is essential to provide commercial pink and chum salmon fishing opportunities to the area. These fisheries could not be authorized without this flying.

A new seaplane base is needed because the existing seaplane base is outdated and there is aviation activity in the region to justify it. Sitka also needs to serve others outside the region who are flying transient to Sitka.

Because of lack of space at the Sitka SPB I bought amphib aircraft and operate from Sitka Airport. I am currently happy with this amphib arrangement.

However, I believe a new SPB is needed and would be used. There are people in Sitka who have not bought floatplanes because there is no place to park them.

Ken Bellows facility is for sale. If it is no longer available for others to use, there will be no floatplane parking in Sitka.

Southeast is a floatplane area. We need a reasonable place to moor floatplanes when we go to Sitka. Out of towners need a place to go. It helps the Sitka economy.

New Sitka Seaplane Base Interview Results - February, 2016

Interview Questions																			
	Would Use New SPB in 2020?	Recreation, Commercial, Government User	Based or Transient	Number of aircraft	Current/Former User of Existing Seaplane Base	Fixed or Tilt Ramp	Water	Electricity	Lighting	Vehicle Ramp	Transient Pakring	Onland Vehicle Parking	Fuel on Floats	Fuel by Truck or On Land Storage	On Land Office	On Land or Floating Hangar	Other	Design Aircraft	Your Estimate of Number of Based/Transient Aircraft Parking Needed in 2020
1	Yes	Recreation	Based	1 to 2	Yes	Tilt	Yes	Optional	Optional	Optional	Yes	Yes	Yes	On Land	No	No	Security, Bird Control	Beaver, 1 Turbine Otter	6-10 Based 4-6 Transient
2	Yes	Recreation Commercial	Based	1	Yes	Tilt	Yes	Yes	Yes	Optional	Yes	Yes	Yes	Either	No	Yes	Security, Bathroom, Waiting Room		3 Commercial 9 Recreational
3	No																		
4	Yes	Recreation	Based	1	Yes	Tilt	Yes	Yes	Yes	No	Yes	Yes	Yes	Either	By Commercial Users	Yes	Storage, Bird Control, Security	Beaver	8-10 Based 4 Transient
5	Yes	Recreation	Based	1	Yes	Tilt	Yes	Optional	Yes	4-wheeler	Yes	Yes	Yes	On Land	Yes	Optional	Commercial User Needs	Supercub, some Beaver or Otter	12 Based 6-8 Transient
6	Yes	Commercial	Based	2	No	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Truck	No	No	Toilet	Up to Otter	3 Based 6 Loading Float
7	Yes	Recreation	Based	1	Yes	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Either	By Commercial Users	Yes	Toilet	Cessna 182, some Beaver	12-16 Based 4-6 transient
8	Yes	Commercial	Transient	1							Yes								
9	Yes	Recreation Commercial	Based	2	Yes	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Truck	No	No	Loading Dock, Pull Out Ramp	Supercub, Single Otter	12 Based 6 Transient
10	Yes	Government	Based	1	Yes	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Either	No	No		Supercub, Beaver, Turbine Otter	8 Based 4 Transient 6 Loading Float
11	Yes	Commercial	Transient	1	Yes					Yes	Yes	Yes	Yes	Either	No	No	Toilet	Up to Otter	4 Based 8 Loading Float
12	Maybe	Recreation	Based	1	Yes	Tilt	Yes	Optional	Yes	Optional	Yes	Yes	Yes	Either	By Commercial Users	Optional	Toilet	Beaver,1 Turbine Otter	8-10 Based 2-3 Transient
13	Yes	Recreation Commercial	Based	1 to 2	Yes	Tilt	Yes	Optional	Optional	Yes	Yes	Yes	Yes	On Land	Yes	On Land		Cessna 185, Some Beaver	10-20 Based 4-6 Transient
14	Yes	Recreation Commercial	Based	2 to 3	Yes	Tilt	Yes	Optoinal	optional	Yes	Yes	Yes	Yes	On Land	By Commercial Users	On Land		Cessna 180/185, seval Beaver and Otter	12 Based 6 Transient
15	Yes	Commercial	Based	4	No	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	On Land	Yes	On Land	Pull Out Ramp	Caravan, Beaver, Cessna 185	26 Based 12 Transient
16	Yes	Commercial	Based	1	Yes	Fixed	Yes	Yes	Yes	No	Yes	Yes	Yes	On Land	Yes	No	Pull Out Ramp	Beaver, Otter	6 Based 6 Transient
17	Yes	Government	Transient	1	Yes					Yes	Yes	Yes	Yes	On Land	No	No	Toilet, Scale	Up to Turbine Otter	4 Based 4 Transient 4 Loading
18	Yes	Commercial	Transient	1	Yes					Yes	Yes	Yes	Yes	Either	No	No	Toilet, Scale	Cessna Caravan	2-4 Transient 8 Loading Float
19	Yes	Commercial Recreation	Transient	1	Yes	Either	No	No	Yes	Yes	Yes	Yes	Yes	Either	No	Pull Out Ramp		Up to Otter	6 based 2 Transient
20	Yes	Recreation	Based	1	No	Tilt	Yes	Optional	Yes	4-wheeler	Yes	Yes	Yes	Either	Optional	Yes	Security	Beaver, a Few Otter	10-12 Based 4 Transient
21	Yes	Commercial	Transient	1	No	Tilt	Yes	Optional	Optional	Yes	Yes	Yes	Yes	Yes	Yes	Either	Pull Out Ramp, Winter Aircraft Storage	Beaver, Several Otter	20-25 Based 5-6 Transient
22	Yes	Recreation	Based	1 to 2	Yes	Tilt	Yes	Optional	Yes	Yes	Yes	Yes	Yes	Yes	By Commercial Users	Yes	Pull Out Ramp, Storage, Bird Control	Cessna 185, Some Beaver and Otter	10-15 Based 1-2 Transient
23	Yes	Recreation	Transient	1	No	Tilt		Yes		Yes	Yes	Yes	Yes	Either	No	No	Toilet, Waiting Room	Up to Beaver	4-5 Based 3 Transient 5 Loading Float
24	No																		6-10 Based 2 Transient
25	Yes	Commercial	Based	1 to 2	Yes	Tilt	Yes	Yes	Yes	Optional	Yes	Yes	Either	Yes	Optional	Either	Bird control	Cessna 185 to Beaver	12 Based 4 Transient
26	Yes	Commercial	Transient	1	Yes	Tilt				Yes	Yes	Yes	Yes	Truck	No	No	Toilet, Waiting Room	Up to Otter	2 Based 2 Transient 2 Loading Float
27	Yes	Commercial	Transient	1	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Protected Water, Japonski is Good	Supercub, Turbine Otter	on Based 3 Transient 4-5 Loading Float
28	Yes	Commercial	Transient	1	Yes	Tilt	Yes	Yes	Yes	Yes	Yes	yes	Yes	Yes	No	No	Toilet	Up to Turbine Otter	6-8 Based 4 Loading Float
29	Yes	Aircraft Maintenance				Tilt	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Floating Hangar	Toilet, Freight Staging	Up to Beaver	1 Loading Float
30	Yes	Recreation	Transient	1	Yes	Either	Yes	Optional	Yes	Yes	Yes	Yes	Yes	Either	By Commercial Users	By Commercial Users	Security, Tie Downs	Beaver, Some Single Otter	12 Based 4 Transient
31	No				Yes	Tilt	Yes	Optional	Yes	No	Yes	Yes	Yes	Either	By Commercial Users	Optional		Beaver	10 Based 4-5 Transient
32	Yes	Recreation	Based	1	Yes	Either	Yes	Optional	Optional	Optional	Yes	Yes	Vehicle Access	Truck	By Commercial Users		Storage, Pull Out Ramp	Cessna 180/185, Some Beaver	10-12 Based 8 Transient
33	Yes	Commercial Recreation	Based and Transient	2 Based 1 Transient	Yes	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	On Land	Yes	Pull Out Ramp	Avoid wing/piling conflicts	Several Otter	5-6 Based Up to 20 Transient
34	Yes	Recreation	Based	1	Yes	Fixed	Yes	Yes	Yes	Yes	Yes	Yes	Either	Yes	Yes	No	Toilet	Beaver	20 Based 5 Transient 10 Loading
35	Yes	Commercial	Transient	1	Yes					Yes	Yes	Yes	Yes	On Land	No	No	Toilet	Beaver	12 Based 6 Transient
36	No																		
37	Yes	Government	Transient	2	No	Tilt	Yes	Yes	Yes	Yes	Yes	Yes	Yes	On Land	Yes	Yes	Toilet, Baggage Staging	Up to Turbine Otter	3 Transient 5 Loading Float
38	Yes	Commercial	Transient	1	No					Yes		No	Yes	Either	No	No	Toilet, Waiting Room	Up to Beaver	4 Based 2 Transient 4-6 Loading Float
2020 Demand						Seaplane Base Amenities													



SITKA SEAPLANE BASE SITING ANALYSIS UPDATE
Public Meeting – Sign In Sheet
Wednesday, February 17, 2016

NAME	ADDRESS	EMAIL	TELEPHONE
Sonny Crupley	Not needed	only needed if you did not get email notice of meeting	
Ken Beronius			
Francis Buckles			
Scott Harris			
Scott Saline			
MICHAEL BROOKS			
Ron Henderson			
Kevin Knox			
ANDY COYKENDALL (C.A.P.)			
MARK MORRIS			
SPAN ELASZ			



SITKA SEAPLANE BASE SITING ANALYSIS UPDATE Public Meeting Notes Wednesday, February 17, 2016

CBS Staff – Dan Tadic, Stan Eliason

DOWL Team – Tom Middendorf, Mark Morris

Attendees – 9 pilots, aviation businesses and interested parties

Presentation: Dan and Tom recapped the results of the 2002 and 2012 studies and Dan explained that DOWL was hired to address recent FAA questions about demand. Dan explained that the City has also hired PND to evaluate the problems with the current seaplane base and determine the improvements and costs to make it serviceable until a new seaplane base can be built. Tom presented a recap of the results of the survey of demand and amenities for the new seaplane base and handed out the survey results.

Discussion/Comments:

- DOWL asked whether the survey results are overstating demand. Several commercial and non-commercial pilots responded that the numbers appear to understate the demand.
- Roughly 50 airplanes flying between Seattle and Anchorage use the private seaplane base every summer. This facility formerly had 7 employees during peak years of the 1970's and 80's. The age and condition of the current facility has caused many to avoid Sitka, switch to amphibious or wheels, or base aircraft in other locations.
- The seaplane base needs to service both commercial and non-commercial users, based and transient.
- To make commercial operations viable, the facility needs to provide an aircraft haul-out ramp and space for aircraft maintenance. The current practice of using the minimal DOT&PF ramp on the other side of the Sitka Airport requires careful timing with tides, is not useable in strong wind conditions, and requires airport staff to be available to escort trailered aircraft across the runway. None of this is reliable enough for regular maintenance needs of commercial users. DOWL should ask the airport whether they would support increased escorts if more users needed it.
- The demand numbers appear to be understated. There are various levels and types of potential commercial use of the seaplane base. Guaranteed aircraft parking spots, an aircraft maintenance area and on-site fuel would be critical for commercial use. Many of the users would be seasonal, such as herring spotters. Transient users have avoided the existing facility due to its condition.
- The Department of Education should be encouraged to support an aviation school that would take advantage of the region's use of floatplanes.
- The existing and new seaplane base are critical for outlying communities that are dependent on seaplanes for access. There is a need for space for transient floatplane parking this

summer and until a new facility is built. Consider an expansion to the current Work Float on an interim basis.

- There is private land available next to the current seaplane base that could be sold to Sitka for parking and other uplands uses. Dan Tadic noted that the current site has many other issues besides parking, such as conflicts with boats and birds from the adjacent seafood processor, not enough space to expand the seaplane base, and shallow water.
- Petersburg has a drive down ramp so fuel trucks can deliver fuel plus they have private floating hangars.
- Would city insurance pay for any damage from wind?
- The City could be the fuel provider.
- Ketchikan has a great video showing the economic importance of seaplanes in Ketchikan. We need to do an economic impact study showing what seaplanes can do for Sitka – tourism, taxes, fuel sales, etc.

APPENDIX C

CBS Seaplane Base Ordinances

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Sponsor: Administrator

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2005-18

AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA, ALASKA AMENDING TITLE 13, PORTS AND HARBORS, OF THE SITKA GENERAL CODE BY AMENDING SECTION 13.10.190, AIRPLANE FLOAT, TO ALLOW COMMERCIAL OPERATIONS AT THE AIRPLANE FLOAT UNTIL THE NEW FLOAT PLANE FACILITY IS CONSTRUCTED OR DECEMBER 31, 2006, WHICHEVER IS SOONER

1. **CLASSIFICATION.** This ordinance is of a permanent nature and is intended to become a part of the Sitka General Code.

2. **SEVERABILITY.** If any provision of this ordinance or any application thereof to any person or circumstance is held invalid, the remainder of this ordinance and application thereof to any person or circumstances shall not be affected thereby.

3. **PURPOSE.** Currently there is no location within the harbor system for commercial float planes to operate. Other privately owned facilities are no longer available, leaving the very small commercial floatplane industry in Sitka no place to stage. This ordinance would allow commercial operations at the City and Borough-owned airplane float facility until December 31, 2006 or until the new floatplane facility is built, whichever comes sooner.

4. **ENACTMENT.** NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka that Section 13.10.190, Airplane float, is hereby amended to read as follows:

13.10.190 Airplane float.

The municipal airplane float shall be administered and enforced by the harbormaster but subject to:

- A. Commercial operations shall be allowed at the municipal airplane float with the Harbormaster's approval and proper permitting in place until such time as a new floatplane facility is constructed or December 31, 2006, whichever is earlier. Such operations shall be charged an appropriate user fee.
- B. (No change.)
- C. (No change.)
- D. (No change.)

5. **EFFECTIVE DATE.** This ordinance shall become effective on the day after the date of its passage.

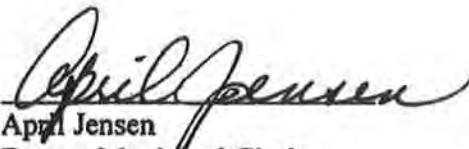
Ordinance 2005-18
Page 2

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 26th day of April, 2005.



Marko Dapceovich, Mayor

ATTEST:



April Jensen
Deputy Municipal Clerk

ORDINANCE 96-1366

**AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA
ADOPTING THE NEW HARBOR ORDINANCE REVISING TITLE 13
OF THE SITKA GENERAL CODE**

1. **CLASSIFICATION.** This ordinance is of a permanent nature and is intended to become a part of the Sitka General Code.
2. **SEVERABILITY.** If any provision of this ordinance or any application thereof to any person or circumstance is held invalid, the remainder of this ordinance and application thereof to any person or circumstances shall not be affected thereby.
3. **PURPOSE.** Over the past year, the Ports and Harbor Commission has been reviewing and revising Title 13, The Harbor Ordinance. This ordinance adopts the new Title 13.
4. **ENACTMENT.** Now, Therefore, be it enacted by the Assembly of the City and Borough of Sitka that Title 13 of the Sitka General Code is hereby repealed and reenacted as set forth in Exhibit A. which is attached hereto and incorporated herein by reference.
5. **EFFECTIVE DATE.** This ordinance shall become effective on the day after the date of its passage.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 28th day of May, 1996.


Peter S. Hallgren, Mayor

ATTEST:


Rita Heathman
Acting Municipal Clerk

**TITLE 13
PORT AND HARBORS**

CHAPTERS:

- 13.02. GENERAL PROVISIONS**
- 13.04. DEFINITIONS**
- 13.06. CHARGES / FEES**
- 13.08. RESERVED MOORAGE**
- 13.10. FLOAT REGULATIONS**
- 13.12. ENFORCEMENT**

CHAPTER 13.02 GENERAL PROVISIONS

- 13.02.010 PURPOSE** - The purpose of these regulations is to provide for orderly development, management, protection, safety and efficient use of all harbor spaces and port facilities within the municipal harbor system by commercial vessels, government vessels, pleasure vessel and the boating public. By the mooring of any vessel within the harbor system, the owner of all said vessels agrees to follow the rules and requirements of all the provisions within this title.
- 13.02.020 HARBORMASTER** - There is hereby created a Ports and Harbors Department which will be operated under a Harbormaster and staff. The Harbormaster will have supervision responsibility and authority to administer all City and Borough owned or operated floats, harbor spaces and port facilities, subject to supervision by the City and Borough Administrator. The Harbormaster will have the powers to assign to all vessels, aircraft and other waterborne structures; places for docking, berthing, mooring and anchoring within the floats and docks and within all water area in the designated harbor system and to reassign any such stall or space should condition warrant the same. The Harbormaster will have the municipal police powers in the enforcement of the Harbor Ordinance and places within the harbor system but the use of said power is limited to the harbor system unless specifically designated and authorized by the Chief of Police. It is illegal to moor, dock or anchor in any area within Harbor jurisdiction unless specifically authorized by the Harbormaster. The Harbormaster will have the authority to issue harbor tickets and to impound or seize any vessel within

the system for improper moorage activities or dead storage. Without any obligation or liability on Harbormaster's part or that of the Municipality for his failure to do so, or duty to do so; The Harbormaster may replace defective mooring lines, pump boats which are found in a dangerous condition, move any boat found endangering other vessels or raise any sunken vessel found to be endangering others. The Harbormaster will have the authority to board, inspect for Title 13 infractions and require compliance prior to the vessel owner continuing the activity that resulted in the infraction. (The responsible boat owner will be billed actual costs associated with any emergency services.)

13.02.030 PORTS AND HARBOR COMMISSION - There exists a Ports and Harbor Commission consisting of seven (7) members who act as an advisory body to the assembly on matters concerning the harbor system. Their duties will include; working with the Harbormaster and Administrator planning for new harbors, evaluating needs for harbor services, examining and updating harbor ordinances, review of current harbor operations and annual budgets, recommend priorities, moorage rates and other charges, receive and evaluate formal and informal advice on harbor operations from citizens and will prepare a yearly report to the Assembly on the status of the municipal harbor system. The commission will meet nine times per year with additional meetings as needed at the discretion of the Chairperson.

13.02.040 JURISDICTION LIMITS - The geographic boundaries of jurisdiction for the Harbormaster will be: that area seaward of the western shore of Baranof Island from the southern tip of Harris Island southwest to the southern tip of Galankin Island, then north and westerly along the eastern side of Galankin Island to the southern point of the Sitka Airport runway, then continuing north and east along the southerly and easterly shores of Charcoal and Alice Island and continuing northerly and westerly along the easterly shore of Japonski Island to the northwesterly side of the breakwater established in Western Anchorage. Then continuing north and easterly along said breakwater to the westerly shore of

Baranof Island, thence continuing southerly and easterly along the shores of Sitka Channel through Jamestown Bay and back to the point of beginning. This area includes Jamestown Bay, the Eastern anchorage area, Sitka Channel and the Western anchorage area to the breakwater. Within these geographic confines are contained, the municipally owned or operated Crescent Harbor, Sealing Cove Harbor, ANB Harbor, Seaplane Float, Thomsen Harbor, Japoniski work float, as well as any and all other public spaces, parking lots, ramps, restrooms, docks or port facilities. (SEE JURISDICTION MAP - EXHIBIT " A ")

CHAPTER 13.04 DEFINITIONS

- 13.04.010 ANCHOR** - to secure a vessel to a bed or body of water by dropping a weighted ground line or tackle or by use of a buoy or other means to prevent more than a measurable movement of the vessel.
- 13.04.020 CHARTER/VESSELS FOR HIRE** - Any vessel licensed to carry passengers for hire; bare boat - boat rented with or without crew or operator.
- 13.04.030 DERELICT** - any vessel which is or reasonably appears to be forsaken, abandoned, deserted, cast off, unsound, unseaworthy or unfit for its use or occupation.
- 13.04.040 DINGHY/LIGHTER** - a small vessel normally carried aboard a larger vessel or towed as a life boat or tender.
- 13.04.050 DISTRESS** - a state of disability or a present or obvious imminent danger which if unduly prolonged could endanger life or property
- 13.04.060 EMERGENCY** - a state of immediate danger to life or property in which time is of the essence.
- 13.04.070 HARBOR** - all waters, tidal areas and adjacent uplands areas, together with all facilities of a port or maritime nature publicly owned that are primarily used by or for the service of vessels, including docks, pilings, ramps, hoists, parking areas, leased water areas, concessions and/or service facilities located within.

- 13.04.080 HARBORMASTER** - means the individual described in Section 13.02.020 and any Assistant Harbormaster or other person designated to act in the Harbormaster's place.
- 13.04.090 HOT BERTH** - the practice of allowing a vessel to temporarily occupy a stall or space not reserved to said vessel.
- 13.04.100 LIVEABOARD** - any vessel utilizing the harbor as a primary residence. Any vessel thus used must still comply with all vessel requirements of the harbor system which includes being powered by an engine of sufficient size to propel the vessel at a speed allowing normal steerage and to maneuver out of and into the harbor.
- 13.04.110 MOOR-** to secure a vessel by the use of lines to a dock, pier or other object providing a more secure fastening to a particular location than by anchoring.
- 13.04.120 NUISANCE OR HAZARDOUS** - a derelict or a vessel which is not kept and regularly pumped free of excess water inside its hull, or is submerged, or which constitutes a fire, health, safety or navigation hazard. A vessel is presumed to constitute a "nuisance" if; the vessel is sunk; in immediate danger of sinking; obstructing a waterway; endangering life or property; vessel has been moored or otherwise left in the harbor and has expired vessel registration numbers; the registered owner no longer resides at the address listed on same registration or other marine documentation papers, or the last known registered owner disclaims ownership and the current owner cannot be determined, or if other means of identification have been obliterated or removed in a manner which precludes identification; or if the vessel does not clear the harbor, under its own power, at least four (4) times per year.
- 13.04.130 PERSON** - means any natural person, individual, married couple, partnership, corporation or governmental agency. A corporation and natural person or individual will be considered the same person if the natural person has control over the former.

- 13.04.140 QUALIFYING INTEREST** - In a vessel the interest of a person who owns the vessel or under provisions of written charter or lease has exclusive control over the operation and navigation of the vessel. A person who transfers title to a vessel or enters into a charter or lease of the vessel to another, seasonally or permanently, thereby relinquishes exclusive control over the use and operation of said vessel and ceases to have a qualifying interest in a said vessel.
- 13.04.150 STALL** - a place to moor individual vessels in the harbor.
- 13.04.160 TRANSIENT VESSELS** - any vessel occupying space in the Sitka Harbor System for which a regular reserved stall has not been assigned.
- 13.04.170 TRANSFER OF CARGO** - means all types of loading, unloading, transfer and/or containerization of any type of cargo including, but not limited to; fish, shellfish and other seafood products thereof.
- 13.04.180 TRAFFIC LANES** - (navigation lanes) those areas specifically set aside for movement to and from other locations and which will be kept open, free of obstructions and not for use for anchoring or mooring.
- 13.04.190 VESSEL** - means any ship, boat, skiff, barge, dredge and craft of every kind or description, whether used for commercial or pleasure purposes, which is on the water and is capable of being used as a means of transportation on or through the water, excluding seaplanes.
- 13.04.200 VESSEL SEAWORTHINESS** - means a state of readiness or safety which all vessels moored or docked in the Sitka Harbor system must meet including the following criteria:
- A) be capable of getting underway under its own power at all times;
 - B) meet all U.S. Coast Guard Requirements; and;
 - C) be a watercraft constructed and maintained for the primary purpose of navigating the waterways of Alaska and not solely for the specific purposes of maintaining a stationary place of residence, floating storage, shop, office or other non-navigational purposes.
 - D) Any vessel found to be in violation of the above requirements shall be given ninety days to comply. Failure to comply will result in the cancellation of reserved moorage.

- 13.04.210 VESSEL LENGTH** - The method of determining vessel length within the harbor system. Vessel length will be computed at the actual overall length of any vessel, including bow sprits, outboards or other extensions.
- 13.04.220 WATERBORNE STRUCTURES** - means other than a vessel. Examples include but are not limited to barges, float houses, or other, usually unpowered, structures.

CHAPTER 13.06 CHARGES/FEES

- 13.06.010 MOORAGE CHARGES** - There is hereby established, determined and levied upon all vessels and waterborne structures moored, tied to, or in any other way, attached by rope, cable, gangplank or other means to any float, piling, dock, mooring buoy or other harbor improvement which is owned, constructed, maintained or operated by the City and Borough of Sitka, a rental charge for the privilege and use of said facilities. The rental charges for each vessel or waterborne structures will be imposed and levied upon and collected from the owners of all such vessels and waterborne structures at the following monthly rates according to the classification set forth in the following schedule:

A) Permanent Moorage - eighty (\$0.80) cents per foot, per month (or portion thereof) of overall vessel length, or stall length, whichever is greater or portion thereof, payable in advance for such term quarterly, semiannually or annually, but not to exceed one year.

B) Transient Moorage - Vessels will be charged at a rate of twenty-four (\$.24) cents per foot per day, if paid in full, in advance or prior to departure. If billing required, the moorage fee will be forty-eight (\$.48) cents per foot per day. In any event, moorage is calculated by overall vessel length.

C) Port Facility Charges - There will be a charge of twenty-four cents (\$0.24) per foot, per day, used in the municipal port facility by vessels eighty (80) feet and under. The rate per foot for vessels eighty-one (81) feet to one hundred and fifty (150) feet will be forty cents (\$0.40) per foot,

per day. The rate for any vessel greater than one hundred fifty (150) feet will be seventy-five (\$0.75) cents per foot, per day.

D) Liveaboard Vessels - will pay the regular monthly mooring fee. In addition, they will pay the minimum residential user's fees for garbage, water and sewer on a monthly basis.

E) Monthly Transient Permit - monthly permit fees will be assessed at a rate of two dollars and twenty-eight (\$2.28) cents per foot of overall vessel length and paid in advance. Each additional month of moorage will be collected in advance and will not be refundable should the vessel leave the community prior to the end of the thirty (30) day period.

F) Seasonal Transient Permit Fees - seasonal fees will be assessed at Four Dollars and fifty-six (\$4.56) Cents per foot of actual overall length, paid in advance and will allow the permit holder to moorage, as available for any consecutive three (3) months of a specific calendar year and will not be refundable should the vessel leave the community prior to the end of the ninety days.

G) Transient Electricity - the fee for using an electrical meter other than meter in the vessel owner's name will be five dollars (\$5) per day.

H) Tourship Lightering Fees - the fee for the use of the lightering floats will be three hundred dollars (\$300) per ship, per day for the 1996 season.

A. \$425 per ship, per day for the 1997 and 1998 season.

B. \$450 per ship per day for the 1999 season.

C. Future lightering fees will be negotiated prior to the year 2000 season.

I) Airplane Float Reserved Mooring - fees will be thirty-five dollars (\$35) per month. A transient aircraft fee of five dollars (\$5) per day or a thirty-day permit for \$100.00 will be assessed. It is unlawful for any boat to moor at, or in any way obstruct the airplane float.

13.06.020 REVIEW OF CHARGES - the rates stated in this Title are determined to be fair, just and reasonable rates. All rates charged or assessed by the Harbormaster, will be paid by the owner, master or other person having charge of the vessel. But will be subject to review for fairness, by the municipal Administrator.

13.06.030 NONPAYMENT - It is unlawful for any person to moor, berth, tie, attach or in any other manner, connect to any harbor improvement or facility with any vessel or airplane, for a period not to exceed one (1) day, without paying the prescribed rental charges noted above or without causing the Harbormaster to assess a stall as above provided. Any delinquent personal property tax on a vessel will be paid prior to any mooring or being placed on a municipal waiting list. A late or penalty fee will be assessed after thirty (30) days, if in arrears, as prescribed by municipal code.

13.06.040 UNPAID STALLS - If the applicable moorage fees have not been paid by the date due, following delinquent notification within 30 days, the Harbormaster may declare the stall released and it may be reassigned to the next person on the waiting list for that appropriate sized boat.

CHAPTER 13.08 RESERVED MOORING STALLS

13.08.010 REGISTRATION REQUIRED - every owner, master or managing agent of a vessel using the harbor, even temporarily, will be required to register with the office of the Harbormaster within eight (8) hours of entering the harbor system. Said registration will contain the following information: Owners or managing agents name; address and phone number, the vessels name and home port, official documentation or State I.D. number, color, length, breadth and draft. If a different phone number or contact person is required for an emergency phone number or contact person will also be listed.

13.08.020 RESERVED MOORAGE - reserved moorage space may be obtained, as available at locations designated or assigned by the Harbormaster. Reserved space will be assigned based on a waiting list which will be maintained in the Harbor office and will be on a first come-first serve basis determined upon the

date the application was received, the type and size boat space required and the availability of such spaces. Any stall holder is allowed only one reserved stall within the confines of the municipal harbor system except that the Administrator may authorize an additional stall of a vessel of not more than eighteen feet in length.

13.08.030 NUMBER OF MOORAGE SPACES ALLOWED - Moorage spaces may only be held in the names of individual persons. Corporations, business's and partnerships may ONLY hold a slip if the chief executive officer or president utilizes his/her own individual name along with the name of the corporation represented. A Partnership must, in fact be a true partnership at the time of requesting a stall with the stall held in the name of both joint partners. The Harbormaster retains the right to review and obtain a copy if necessary of U.S. Coast Guard documentation papers or other registration papers to provide proof of any ownership. Should the partnership dissolve, it will be up to the partner retaining the stall to submit a release from the other partner indicating their agreement to the retention. The stall will then transfer into the individual retaining the stall. Any holder of a reserved mooring stall shall NOT sublease, rent or in any other manner permit or allow any other vessel to occupy said space, unless specifically permitted and approved by the Harbormaster for sufficient reason given.

13.08.040 WAITING LIST - There will be a moorage waiting list maintained by the Harbormaster and displayed in said office for public inspection. A listing will be established by receipt of a non-refundable deposit of the first quarter's mooring fee. When a stall is assigned the deposit will be applied to first quarters moorage fee, (based on size of the vessel being placed on said list). All permanent moorage vacancies will be filled by the first person on that list who has a vessel of the required length, beam, electrical needs or other overall factors deemed by the Harbormaster to be most suitable for the empty berth.

13.08.050 RETENTION OF WAITING LIST PRIORITY - An applicant who does not respond to a written notice by the Harbormaster, by certified mail, to the last address in the files of the Harbor Department will be removed from the wait list

the first stall assignment, does not immediately lose his/her position on waiting list, however if an applicant refuses for a second time, when offered, the applicant will be removed from the waiting list and the deposit will be forfeited.

13.08.060 UTILIZING A RESERVED STALL - The Municipality reserves the right to provide temporary or "Hot Berthing" of another vessel within a reserved mooring space when said space is unoccupied. A holder of a reserved stall or space within the City and Borough of Sitka harbor system should provide a usage plan to the Harbormaster, if he/she knows he/she will be absent for any reasonable extended length of time more than seventy-two (72) hours, giving his/her estimated time of departure and return. The stall holder will NOT have the right to designate any specific vessel to use the stall. Should the reserved stall holder return earlier than expected, the holder will contact the Harbormaster, as early as possible, to facilitate time to remove the temporary vessel from the reserved space. If the Harbormaster is not available, the reserved stall holder will moor at the transient area until he/she can contact the Harbor Department. The Harbormaster will inform temporary users of any absent holder's reserved mooring space that said use will continue only for the duration of the holder's boat absence and that the Harbormaster is authorized to move the temporary vessel to another location upon return of the holder's boat. Any temporary stall user will therefore be required to keep the Harbormaster notified of his/her whereabouts. Any boat owner desiring to moor temporarily in a reserved but vacant stall will apply to the Harbormaster. No such stall or space will be utilized unless authorized and the appropriate fee is paid in advance. The boat owner temporarily assigned to a reserved mooring space, will NOT utilize the utilities which may have been provided for the reserved stall holder unless authorized by the Harbormaster. If electricity is used, a rate of five Dollars (\$5.00) per day will be charged and the stall holder will be credited to his current usage for that month. Nothing in this section limits the Harbormaster's authority to move any moored boat to another location in the event of a fire or other emergency requiring such action.

- 13.08.070 STALL - SALE OF BOAT** - when a person sells his/her boat, he/she will notify the Harbormaster within one week of the sale and state whether the stall will be released. A stall is not transferrable by the holder. Persons who sell their boat but intend to purchase another one which is of a proper size to fit into the existing stall, may retain their stall for a period of up to six (6) months. If at the end of that time, they have not obtained ownership of another boat or furnished proof of intent to procure a boat within a reasonable extended period of time as determined by the Harbormaster, the reserved space will be forfeited. Any such person wishing to retain the stall will be responsible for the continued mooring rate fee as established by Chapter 13.06.010. The fee will be based on the length of the stall plus 10 feet.
- 13.08.080 TRANSFER OF RESERVED MOORING** - Any person holding a reserved mooring space or a position on the approved waiting list may NOT transfer such space or list position to any other person except that a preferential annual slip assigned to a vessel may be retained if the transfer is between husband and wife, to a natural or legally adopted son or daughter or is legally inherited by a member of the owner's family and documented as such to the satisfaction of the Harbormaster.
- 13.08.090 NON-USE OF A STALL** - If the owner of a vessel, to which a reserved mooring space is assigned, does not use that space or slip for at least three (3) months of each calendar year, the reserved mooring space will be forfeited and the Harbormaster will notify said owner, in writing. The Harbormaster may waive this requirement, on a case by case basis, under exceptional circumstances such as extended ocean voyages or major vessel repair, provided however, that the waiver does not exceed twelve (12) months.

CHAPTER 13.10 FLOAT REGULATIONS

- 13.10.010 NOTICE TO OWNERS** - By the mooring of any vessel within the Sitka Harbor system, the owner or master of any vessel agrees to all of the provisions contained within this Title.

- 13.10.020 DEAD STORAGE** - It is declared that the City and Borough of Sitka owned or operated floats, mooring spaces or other facilities have been installed and are operated for the convenience and use of fishermen and pleasure boat owners and are NOT for the purposes of providing source of inexpensive alternative housing or dead storage. Moorage of any type of waterborne structure, houseboat, flatboat or barge is specifically prohibited. This prohibition extends to the entire area of jurisdiction of the Harbor System but will exclude those fishing scows specifically owned or operated by on-shore cold storage plants which are brought into Sitka for maintenance or off-season storage only.
- 13.10.030 MAXIMUM LENGTH** - The maximum length of any boat or ship or any other object which moors at any City and Borough of Sitka harbor float, will be based on the length of the stall with a vessel maximum of ten (10) feet in excess of the stall length, unless special exception is granted, after consultation and approval by the Municipality. This size restriction does NOT apply to the Municipal Port Development area, Thomsen Harbor floating breakwater or other specific areas where oversize packers, tour vessels or large visiting yachts are specifically permitted.
- 13.10.040 VEHICLES AND PARKING** - No vehicle will be allowed or permitted to park on the approach to any float so as to obstruct said approach except as a necessary purpose of discharging passengers or freight.
- 13.10.045 VEHICLES PROHIBITED** - It is unlawful for any person to ride a bicycle, motorscooter, motorcycle, skateboard, roller skates or other similar device on any Municipal float.
- 13.10.050 GENERAL REQUIREMENTS** - The following rules are intended to minimize adverse effects on neighboring shore side properties adjacent to the harbors.
- A) To the extent allowed by safety considerations, harbor lights, all bright lights, including vessel deck lights will be directed away from the shoreline.
 - B) The use of crab lights (sodium, mercury, crab, flood, etc.) is prohibited within the harbors and between the breakwaters and O'Connell Bridge.
 - C) The use of any sound system, public address and/or paging systems of any sort will be limited to the hours of 7:00 A.M. and 8:00 P.M. The performance of

any vessel repairs requiring noisy activities, including the revving of vessel engines will be limited to the same hours. In case of emergencies contact the Harbormaster.

13.10.060 HARBOR ELECTRICAL SYSTEM - The following regulations govern the use of electricity within the harbor system:

A) Connections to any vessel moored within the municipal system are under the direction of the Harbormaster and are subject to the following:

- 1) Use of non-marine battery chargers are strictly prohibited. All chargers used within the system must contain an isolator circuit or be run through an isolator so that no current is discharged into the municipal system.
- 2) Use of extension cords, plugs, caps and other components between the vessels private system and the municipal shore side system will comply with the electrical code of the City and Borough and be of a specific marine design recognized and approved by the City and Borough of Sitka.
- 3) Only heating lamps with porcelain type sockets may be used.
- 4) Any onboard heater capable of causing a fire if overturned, must be equipped with a safety switch which will automatically disconnect the electrical power, if so overturned.
- 5) Violation of any of the provisions of this section is punishable up to the maximum of five hundred (\$500.00) dollars.

B) The Harbormaster will, by permission of vessel owner or agent, have the authority to enter any vessel connected to the municipal electrical system to inspect electrical equipment to assure compliance with this and other applicable codes. If permission is not granted, the Harbormaster may disconnect said shore power from the offending vessel.

C) It is unlawful for any person to interfere, tamper with, or connect any wires, plugs or other devices to any of the electrical wiring or electrical outlets upon any of the docks, floats or gangways maintained, constructed or owned by the City and Borough of Sitka without the permission of the harbormaster.

D) Violation of any of the provisions of this section is punishable up to the maximum of five hundred (\$500.00) dollars.

13.10.070 NOTICES / BILLBOARDS - It is unlawful for any person, firm or corporation to post any matter upon any bulletin board or to create any writing or printed material and post it to any float, piling, dock or any other portion of the municipal harbor system, except in those areas designated by the Harbormaster. Any unauthorized material will be immediately removed by the Harbormaster and destroyed. All material will be dated and is limited to thirty (30) days.

13.10.080 DISTRIBUTION OF COMMERCIAL HANDBILL AND LEAFLETS - Permit required - Distribution of commercial handbills and leaflets is forbidden in harbor facility areas and in the adjacent public parking areas except in those locations designated by the municipality for such distribution.

Persons intending to distribute commercial handbills and leaflets in the harbor area will be required to obtain a permit from the municipality.

A condition for the issuance of such permits shall be that the permittee agree to clean up any discarded handbills and leaflets in the harbor area and adjacent parking lot areas at the end of each day. Failure to properly clean up the area may result in revocation of such permits by the administrator or his/her agent. (Ord. 92-1055 § 4, 1992; Ord. 85-640 § 4, 1985.)

13.10.090 SKIFFS OR SECOND VESSEL MOORING - No skiff or other secondary vessel will be separately moored to the municipal harbor system except at a berth specifically assigned for moorage to the owner of that skiff and with appropriate fees paid. No floating skiff will be tied or otherwise moored to any other vessel moored to that berth in any way as to protrude into the passage lane to another berth or in such a way to block passage from any other vessel.

13.10.100 PETS WITHIN THE HARBOR SYSTEM - Any dog, cat or other pet living aboard any boat in the Sitka Harbor system, or crossing the floats to a vessel shall be subject to the entirety of the Sitka General Code Title 8 as enforcement guidelines and to include. "Three Strikes and you're Out" rule. Any person who observes an animal defecating, spraying, exhibiting excessive aggressive

behavior or otherwise creating a problem on the floats or another vessel other than where the animal originated which is not immediately corrected by its owner will:

A) Contact the owner of the animal and explain the offense observed AND report the incident to the Office of the Harbormaster, who will prepare a written report, for the record.

B) On the second such incident with the same animal, the Harbormaster will prepare a written warning report which will be sent to the owner stating the pet will be subject to removal from the harbor system if the problem is not corrected.

C) If the same animal is observed for the third time, defecating, spraying, exhibiting excessive behavior or otherwise displaying improper behavior within the Harbor system, a written letter will be sent to the owner declaring the particular animal is barred from the harbor system. The owner will be granted ten (10) days to remove the animal, if existing on a liveaboard, or be prohibited from accompanying the owner to their vessel through the harbor system floats. Any owner having an animal barred from the harbor system may appeal the harbormaster's decision to the Administrator of the City and Borough of Sitka. If not resolved, an appeal may be presented to the Ports and Harbors Commission, acting as a recommending body for the Assembly. The Assembly may then hear any additional appeal not resolved. As with any other appeal of an administrative decision, this may be appealed to a Court of Competent Jurisdiction.

13.10.110 DUMPING TRASH INTO HARBOR PROHIBITED - It is unlawful to:

A) Dump offal, garbage or trash into any boat harbor, harbor uplands or associated tidelands.

B) Abandon or leave old boats, hulks or wrecks within the Sitka Harbor system.

C) Spill, dump, discharge or in any other manner dispose of flammable waste such as gasoline, lubricating oil or other combustible liquids into any boat harbor, uplands, or associated tidelands.

D) Leave or dispose of spoiled fish, bait, or gear on the city floats. Vessel owners will tend to their gear promptly after each commercial opening. Any failure to provide necessary cleanup action will be considered a nuisance.

- 13.10.120 FIRES** - A boat owner is strictly liable for the damages caused by a fire originating in his vessel to any municipal floats or structures.
- 13.10.130 HOUSEKEEPING IN CRESCENT HARBOR** - It is unlawful to live aboard or conduct housekeeping activities aboard any vessel moored in Crescent Harbor. It is recognized that on an occasional basis, vessels moored in Crescent Harbor may desire to leave very early in the morning due to a fisheries opening. Owners will notify the Harbormaster on those times when they feel they must nap on the boat in preparation for an early departure.
- 13.10.140 CLEANING FISH** - It is unlawful to clean fish on any portion of a City and Borough dock or float, except at designated fish cleaning stations. See Exhibit A.
- 13.10.150 STORAGE PROHIBITED** - It is unlawful for any person to use any harbor for storage, on any floats, docks or gangways or any other portion of the municipal harbor system, of any pipes, nets, wares, merchandise, or gear of any sort or type without the permission of the Harbormaster. Even when permission is given, it is for a specific short length of time to facilitate gear changing, loading or other necessary activity and not as a convenient place of storage of personal items. Should a skiff or other item having value be found stored on the docks or floats in violation of this section, the Harbormaster will impound said items and dispose of them as follows:
- A) They will be stored for thirty (30) days;
 - B) The owner will be notified, if known, by certified mail, that the items have been impounded and must be reclaimed within the thirty days, after paying reasonable storage and associated costs, or there will be subject to sale at the end of thirty days with the owner responsible for any unrecovered costs. Public and owner notification shall run concurrently.

- 13.10.160 GRID-** No boat more than thirty-five (35) tons per bent, will be allowed on the south Grid. No boat more than six (6) tons per bent, will be allowed on the north end grid. Persons wishing to exceed the above limits wish to use the grid, they must contact the Harbormaster for special consideration. Maximum time on grid is ninety-six (96) hours.
- 13.10.170 GEAR/CARGO LOADING FLOAT -** The time limit on the loading float is two hours, unless other arrangements with the Harbor Department have been made. Improper use of this float is unlawful.
- 13.10.180 WORK FLOAT -** A year round work float is available for use and located on Sitka Channel across from ANB harbor. The intent for this work float is gear work only. This float is equipped with water and electricity. No overnight moorage is permitted without the Harbormaster's permission. No storage of any gear, nets, or materials is permitted without the Harbormaster's permission and only in case of an emergency. The Crescent Harbor, Float 4 work float is available for temporary winter moorage from Sept. 15 till April 15.
- 13.10.190 AIRPLANE FLOAT -** The municipal airplane float shall be administered and enforced by the harbormaster but subject to the following:
- A) There shall be no commercial operation based at the floats, except pick-ups;
 - B) The municipal plane floats are for the use of active planes;
 - C) Only repair and maintenance work of a minor nature shall be allowed on the float, which is defined as that work which would ordinarily be completed in one twenty-four hour period. The Harbormaster shall have discretion in enforcing this provision.
 - D) It is unlawful for the owner or person in charge of any boat to moor it at any municipal plane float. (S.C.C. §3-5-45.)
- 13.10.195 AIRPLANES OPERATING WITHIN THE SITKA HARBOR SYSTEM SHALL -**
- A. Follow international navigation rules while operating as a vessel (i.e. on the water).

B. Not taxi on step in the channel except during take-off and landing.

This is to a no wake zone in effect in Sitka Channel from O'Connell Bridge to the rubble mound breakwater north of Thomsen Harbor.

C. Use the take-off and landing corridor located on the southwest side of western anchorage, paralleling Japonski Island, from the government pier (USCG cutter Woodrush), out to the breakwater. Pilots have the option to use other areas when wind and weather conditions require, but must maintain adequate separation from vessel traffic. Approximately 80% of seaplane operations will be conducted in the designated area.

D. Pilots are reminded not to fly within 500 feet of any structures, except as necessary for take-off and landing. This includes the O'Connell Bridge.

13.10.200 GARBAGE FACILITIES - Objects too large to fit into the litter container shall be disposed of at the municipal landfill by the owner at his/her expense. (Ord. 84-463 § 4 (part), 1981.)

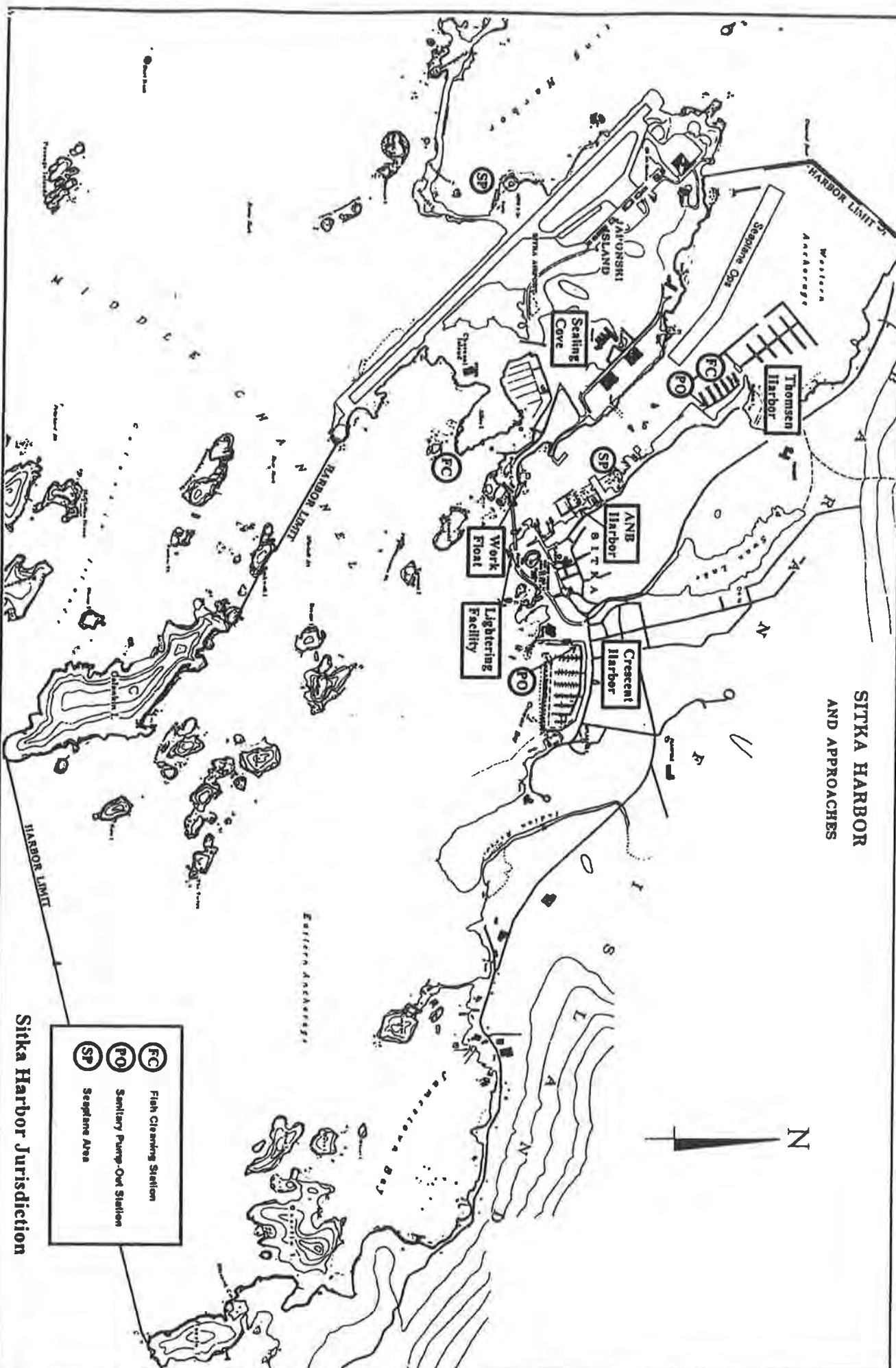
13.10.210 CHILDREN - Unless walking with or otherwise closely accompanied by parents or a responsible adult, it is unlawful for any child under the age of twelve to be on the city and borough owned floats, docks or wharves unless wearing a life preserver. Parents and guardians shall be responsible for compliance with this regulation. (Ord. 81-463 § 4 (part), 1981.)

CHAPTER 13.12 ENFORCEMENT

- 13.12.010 GENERAL** - Violations of any portion of the Harbor Ordinance will be subject to punishment as provided in this Chapter. The Harbormaster hereby is granted the authority to issue citations, impound vessels and remove vessels from the harbor system either temporarily or permanently, under the provisions of this ordinance. The owner of record or the person in charge of will be responsible for any and all infractions charged against his/her vessel.
- 13.12.020 NEGLIGENT OPERATION** - It is unlawful for any person in charge of a vessel to, operate or propel the boat in a negligent manner. A person who operates a vessel in a manner which creates an unjustifiable risk of harm to any person or property and who, as a result of the creation of that risk actually endangers a person or property is guilty of negligent operation. That a defendant actually endangered a person or property is established by showing that, as a result of the defendant action; an accident occurred or evasive action was required or a person was forced to dramatically slow down or stop to avoid an accident or a person or property was otherwise endangered. The offense of negligent operation is a lesser offense than, and is included in the offense of reckless operation.
- 13.12.030 RECKLESS OPERATION** - It is unlawful for any person in charge or operating or propelling any boat within the Sitka Harbor System to do so in a reckless manner. A person who operates a vessel in a manner which creates a substantial and unjustifiable risk of harm to a person or property is guilty of reckless operation. A substantial and unjustifiable risk of harm to a person or property is a risk of such a nature and degree that the conscious disregard of it or a failure to perceive it constitutes a gross deviation from the standards of conduct a reasonable person would observe in the situation. Any damage to other boats moored at floats in the harbor system will be prima facie evidence of reckless operation.

- 13.12.040 WRITTEN WARNING** - If, at the discretion of the Harbormaster, an infraction of the rules of the harbor system may be resolved with a written warning to the offending vessel owner, he may do so, with a copy sent to the municipal Administrator and to the Harbor files. Said letter will specifically spell out the infraction and notify the owner that further action will be taken if the offense is repeated or does not cease immediately. Any such letter will be hand delivered or certified mail so proof of delivery is assured.
- 13.12.050 FINES** - The maximum penalty will be five hundred (\$500.00) dollars. Bail schedule and a standard penalty for violations will be as follows:
- A) Negligent Operation of Vessel - Minimum penalty of one hundred (\$100) dollars.
 - B) Reckless Operation of Vessel - Minimum penalty of two hundred (\$200) dollars.
 - C) All other Violations - Minimum Penalty of fifty (\$50) dollars.
- 13.12.060 IMPOUNDMENT** - The Harbormaster is authorized to impound a vessel under any of the following circumstances; the vessel is a derelict, nuisance or abandoned as defined in this ordinance; the moorage or other fees imposed by the municipality are delinquent; the vessel is improperly located in violation of this title or the vessel is improperly or incorrectly identified.
- 13.12.070 NOTICE TO OWNER** - The notice will contain; the name and/or official number of the vessel; the name and address, if known, of the owner, operator, master or managing agent; the reason for the impoundment, the actual date of impoundment and the reserved moorage space that will be forfeited when the vessel is impounded. The notice will be hand delivered or mailed, by certified U.S. Mail, return receipt requested, to the last known address. In addition, a copy of the same notice of impoundment, will be physically placed on the subject vessel at the most logically appearing point of entry to the inside of the boat. A third copy will be posted in the Harbormaster's office on a visible bulletin board and a fourth copy in the local Sitka Post Office.

- 13.12.080 RIGHT TO HEARING** - The owner, operator, master or managing agent in lawful possession of a vessel given notice for impoundment has the right to an administrative hearing to determine whether there is just cause to impound the vessel. Any person desiring such an appeal must file a written request with the Municipal Clerk within ten (10) days after mailing and posting of said notice.
- 13.12.090 HEARING PROCEDURE** - The hearing will be conducted by the Ports and Harbor Commission, acting as a board of inquiry on behalf of the municipality and will be held at their next meeting following receipt of said request. The person will have the right to submit written evidence or provide a list of witnesses or persons who will speak on his or her behalf. The Harbormaster will likewise prepare written material outlining previous steps taken to resolve this issue, earlier correspondence, and reasoning leading up to the impoundment. Following the hearing, the Ports and Harbor Commission will cause to have prepared, a written decision outlining the rationale and results of their findings.
- 13.12.100 ASSEMBLY OVERSIGHT** - As with any administrative action, if the owner, operator or master of a said vessel involved in the hearing, still disagrees with the decision to impound, they may file a formal appeal, through the Administrator, to the Assembly of the City and Borough of Sitka. The report or findings, prepared by the Ports and Harbors Commission, along with all written or presented oral or visual testimony, will be forwarded to the Assembly, who, will review the report and uphold or overturn the recommendation.



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APPENDIX D

Request for Entry into the NPIAS-Sitka Seaplane Base

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**Request for Entry into the NPIAS
Sitka Seaplane Base (A29)
Sitka, Alaska**

On May 23, 2016 the City and Borough of Sitka, Alaska requested that Alaskan Region Airports Division reclassify the Sitka Seaplane Base (A29) in the NPIAS in consideration of the seaplane base's proposed relocation and expansion.

Background:

A29 was originally constructed in 1952 by the Territory of Alaska with funding from the Civil Aeronautics Administration, FAA's predecessor agency. The facility was later improved several times by the State of Alaska and City of Sitka (later the City and Borough of Sitka), acting as co-sponsors. The City and Borough of Sitka (CBS) became sole sponsor of A29 in 1977.

Federal Investments in Support of the Sitka Seaplane Base (A29)

<u>Granting Agency</u>	<u>Facility Sponsor</u>	<u>Grant Year</u>	<u>Grant Amount</u>
Civil Aeronautics Administration	Territory of Alaska	1952	\$45,000
Civil Aeronautics Administration	Territory of Alaska/City of Sitka	1957	\$9,718
Civil Aeronautics Administration	Territory of Alaska/City of Sitka	1958	\$40,112
Federal Aviation Agency	State of Alaska/City of Sitka	1960	\$25,374
Federal Aviation Administration	City & Borough of Sitka	1977	\$175,121
Federal Aviation Administration	City & Borough of Sitka	2010 (planning grant)	\$300,000
Total			\$595,325

After operating in its current location for nearly 65 years, A29 has reached the end of its useful life. In 2002 the City and Borough of Sitka completed *The Sitka Seaplane Base Master Plan* and in 2003 an ALP was approved. The 2002 Master Plan determined that A29 should be relocated for the following reasons:

- Insufficient capacity at A29 and inadequate space to expand at the current site
- Conflicts with boat traffic and the adjacent Sitka Sound Seafoods dock traffic
- Inability to access some seaplane ramps during low tide due to large rock knobs
- Lack of shoreside space for vehicle parking and for fueling seaplanes from truck or fuel tank
- Congested sea lane with boats and bird hazards

The 2002 Master Plan evaluated demand for a new seaplane base (SPB) and forecasted the need to provide 13 slips within 5 years and 15 slips within 20 years at a site that could accommodate up to 20 slips, should economic conditions change. It noted that A29's 8 existing slips were fully leased in 2001, with 7 names on a waiting list. The 2002 Master Plan identified a tentative preferred site for a relocated SPB near the opening of Sitka Channel on the north end of Japonski Island.

Potential SPB relocation sites identified in the 2002 Master Plan were further evaluated in *Siting Analysis: Sitka Seaplane Base* (2012). In 2012, all 8 slips were leased and there was a waiting list. A copy of the waiting list from 2008 is available. Based on a 2016 survey of recent and potential SPB users, those on the waiting list in 2008 have, since then, either subsequently leased a slip at A29, moved their seaplanes to Juneau but have indicated a preference to move to the new Sitka SPB, are currently rebuilding their seaplane, or have moved their residence and seaplane from Sitka.

During the 2012 Siting Analysis, users raised similar concerns as were discussed in the 2002 Study:

- The facility was showing increasing signs of its age and it needed to be replaced
- The SPBs location in the heart of Sitka Channel adjacent to a seafood processing facility (a bird attractant) caused safety and liability concerns involving seaplanes, boat traffic, and birds. A letter included in the appendix of the 2012 Study from the Manager of the Sitka Sound Seafoods processing facility describes these concerns. The NTSB Brief of Accident for ID SEA89LA063 also documented a nonfatal accident attributed to an encounter between a seaplane operating from A29 and the wake from a large boat.
- Shallow waters and rocks prevent use of 4 of 8 parking spots during low tides (see photo below).



- Conditions at the existing SPB (age, small size, loss of float buoyancy, lack of amenities such as fuel and vehicle parking) discouraged recreational use in general and commercial use in particular.

Pilots indicated in 2012 that additional seaplane operators would lease slips at a new public SPB in Sitka if additional capacity and services were available, and if a new facility was in better operating condition. That study forecasted a demand for 14 slips in the short term and 15 slips in the long term, with additional space for 3 – 5 transient aircraft parking positions. It also reaffirmed selection of a site for a relocated SPB near the opening of Sitka Channel on the north end of Japonski Island.

A small private seaplane float is also available in Sitka, but it has space only for based aircraft operated by the seaplane float owner for his business plus up to 3 transient aircraft. The owner has expressed uncertainty whether it would continue to be available for seaplanes in the future, as it is for sale. In the recent pilot survey for the new Sitka SPB, that owner indicated interest in basing his seaplane at the new Sitka SPB.

Since 2012, the City and Borough of Sitka has continued communications with the FAA on funding the new SPB and continued discussions with property owners about property acquisition, as the City and Borough of Sitka does not own any waterfront property on the north end of Japonski Island. There was little interest in making major investments in the aging A29, given the multiple issues at the current site and plans to replace it with a new facility in a new location. By 2015, the average SPB use had declined to 5 leased slips (including the continued use by the Alaska Department of Fish and Game to monitor Southeast Alaska pink and chum salmon runs, a remote lodge owner, a seaplane repair/restoration business, and several private recreational pilots) plus transient traffic.

In January, 2016 A29 was temporarily closed because one pile supporting the transient float collapsed, damaging the transient float. A dive inspection showed significant pile section loss for another 3 piles. A subsequent assessment of A29 completed in early March indicates that it could cost as much as \$170,000 to repair and reopen it, which Sitka plans to do in Summer 2016 while working toward obtaining funds for a new facility. The repairs will include sleeving the piles with larger diameter piles, structural float repairs, and additional floatation for the floats. The repairs will make all of the 8 existing seaplane slips available for lease and transient use.

Nearly 40 pilots and aviation businesses were interviewed in January 2016 to ascertain why A29 had seen reduced use and to determine whether they would use a new SPB. There was unanimous agreement that a new SPB in better condition, with basic amenities, and in a new location would see much greater use than the existing A29.

Most of those surveyed had used A29 in 2015 or sometime during the past 10 years. Former SPB users who left A29 reported that they:

1. Bought amphibious floats and based their aircraft on the nearby Sitka Airport
2. Moved their seaplanes to Juneau or other less convenient SPB outside of Sitka
3. Operated with wheeled aircraft in Sitka
4. Operated on a limited transient basis from the private seaplane float (which may not be available in the future)
5. Sold their seaplanes

Most former A29 users and waitlisted slip applicants said they would use the new SPB if it was built. Some indicated they would convert from amphibious floats back to straight floats because of the higher costs of owning and operating amphibious aircraft. Seaplanes have a significantly reduced useful load when operating with amphibious rather than straight floats. This is why over 75% of all private seaplanes in Alaska are on straight floats. The reduced takeoff performance with amphibious gear also prevents access to many lakes that local pilots access from Sitka.

Many of the smaller aircraft have such a small useful load on amphibious gear so as to make it impossible to carry an adult passenger with enough fuel for a typical flight.

Former A29 users who moved their seaplanes to Juneau said they would move them back to Sitka, closer to where they live and fly. Several who are now operating on wheels or no longer own seaplanes said they would convert back to floats or buy a seaplane. Transient users, several who currently use the private seaplane dock, noted that the private dock was for sale and its future availability was uncertain.

Of the 38 pilots and businesses interviewed, 33 said they would use the new SPB. 19 said they would base seaplanes at a new Sitka SPB and 13 said they would operate from the new Sitka SPB as transient users. This included 13 commercial businesses users, 7 mixed commercial and recreation users, 11 recreation users, and 3 pilots from the US Forest Service and Alaska Department of Fish and Game. When asked how many seaplanes they would base at the facility if it were available in 2020, they indicated they would base 25 to 30 seaplanes at the new Sitka SPB (see table below).

Sitka Seaplane Base Interviews Summary of 2020 Demand

	Based Users	Transient Users
Commercial	4	9
Commercial & Recreation	5	2
Recreation	9	2
Government	1	2
Total Users	19	15
Number of Aircraft	25 – 30	16

The attractiveness of the SPB to those interested in basing commercial seaplanes at the SPB would be highly dependent on the extent to which amenities like vehicle parking, fuel, fresh water, and space for aircraft maintenance are provided. Only fresh water is currently available at A29. Aircraft maintenance and fueling is available at the nearby Sitka Rocky Gutierrez (SIT) airport, but the use of that facility requires operating with amphibious gear or landing in the open ocean and is only available at limited times during favorable winds and tidal conditions. Seaplanes must also navigate a rocky area to access a seaplane haulout and arrange an escort by the Alaska DOT&PF to cross the SIT runway and access an aircraft parking apron. Commercial users indicate this unreliable and time-consuming access to SIT is not practical for commercial seaplane operations.

A few commercial seaplane operators who currently operate at SIT with amphibious floats indicate that they would switch to straight floats if a new Sitka SPB were built. The opportunity to switch to straight floats is attractive to commercial operators because aircraft fitted with heavy amphibious floats burn more fuel, are slower, and can carry less payload than aircraft flying with straight floats, as discussed previously.

Not all potential SPB users were able to be contacted for this study. Other potential users who operate seaplanes in the region - government agencies such as the US Fish and Wildlife Service and Alaska State Troopers, some of the seaplane businesses and lodges in the region who were

not contacted, and some private wheeled and seaplane owners in Sitka who were not available for interviews - would also likely be interested in basing seaplanes at a new facility or for transient use.

Justification:

Sitka is located in Southeast Alaska in a region dominated by water, small coastal communities and lodges served by a mix of land airports and SPB's. Access is by air and by sea only. There are no road connections to communities outside Sitka; road access is not feasible because of mountainous terrain and wide expanses of ocean water. Sitka is the hub for the west central part of Southeast Alaska, serving as both a center for transportation, health services and commerce.

Sitka is the third largest community in Southeast Alaska. It enjoys one of the most diversified economies in Alaska, composed of commercial fishing and fish processing, health care, cruise ship and independent tourism, education, and government. Sitka has two hospitals - Sitka Community and Sitka SEARHC (aka, Mt. Edgecumbe Hospital). SEARHC is a non-profit tribal health consortium of 18 Native communities, which serves the health interests of the Tlingit, Haida, Tsimshian, and other Native people of Southeast Alaska. SEARHC was established in 1975 under the provisions of the Indian Self-Determination Act.

State and federal government agencies, such as the United States Forest Service, maintain offices in Sitka. Coast Guard Air Station Sitka, located just west of the city center on Japonski Island, is manned by 20 officers and 100 enlisted personnel.

The table below shows the recent performance of several indicators of the health of Sitka's economy.

Sitka Economic Indicators 2010-2014

	2010	2014	Change 2010-14
Population	8,881	9,061	2%
Total Seafood Employment	421	648	54%
Total Seafood Employment Earnings	\$15,943,670	\$29,910,590	88%
Other Maritime Wages	\$7,074,209	\$14,000,979	98%
Construction Employment	196	286	46%
Construction Wages	\$12,620,024	\$21,927,256	74%
Total Visitor Industry Employment	530	670	26%
Total Visitor Industry Wages	\$12,422,985	\$18,283,024	47%

Source: Rain Coast Data, 2015

These healthy and growing sectors of Sitka's economy depend on the aviation industry to move tourists, construction workers, fishermen, year-round residents, and freight to remote lodges, construction sites, fishing boats, canneries and hatcheries that are only accessible by seaplanes.

Interviews with local pilots, business owners and staff at CBS and SEARHC Hospital, indicate that traffic using the Sitka SPB came from communities, lodges, and a network of other SPBs on Baranof, Chichagof, and Catherine Islands.

According to the Sitka Flight Service web site “There are 14 public use seaplane bases, in the Sitka flight plan area, not to mention the thousands of picturesque bays, coves and lakes that are frequented by float plane pilots.”

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alska/jnu/sit/

A list of SPBs within 90 miles of Sitka follows. Also shown are those SPB’s that have air service from carriers receiving an Essential Air Services program subsidy.

<u>SPB Name</u>	<u>NPIAS?</u>	<u>Distance to Sitka</u>	<u>Essential Air Service Subsidy?</u>
Angoon SPB	NPIAS	43	Yes
Baranoff Warm Springs SPB	NPIAS	20	
Elfin Cove SPB	NPIAS	88	Yes
Excursion Inlet SPB	NPIAS	95	Yes
False Island SPB	non-NPIAS	33	
Funter Bay SPB	NPIAS	82	Yes
Hawk Inlet SPB	non-NPIAS	78	
Kake SPB	non-NPIAS	53	Yes
Pelican SPB	NPIAS	70	Yes
Port Alexander SPB	NPIAS	63	Yes
Port Armstrong SPB	non-NPIAS	59	
Port Walter SPB	non-NPIAS	54	
Saganaw Bay SPB	non-NPIAS	46	
Taku Harbor SPB	non-NPIAS	82	
Tenakee SPB	NPIAS	50	Yes
Warm Springs SPB	NPIAS	20	

Sitka’s seaplanes are very important to the social and economic fabric of this coastal region’s remote communities, lodges, recreation areas, hatcheries, and fishing fleets. Primary uses of seaplanes are for:

- **Community access** to small outlying communities that depend on seaplane access to Sitka for medical services, shopping and to access the paved Sitka Airport. As noted above, many of these communities have subsidized Essential Air Service.
- **Government agencies** such as the **US Forest Service, US Fish and Wildlife Service, Alaska Department of Fish and Game, Alaska State Troopers,** and the **Civil Air Patrol** require seaplanes to access remote communities and resources. Aircraft of these

agencies generally operate or prefer to operate from straight floats (versus amphibious gear) because:

1. many of their aircraft can only be configured with floats;
 2. they need the efficiency, performance, and payload capability of operating with straight floats;
 3. they need to reach remote locations only accessible by water; and
 4. seaplanes with straight floats operate better at low altitudes around terrain and meandering rivers and coastlines. These straight float aircraft must park on water at a float, preferably on a SPB with fuel available.
- The **US Forest Service** has contract seaplanes in Sitka every summer. There currently is no seaplane float for them to dock that is designed for seaplanes of their size. They use a Forest Service boat float as an interim solution, but it is only available for seaplanes when there are no boats and it does not have aviation fuel. Their contractors would use a new Sitka SPB on a transient basis and/or a Sitka based contractor could base his seaplane at the new SPB instead of a Juneau contractor at a more distant and less efficient base 80 miles away in Juneau.
 - The **US Fish and Wildlife Service** contractors fly biologists along Southeast Alaska coastal areas to conduct annual marine mammal surveys. They also use the Forest Service boat float when it's available. Because there is no fuel they must adjust their operations and fly to Juneau or other locations for fuel. Like the Forest Service, their contractors would likely use the new Sitka SPB with transient and/or based aircraft, especially if fuel were available.
 - The **Alaska Department of Fish and Game** contractors have rented space at A29 for over 2 decades. They must operate from straight floats (not amphibious gear) so that they can carry sufficient fuel for the distances flown and so they can fly at low altitudes to conduct stream surveys. They fly stream surveys 3 – 4 times per week during pink and chum salmon runs. Their findings are used to determine the number of fish that are reaching spawning areas, and consequently when fishing periods should be opened or closed. These fisheries could not be authorized without their fish surveys.
 - The **Alaska State Troopers** fly seaplanes with straight floats from Hoonah, covering a large geographic area. They would likely use a new Sitka SPB on a transient basis to refuel their aircraft instead of having to transport and reposition fuel into remote areas.
 - The **Civil Air Patrol** operates a straight De Havilland DHC-3 Beaver in Sitka from A29 when conducting search missions for downed aircraft.
 - **Sitka's large fishing industry** (1,300 boat slips in Sitka) is supported by seaplanes that are used to spot fish, deliver employees and materials to remote marine locations, serve fish hatcheries, and provide emergency rescue. Aviation support for the fishing industry is vital to Sitka, because of fisheries' large and growing importance to the Sitka economy. Over the last 4 years alone, seafood employment grew by 54% and seafood earnings grew by 88% to nearly \$30 million in employment earnings per year. Other maritime wages grew by 98% to over \$14 million per year.
 - **Tourists** accessing lodges or flightseeing, hunting, fishing, and hiking. Similar to fishing, tourism is a major growing employer in Sitka and visitor employment has grown

by 26% over the last 4 years while wages have grown by 47% to over \$18 million per year. Statewide visitor volume was up by 7 percent in 2015 due largely to increases in air and cruise ship travel. Domestic airline passengers exiting Alaska through Sitka Rocky Gutierrez Airport increased by 16% between the 2014 and 2015 summer tourist seasons. According to Cruise Line Agencies of Alaska, the number of cruise ship passengers traveling through Sitka is expected to remain stable over the next few years at about 118,000/year. They also said that there are not enough seaplane operators in Sitka to serve their customers' current demand for flightseeing. One lodge owner who participated in the interviews has their own seaplane on straight floats. They transport their guests to and from Sitka with their seaplane. Because they would not have enough payload capacity if they transfer it to amphibious floats, it would be uneconomical to operate. They will be prevented from operating without A29.

- **Medical** evacuations and transport of medical personnel to remote communities and other marine locations. According to the Chief Flight Nurse for Mt. Edgecumbe Hospital, approximately 40 seaplane medevac operations per year come to the hospital. Currently these are primarily handled by amphibious aircraft from the Sitka Airport but a new Sitka SPB would be more attractive for medivacs to communities like Angoon, Pelican, Port Alexander and Elfin Cove that are only accessible by seaplanes. As noted earlier a seaplane operating with straight floats from a new Sitka SPB would be faster, more efficient, and less expensive compared to flying with amphibious gear from the Sitka Airport.
- **Regional aviation services** are provided in Sitka for seaplanes that are transiting between the Lower 48 states and other seaplane hubs in Southeast Alaska, Anchorage, and Interior Alaska. Sitka's geographical position and regional services makes it an attractive refueling and service hub for transiting seaplanes.
- **Recreational flying** by private seaplane pilots, both local and from outside the region. Sitka resident pilots want to access the unique fresh and saltwater recreation areas that surround them. Sitka has the fourth largest number of general aviation aircraft and pilots in Southeast Alaska; only Juneau, Haines, and Ketchikan have more aircraft and pilots. In 2015 Sitka had 54 planes and 49 certified pilots. Many of Sitka's pilots are seaplane rated.

Airport/Sponsor/Infrastructure Data:

- The new Sitka SPB will be a publicly owned, public use facility.
- Sponsor will be continue to be the City and Borough of Sitka and is an eligible sponsor.
- The new Sitka SPB will utilize a new waterlane west of the existing waterlane published in the Alaska Supplement. The current unmarked 4,000 foot by 200 foot waterlane is within the Sitka Channel, a narrow 400 to 500 foot wide channel shared with a considerable amount of boat traffic accessing boat harbors, fish processing plants, and other public and private facilities. It also crosses beneath the O'Connell Bridge. The new waterlane has not been precisely positioned yet, but will be in the wider, less congested West Anchorage area which will have fewer boat, noise, and bridge conflicts than the current waterlane (see attached map showing existing and proposed water operating areas).
- The existing SPB was constructed with a Civil Aeronautics Authority grant in 1952 and improved with FAAP and ADAP grants in 1961 and 1979 respectively, all totaling \$295,325. An AIP grant issued in 2010 for \$300,000 funded the 2012 siting analysis which identified

the proposed new SPB site within a 1,000 foot section of shoreline on Japonski Island. Discussions are underway with several government and non-profit property owners to determine the final location within this area. The existing SPB would be decommissioned once the new SPB was built.

- The new SPB will be constructed to meet all current FAA standards.

Entry Criteria:

- The current SPB has 5 based aircraft, and approx. 4,750 yearly operations based on the most recent 5010 Airport Master Record.
- A 2016 forecast completed by the City and Borough of Sitka is based on a recent survey of 38 pilots and businesses. As noted above, of the 38 pilots and businesses interviewed, 33 said they would use the new SPB and 19 said they would base from 25 – 30 commercial, recreational, and government seaplanes at a new Sitka SPB (see attached interview summary).

The table below shows Low, Medium, and High growth forecasts for SPB activity for the 2016 – 2036 planning period. The 12 based aircraft demand in 2016 reflects the 8 slips that were leased in 2012, plus 4 seaplanes that were on a waiting list. This 2016 forecast is unconstrained by facility limitations and represents expected demand if there were enough parking spots at the existing SPB. This may underrepresent actual demand, since interviews with seaplane operators indicated that, due to the deteriorated condition of the nearly 40 year old facility, some had already moved operations from A29 or were otherwise disinclined to apply for the waiting list. A29 is also not well suited to the needs of commercial operations due to its small size and poor condition, lack of uplands for fuel facilities, maintenance and vehicle parking, and conflicts with adjacent land uses, boats and birds, etc.

The Low Growth forecast assumes current demand remains relatively unchanged, only growing at the 1% forecasted rate of 2012-2042 statewide population growth. It does not consider the growth in SPB demand expressed by existing and potential users and others in the interviews.

The Medium and High forecasts are primarily based upon interviews of local residents, regional seaplane operators, cruise ship interests, and other stakeholders. The Medium forecast assumes that the low range of based aircraft demand expressed in the interviews is accomplished by the year 2036 when 25 seaplanes would be based at a new SPB. The High forecast assumes that the high range of based aircraft demand expressed in the interviews is accomplished by the year 2036 when 30 seaplanes would be based at a new SPB. While the interviews indicated this level of based aircraft would be expected by 2020, this forecast takes a more conservative approach, and estimates that level of demand by 2036.

In both the Medium and High forecasts it is assumed that growth would be greatest in the early years, after a new SPB is built with more amenities and seaplane parking. It also assumes some of the commercial use would take longer to implement than was expressed in the surveys due to the lead times required to start up new businesses, move assets (aircraft, maintenance equipment, etc.) from other markets, or to obtain financing to acquire aircraft and/or construct hangars, storage, or office facilities.

Low, Medium, and High Aircraft Activity Forecasts

Aircraft Operations	% Annual Growth	2015 (Base)	2016	2021	2026	2031	2036
Low Forecast	1.00%	4,750	11,400	11,982	12,593	13,235	13,910
Medium Forecast		4,750	11,400	19,000	20,900	22,800	23,750
High Forecast		4,750	11,400	20,900	23,750	26,600	28,500
Based Aircraft	% Annual Growth	2015 (Base)	2016**	2021	2026	2031	2036
Low Forecast	1.00%	5	12	13	13	14	15
Medium Forecast		5	12	20	22	24	25
High Forecast		5	12	22	25	28	30

** 2016 forecast assumes no constraints due to facility limitations and represents expected demand if there were enough parking spots at the existing SPB.

- Nearby NPIAS airports (within 30 miles) include:
 - Sitka Rocky Gutierrez Airport (SIT), NPIAS 02-0268, Service Level: Primary
 - Distance to proposed airport: 0.667 mile, less than 5 minutes road travel.
 - Baranof Warm Springs SPB (BNF), NPIAS 02-0451, Service Level: General Aviation
 - Distance to proposed airport: 20.11 mile, not on road system, no travel time available.
- The current Sitka SPB is classified in the Alaska State System Plan as a Local NPIAS Lower Activity public use SPB. The new SPB is expected to retain that classification in the short term.
- The new SPB is expected to be a General Aviation airport which will fulfill a Basic airport role under the ASSET criteria.

Financial:

- Based on the 2012 siting study, the new Sitka SPB is estimated to cost \$11.7 million. AIP funding required is currently estimated at \$10.97 million.
- The City and Borough of Sitka's ability to operate, maintain and develop the new SPB is most readily evidenced by its current management of A29, the over 1,300 boat slips in Sitka, plus other marine facilities, for commercial and recreational use. The Ports and Harbors Department operates these facilities under a self-supporting enterprise Harbor Fund. Through good stewardship, over \$6 million in undesignated funds are currently

available within the Harbor Fund. A system of rates and fees generates over \$2.5 million per year in revenues that cover operation, maintenance and capital costs. City and Borough general funds are not needed to subsidize the harbor system. Because of the high quality and strategic importance of these facilities, the boat harbor has a 278 vessel waiting list.

- While a 30 year useful life is typically used in other Alaska communities for harbor facilities, Sitka's strong routine maintenance program has extended marine facility life to 40 years in many cases per the 2012 City and Borough of Sitka Harbor System Master Plan. It should be noted that A29 is nearly 40 years old and near the very end of its service life. Efforts to develop a replacement SPB in Sitka have been ongoing for nearly two decades during which A29 has continued to age to a point where it will require up to \$170,000 in capital expenditures this summer to remain open to the public.
- Sitka is forward looking and proactive in planning for harbor and SPB maintenance and development. In 2012 it adopted a Harbor System Master Plan that includes the SPB. This Plan provides an engineering assessment of the existing condition of municipal harbor and SPB infrastructure, provides budgetary cost estimates for the necessary improvements, and organizes the projects into a Capital Improvement Projects (CIP) Plan. The Master Plan also recommends a moorage rate structure to provide the necessary capital funding to implement the CIP Plan. The City Assembly approved moorage rate increases in each of the past four years and is anticipated to take up the next increase this year (see attached pages from the master plan).
- Seaplane rates/fees have not been adjusted in Sitka along with boat moorage rates, since A29 is at the end of its service life and an increase in rates may only further decrease demand until a new facility can be constructed. However, similar to boat moorage rates, seaplane rates/fees for a new facility will be structured to cover operations, maintenance and replacement costs. SPB revenues are expected from commercial and recreational slip rentals, fees for transient use, and potentially from hangar rental, fuel sales, and ground leases. Sitka's required share of costs under a construction grant will be made from bonding, Harbor Fund reserve working capital, or other municipal sources.

Compliance:

- The new SPB will be in compliance with all grant obligations.

Name of Congressional Contacts (House & Senate) for this airport:

Senator Lisa Murkowski

Senator Dan Sullivan

Representative Don Young

Approval:

Regional Division Manager: _____

Date: _____

APP-400 Manager: _____

Date: _____

APP-1 Director: _____

Date: _____

Attachments:

Map of existing and proposed SPB's
User interview results
Harbor Master Plan information



Sitka

Existing Seaplane Base (A29)

Sitka Channel

Existing Sealane

Japonski Island

Sitka Rocky Gutierrez Airport

Open Ocean

Proposed Seaplane Base Site

Future Seaplane Operating Area

Western Anchorage

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APPENDIX E

Economic Impact Study

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Economic Impact of a New Public Seaplane Facility at Sitka

Executive Summary

The public Sitka Seaplane Base (A29) in Sitka Channel closed down temporarily for repairs in January of 2016 after operating for nearly 65 years. In addition to needing substantial repairs, the facility has insufficient capacity and the inability to expand due to the constraints of the current location. The current location also has a congested sealane to take off and land and has conflicts with boat traffic and birds. Because of these multiple issues, A29 has seen less and less use over time. The facility will be repaired and reopened in the fall of 2016 while plans are underway to develop a new facility at a different site.

Interviews of 38 seaplane owners and operators in 2016 documented demand for a facility with 20 permanent slips in 2020, and need for expansion to 25 slips by 2036. A new seaplane base site has been proposed at the north end of Japonski Island to meet current and future commercial and recreational seaplane demand. This economic impact report estimates the economic importance of the new, expanded facility.

To estimate the economic impacts that a new facility will bring to Sitka, members of the commercial Sitka flying community and those agencies and businesses that depend on them were interviewed. Also interviewed were regional air carriers, lodges, government agencies, and other impacted businesses not based in Sitka that use seaplane transportation to and from Sitka. Interviews of local and regional carriers suggest that at least 230 visitors came to Sitka via seaplane charter in 2015, and impacts of their spending is also considered here. This report attempts to estimate the dollar value of the impacts to the Sitka economy of a new seaplane facility with increased capacity by capturing the economic importance of activity at the current A29, combined with increased economic activity created from the new, expanded facility. The economic impacts identified that could be estimated in terms of dollar values include:

- Increased business investment in Sitka by air carriers and aviation support businesses associated with a new seaplane base;
- Revenue earned from use of A29 by Sitka-based aviation-related businesses, and increased revenues earned by those businesses associated with a new public seaplane base; and
- Revenue earned from visitors to Sitka using A29 and increased visitor activity in Sitka associated with a new facility, such as increased spending in hotels, restaurants, shops, and on tours.

In some cases, it was impossible to estimate a dollar value to Sitka of certain economic

impacts, however, those impacts are undeniable, and are discussed in general terms in this report. Positive economic impacts from the following activities are discussed but no dollar estimates were developed:

- Construction of a new facility.
- Maintenance and operation of a new facility.
- Impacts to air carriers not based in Sitka from seaplane aviation activity in Sitka.
- Spending in Sitka by GA seaplane operators for non-aviation goods and services.
- Spending in Sitka by air carriers not based in Sitka for non-aviation goods and services.
- Spending in Sitka by lodges using seaplanes at Sitka for non-aviation goods and services.
- Possible lower seat fares and freight costs for seaplane transportation throughout the region.
- Sales taxes from seaplane-related activity and spending by visitors using seaplanes in Sitka.
- Impacts from the repurposed use of the A29 site.
- Possible increases in business investment and earnings in Sitka as seaplane activity grows several years after the facility is built.

Consequently, the dollar value of impacts presented here should be considered conservative, and a minimum possible impact.

A well-known econometric model (IMPLAN) specific to the Sitka economy was used to calculate impacts to the Sitka economy of seaplane-related activity by aviation industries and industries earning income from visitors using seaplane services at Sitka assuming a new public seaplane base is built to replace A29. Impacts are defined as follows:

- ***Direct impacts*** are economic impacts created from earnings by Sitka businesses related to seaplane activity and spending of visitors using seaplane services.
- ***Indirect impacts*** (multiplier effects) result from additional spending in the Borough by businesses earning revenue directly from seaplane activity and spending of visitors using seaplane services in Sitka.
- ***Induced impacts*** (multiplier effects) result from additional spending in the Borough by households earning income from seaplane activity and spending of visitors using seaplane services in Sitka.

While these impacts are created from activity in Sitka, not all of them result in spending in Sitka. Many businesses purchase goods and services outside of the community where they are located. For this report, in addition to total economic impacts wherever they occur, we report those dollars spent and jobs created within the Sitka economy. These direct and multiplier impacts that remain in the Sitka economy are reported as:

- Wages and Salaries paid (including income to the business owner);
- Rents, Royalties and Dividends paid (generally payments to the private parties);
- Fees and Taxes paid (generally payments to federal, state, and local governments); and
- Jobs created (number of full-time-equivalent jobs).

All of these impacts, wherever they occur, are summarized below. Details about the model and methodology used for this analysis are included at the end of this report.

Table 1 shows estimated economic impacts in the first year of use of a new larger public seaplane base in Sitka. These impacts result from both one-time business investments, and changes in first year business income (revenues minus costs) for affected air carriers and related businesses. In addition to seaplane aviation-related business impacts, visitor spending impacts to the Sitka economy from seaplane activity are also estimated.

Table 1 shows total economic impacts from this activity in Sitka, as well as impacts to areas outside of Sitka, and includes:

- **Total Earnings by Sitka Businesses** - \$1,606,444 in total direct impacts and multiplier affects (indirect and induced impacts) from Sitka-based aviation businesses and visitor spending. Just 39.3% of that money stays in Sitka.
- **Earnings Staying in Sitka** - \$631,788 in business revenue (direct and multiplier impacts) from Sitka seaplane activity is spent in Sitka. This includes:
 - \$397,675 in wages and salaries paid and proprietors' income;
 - \$123,147 in rents, royalties and dividends paid (mostly to private industry);
 - \$110,966 in local fees and taxes paid (mostly to government); and
 - 10.9 full-time-equivalent jobs created in Sitka.

Table 1
First Year Economic Impacts within the Sitka Borough
of a New Public Seaplane Base

	From Aviation Activity	From Visitor Spending	Total Impacts
Total Earnings by Sitka Businesses	\$1,371,566	\$234,878	\$1,606,444
Direct Impacts	\$1,014,396	\$168,000	\$1,182,396
Indirect Impacts	\$256,832	\$37,700	\$294,533
Induced Impacts	\$100,337	\$29,178	\$129,515
Earnings Staying in Sitka	\$489,778	\$142,010	\$631,788
Payroll and Proprietors' Income	\$308,038	\$89,637	\$397,675
Rent, Royalties and Dividends	\$90,802	\$32,345	\$123,147
Local Fees and Taxes	\$90,938	\$20,028	\$110,966
Jobs Created (Full-time equivalent)	7.0	3.9	10.9
Percent Earnings Staying in Sitka	35.7%	60.5%	39.3%

Source: Southeast Strategies and IMPLAN, 2016.

The impacts shown above emanate only from expenditures by businesses located within the Sitka Borough or visitors to the Borough. However, other *direct* economic impacts of about \$256,780 per year were also understood to occur outside of the Sitka Borough from seaplane activity at Sitka. Since those direct impacts do not occur in Sitka, no multiplier affects (indirect

and induced impacts) from that spending occur in Sitka either. No multiplier affects were estimated for out-of-borough areas.

In addition to the initial year impacts, which include one-time business investment such as building a hangar or purchasing aircraft equipment, additional business spending will occur in future years of the facility's operation. Table 2 presents recurring annual economic impacts resulting from a new public seaplane base in Sitka. There is strong potential for even more business investment and growth in business earnings as seaplane activity grows in Sitka over time, however, estimates of longer term economic impacts were not made for this report.

Table 2 presents total economic impacts occurring each year from this activity in Sitka, as well as impacts to areas outside of Sitka, and includes:

- **Total Earnings by Sitka Businesses** - \$815,755 in total direct impacts and multiplier affects (indirect and induced impacts) from Sitka-based aviation businesses and visitor spending. Just 44.6% of that money stays in Sitka.
- **Earnings Staying in Sitka** - \$364,159 in business revenue (direct and multiplier impacts) from Sitka seaplane activity is spent in Sitka. This includes:
 - \$235,071 in wages and salaries paid and proprietors' income;
 - \$72,025 in rents, royalties and dividends paid (mostly to private industry);
 - \$57,063 in local fees and taxes paid (mostly to government); and
 - 5.8 full-time-equivalent jobs created in Sitka.

Table 2
Recurring Annual Economic Impacts within the Sitka Borough
of a New Public Seaplane Base

	From Aviation Activity	From Visitor Spending	Total Impacts
Total Earnings by Sitka Businesses	\$580,897	\$234,878	\$815,775
Direct Impacts	\$429,396	\$168,000	\$597,396
Indirect Impacts	\$103,942	\$37,700	\$141,642
Induced Impacts	\$47,559	\$29,178	\$76,737
Earnings Staying in Sitka	\$222,149	\$142,010	\$364,159
Payroll and Proprietor's Income	\$145,434	\$89,637	\$235,071
Rent, Royalties and Dividends	\$39,680	\$32,345	\$72,025
Local Fees and Taxes	\$37,035	\$20,028	\$57,063
Jobs (Full-time equivalent)	3.1	2.7	5.8
Percent Earnings Staying in Sitka	38.2%	60.5%	44.6%

Source: Southeast Strategies and IMPLAN, 2016.

The impacts shown above emanate only from expenditures by businesses located within the Sitka Borough, or visitors to the Borough. However, other *direct* economic impacts of about \$256,780 per year were also understood to occur outside of the Sitka Borough from seaplane activity at Sitka. Since those direct impacts do not occur in Sitka, no multiplier affects (indirect and induced impacts) from that spending occur in Sitka either. No multiplier affects were estimated for out-of-borough areas.

Introduction

The public Sitka Seaplane Base (A29) in Sitka Channel closed down temporarily for repairs in January of 2016 after operating for nearly 65 years. In addition to needing substantial repairs, the facility has been deemed to have insufficient capacity and the inability to expand due to the constraints of the current location. The space constraints and current location have also given rise to congested sealanes and conflicts with boat traffic and birds, and this facility has seen less and less use over time. The facility will be repaired and reopened in the fall of 2016 while plans are underway to develop a new facility at a different site.

Interviews of 38 seaplane owners and operators (both commercial and general aviation) were completed in early 2016. All those interviewed agreed that if A29 were in better condition, had more room for aircraft, less traffic conflicts, and better access to fuel and other services, it could have substantially more use. The air traffic forecast developed for seaplane activity in Sitka for the *Request for Entry into NPIAS – Sitka Seaplane Base* report (DOWL Engineers, 2016) documented demand for a facility with 20 permanent slips available at opening in 2020, and need for expansion to accommodate 25 based aircraft by 2036.

The preferred new seaplane base site at the north end of Japonski Island will allow sufficient space to meet anticipated future demand for seaplane use and sufficient uplands to support that use. The new facility will be located in an area that has a larger sealane and is far away from fish processing activities, greatly reducing conflicts with boats and birds. With the 2016 summer flying season under way, and fishing and tourism seasons in progress, the flying community of Sitka and those who depend on them are beginning to understand the impacts of the temporary closure of A29, and what a new expanded facility might mean to their business and the community in general. This report attempts to estimate the dollar value of the impacts to the Sitka economy of a new seaplane facility with increased capacity by capturing the economic importance of activity at the current A29, combined with increased economic activity created from the existence of a new, expanded facility.

To estimate the economic impacts that a new facility vs no facility will bring to Sitka, members of the commercial Sitka flying community and those agencies and businesses that depend on them were interviewed. Also interviewed were regional air carriers, lodges, government agencies, and other impacted businesses not based in Sitka that use seaplane transportation to and from Sitka. The economic impacts identified that could be estimated in terms of dollar values include:

- Increased business investment in Sitka by air carriers and aviation support businesses associated with a new seaplane base;
- Revenue earned from use of A29 by Sitka-based aviation-related businesses, and increased revenues earned by those businesses associated with a new public seaplane base; and

- Revenue earned from visitors to Sitka using A29 and increased visitor activity in Sitka associated with a new facility, such as increased spending in hotels, restaurants, shops, and on tours.

In some cases, it was impossible to estimate a dollar value to Sitka of certain impacts, however, those impacts are undeniable, and are discussed in general terms in this report. Impacts from the following activities are discussed but no dollar value estimates were developed:

- Construction of a new facility.
- Maintenance and operation of a new facility.
- Impacts to Air Carriers not based in Sitka from seaplane aviation activity.
- Spending in Sitka by GA seaplane operators.
- Spending in Sitka by air carriers not based in Sitka for non-aviation supplies and services.
- Spending in Sitka by lodges using seaplanes at Sitka for non-aviation supplies and services.
- Possible lower seat fares and freight costs for seaplane transportation throughout the region.
- Impacts from the repurposed use of the A29 site.
- Possible increases in business investment and earnings in Sitka in future years.

The Sitka Economy

The City and Borough of Sitka (2015 population of 8,929) encompasses nearly all of Baranof Island and portions of Chichagof Island, and is accessible only by sea or air transportation. The Second Class City of Port Alexander (2015 population of 62) is located on Baranof Island, but is not part of the Borough. The Sitka Borough has one of the most stable and diverse economies in Alaska. Important economic sectors include tourism, commercial fishing, health care services, military (U.S. Coast Guard Air Station Sitka), and government (Alaska State Trooper Academy, Sitka Tribe of Alaska, Borough government, U.S. Forest Service). Sitka serves as a regional hub for retail goods and services including health care and connections to jet air and public ferry transportation services. The population of Sitka was down slightly (-1.5%) and employment was up slightly (0.7%) between 2014 and 2015. The number of visitors to Sitka has been increasing, as has commercial fish harvest in the area. The following table presents selected economic indicators for Sitka in 2010 and 2014.

Table 3
Sitka Economic Indicators 2010-2014

	2010	2014	Change 2010-14
Population	8,881	9,061	2%
Total Seafood Employment	421	648	54%
Total Seafood Employment Earnings	\$15,943,670	\$29,910,590	88%
Other Maritime Wages	\$7,074,209	\$14,000,979	98%
Construction Employment	196	286	46%
Construction Wages	\$12,620,024	\$21,927,256	74%
Total Visitor Industry Employment	530	670	26%
Total Visitor Industry Wages	\$12,422,985	\$18,283,024	47%

Source: Rain Coast Data, 2015.

Use of Seaplanes in Sitka

Like many towns in Southeast Alaska, Sitka and the small communities around it are accessed only by air or sea, and many have no runways or airstrips on land. Consequently, air access to many communities, lodges, hatcheries, and remote camps near Sitka is only by seaplane. Many of these communities have little or no ferry access, making seaplane transportation all the more essential. Table 4 describes many of the seaplane bases near Sitka.

Table 4
Seaplane Bases Near Sitka

Facility	Distance to Sitka (Miles)	Essential Air Service Subsidy?	Ferry Service?	Runway on Land?	2014 Estimated Air Taxi Operations
Angoon SPB	43	Yes	Yes	No	1,000
Baranof Warm Springs SPB	20	No	No	No	250
Elfin Cove SPB	88	Yes	No	No	300
Excursion Inlet SPB	95	Yes	No	No	200
False Island SPB	33	No	No	No	600
Kake SPB	53	Yes	Yes	Yes	500
Pelican SPB	70	Yes	Limited	No	300
Port Alexander SPB	63	Yes	No	No	250
Port Walter SPB	54	No	No	No	100
Tenakee Springs SPB	50	Yes	Yes	No	500
Sitka SPB	0	No	Yes	Yes	4,000

Sources: *Sitka Seaplane Base Request for Entry Into NPIAS*, May 2016, DOWL Engineers,
5010 Airport Master Records, AirportIQ, 2016, and Southeast Strategies.

Sitka is a regional hub for goods and services, and supports commercial fishing and visitor industries. Some of the many uses for seaplanes at Sitka include:

- Access to goods and services by residents and businesses from outlying communities;
- Access from outlying communities to direct jet aircraft and ferry transportation services to other parts of Alaska, and beyond;
- Access to the Southeast Alaska Regional Health Consortium Native hospital;
- Access to rural lodges that provide fishing, hunting and wildlife viewing experiences;
- Access to Sitka by visitors to the region, including air tours of the Sitka area;
- Access by businesses and agencies to remote sites, and to monitor fisheries or other activities they are tasked with overseeing.
- Fish spotting for commercial fishers and fish processors; and
- Recreational flying in the community and the region.

Table 4 shows the high level of activity at A29 in 2014, relative to other seaplane bases in the region. Due to its poor condition, space constraints, limited amenities and boat/bird conflicts, A29 has not been able to meet the demand for seaplane access in Sitka. As a consequence, aircraft have been reequipped with wheels or amphibious floats, and aircraft have been sold or moved to other communities (such as Juneau) with better seaplane facilities. With the temporary closure of A29, some seaplanes rent high-cost private slips, or moor to boat docks or buoys, often causing safety and convenience of loading concerns.

Proposed New Seaplane Base

The new Sitka Seaplane Base on the north side of Japonski Island is proposed to have the following configuration upon opening:

- 14 permanent seaplane slips;
- Slip or dock space for 5 transient seaplanes;
- A ramp with the ability to drive a vehicle down it (at least a 4-wheeler, maybe larger);
- Possibility of a floating hangar; and
- Shoreside facilities, including;
 - aviation fuel storage;
 - service apron with tiedowns;
 - parking for 12 to 15 vehicles;
 - room for hangars; and
 - haulout ramp.

Business and Agency Survey

To develop this economic impact estimate, specific groups of businesses and government agencies were surveyed for impacts related to current seaplane use, and changes to activity related to the development of a new Sitka seaplane base. They were asked what new investments in Sitka they might make, and what new revenues they might earn if the seaplane

base is built. They were also asked what losses they might realize from foregone revenues or more costly operations if the facility is not built, and A29 is permanently closed. The groups interviewed are described below.

Local-based Air Carriers

There are two Part 135 (small commuter and charter operations) air carriers based in Sitka. One has a private float in the harbor for their one seaplane. This carrier provides on-demand charter services for flightseeing tours, transportation to lodges and other remote sites, and other purposes as requested. In addition, this carrier sells fuel, and rents parking space to transient aircraft at this dock. An aviation mechanic associated with this carrier provides services to outside customers at the float. The owner of this carrier business is considering retirement, and the facility is for sale. At this time it is not clear whether a new owner would continue to provide aviation facilities or if this business activity and its associated economic benefits would leave Sitka. The current owner has expressed interest in moving to the new public seaplane base.

The second Sitka-based carrier is located at the Sitka Rocky Gutierrez Airport and has two wheeled aircraft and two aircraft equipped with amphibious floats for the ability to land on water or land. The carrier provides scheduled service to outlying communities, and charters to bring patients (often from rural areas) to the Alaska Native hospital in Sitka. They also charter with the several state and federal agencies, and outlying camps, hatcheries, and lodges. This carrier provides maintenance and repair service for their own aircraft, as well as for outside customers. With development of a new SPB, this carrier would be able to change their landing gear on two aircraft from amphibious floats to straight floats (decreasing costs and increasing payload), and move the seaplane portion of the operation from the Sitka Airport to the new public seaplane facility, build a new office and hangar on-shore, and expand their operations.

In addition, one Juneau-based carrier recently started scheduled wheeled-plane service at the Sitka Airport. They currently contract out support for those flights, but may hire Sitka employees in the future. Economic impacts to this carrier of a new Sitka public seaplane base would only occur if this carrier had no wheeled planes available for these flights because of mechanical issues, and would need to bring in aircraft on straight floats for this service.

Two other Sitka-based pilots are considering applying for Part 135 certification to provide charter fishing, flightseeing, and possibly fish spotting services. These pilots currently are concerned that without development of a new seaplane base, they will have no safe place to park their seaplanes in Sitka, and no convenient way to load and unload passengers and cargo. With development of a new public seaplane base, these operators would have a safe place from which to develop their new businesses.

Air Carriers not Based in Sitka

Several Part 135 air carriers based in other Southeast Alaska communities occasionally provide charters with seaplanes to Sitka for a variety of clients for a variety of purposes. Some trip purposes include:

- Bringing yacht passengers to and from their ships;
- Bringing cruise ship passengers not scheduled to travel to Sitka in for day trips;
- Bringing outlying lodge clients to Sitka to access transportation to the lodges;
- Bringing in clients for specialty purposes, such as crews making films or marine pilots accessing their ships;
- Performing contract fish spotting for commercial fishermen, fish processors, or regulatory agencies; and
- Charters to state and federal agencies within the region wishing to access the Sitka area.

While revenue earned by these carriers is generally spent in the community they are based, they do sometimes purchase fuel, pay slip fees, eat at restaurants, and purchase other goods and services at Sitka. Many of the visitors traveling to Sitka via these carriers have high disposable incomes, and tend to spend a substantial amount of money in Sitka. A later section of this report estimates these visitor expenditures, and their impacts to the Sitka economy. These business owners reported that they would likely increase their level of operations at a new public seaplane base in Sitka.

Remote Lodges

There are several remote lodges in the Sitka area. The ones closest to Sitka tend to transport clients by boat to and from town, but use seaplanes to fly clients to remote locations from the lodge. Other lodges out of convenient boat range from Sitka charter with one or both of the Sitka-based Part 135 carriers to transport clients by seaplane to and from the lodge. Impacts to these lodges are estimated under impacts to the carriers that serve them. One lodge located at Port Alexander brings clients in from Sitka via the lodge's own seaplane. The owner exclusively uses A29 for his business, and without this facility or a replacement, he would not be able to keep his lodge open. Lodges outside of the Sitka Borough (such as those in Port Alexander) do not pay taxes in Sitka, however, they often purchase goods and services in Sitka. The direct impacts from lodges outside the Borough are considered in this report, but multiplier effects to the Sitka economy would not occur. With development of this new public facility, lodges using seaplane transportation would have safe transfer facilities for their clients, which would strengthen their businesses.

Agencies

State and Federal regulatory agencies such as the Alaska State Troopers, the Alaska Wildlife Troopers, the Alaska Department of Fish and Game, the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and the U.S. Forest Service (some with offices in Sitka) all occasionally travel to and from Sitka to access rural areas with only seaplane access. Agency representatives have expressed concern about the current lack of a safe seaplane facility at Sitka. The Alaska State Troopers have had to tie up to the Sitka Troopers boat dock in Sitka, and cut the trip short because A29 is temporarily closed. The U.S. Forest Service has a boat dock for its own use that can accommodate seaplanes when not used by boats, but the dock has no convenient access to aviation fuel. Several of these agency representatives commented that they

would either be forced to forgoe traveling to Sitka, or would have to pay higher aviation costs to charter aircraft with amphibious floats if A29 was permanently closed and no replacement was built. Most of the impacts to these agencies from seaplane activity are estimated under impacts to the carriers that serve them, and mainly consist of decreased agency costs to access Sitka and its outlying areas.

Fish Spotters

Fish spotting is performed by aircraft operators who charter to fisheries businesses and regulatory agencies during the commercial herring and salmon seasons. Wheeled planes can be used for herring spotting, but are not preferred for the salmon season. Salmon spotting requires low and slow flying, and there is an important safety benefit to having floats for that kind of flying. In addition, salmon spotters must often stop in outlying areas to talk to ground crew, and need float equipped aircraft for that. The commercial salmon season in the Sitka area lasts for about nine weeks, from late June through August. With development of a new seaplane base in Sitka, costs of fish spotting contracts will decrease, and safety of the contractors will increase.

Aircraft Support Services

Several Sitka businesses provide fuel and maintenance services for aircraft in the Borough. These businesses were asked to estimate investment they would undertake and revenues gained from the development of a new seaplane base. In addition, they were asked about lost revenue from not having the base in Sitka. A local fuel seller would invest in a self-serve fuel facility on shore at a new seaplane base and earn additional revenue from increased activity there. Aircraft maintenance businesses anticipate increased revenue from a new seaplane facility. A new seaplane facility would expand aircraft support businesses because their customer base at Sitka would expand.

Visitors

Visitors were not directly surveyed, but the carriers who bring them to and from Sitka estimated the number of visitors using seaplane service at Sitka, and the amount these visitors spend in Sitka.

The visitor industry is an important sector of the Sitka economy, and the following table shows revenues from that sector are increasing. While visitor expenses on seaplane transportation are considered under air carrier impacts, these visitors also contribute to the Sitka economy through local spending that is estimated in Table 6. The most valuable visitors are the independent ones who stay overnight and spend money in hotels, restaurants, gift shops, and on tours and recreation activities such as museums and fishing charters. These are the types of visitors using seaplane services at Sitka. Table 5 presents some bed tax and sales tax revenues earned by the City and Borough of Sitka from visitors and visitor industries between 2011 and 2015. While it is difficult to determine all of the sales taxes paid by visitors to Sitka, the table below gives an indication of the strong growth in some visitor paid taxes, indicating growth in visitor spending

over time. Sitka is a desirable visitor destination, and it is likely that the past growth shown below will continue.

Table 5
Selected City and Borough of Sitka Taxes Collect

Tax	Rate	2011	2012	2013	2014	2015
SALES TAXES - Total	5%-6%	\$8,516,594	\$8,633,514	\$8,903,953	\$9,584,295	\$9,449,766
Charters	5%-6%	\$101,838	\$98,706	\$121,417	\$136,113	\$130,008
Lodges	5%-6%	\$303,319	\$308,592	\$445,379	\$494,113	\$556,965
Percent Lodges/Charters		4.8%	4.7%	6.4%	6.6%	7.3%
BED TAXES - Total	6%	\$155,980	\$323,708	\$347,165	\$375,181	\$411,339
Lodges	6%	\$101,052	\$102,635	\$103,501	\$110,328	\$117,016
Percent Lodges		64.8%	31.7%	29.8%	29.4%	28.4%
FISH BOX TAXES	\$10/box	\$115,140	\$102,240	\$114,000	\$135,450	\$128,360
CAR RENTAL TAXES	4%	\$37,107	\$37,109	\$40,404	\$40,551	\$45,615
TOTAL TAX REVENUE		\$8,824,821	\$9,096,571	\$9,405,522	\$10,135,477	\$10,035,080
Percent Visitor Taxes		7.5%	7.1%	8.8%	9.0%	9.7%

Source: City and Borough of Sitka Finance Department and Southeast Strategies.

Representatives of the cruise ship industry in Sitka were asked about the possibility of increased seaplane tours by cruise ship passengers once a new expanded seaplane facility is built. It was felt that the demand for seaplane tours was met adequately by tours in Ketchikan and Juneau. While the carriers surveyed did not specifically mention starting or increasing visitor seaplane tours, it is likely that some increase in tours by seaplanes using Sitka will occur.

In addition, carriers were asked about their passengers, their characteristics, activities and expenditures in the Sitka Borough. From this information we estimated an impact of spending by visitors to Sitka using a public seaplane base. Celebrity and wealthy visitors come to Sitka via seaplane by chartering with regional carriers. Yacht passengers, film crews, marine pilots, small cruise ship passengers on daytrips, lodge clients, and others often charter with air carriers based in Juneau and other regional communities to fly to Sitka. Interviews of local and regional carriers suggest that at least 230 visitors came to Sitka via seaplane charter in 2015. These carriers reported that such visitors tended to spend large amounts of money in Sitka for high end hotels and restaurants, expensive fishing charters, and high cost art and gift items. Table 6 estimates expenditures by these visitors. These estimates could be considered minimum direct impacts occurring from this visitor spending, and do not include multiplier effects of this spending. Multiplier effects are estimated later in this report.

Table 6

Estimated Expenditures by Visitors Arriving in Sitka via Seaplane

	Percent of Cost	2 Nights	1 Night	0 Nights*	Totals
Number		130	40	60	230
\$ per stay		\$1,000	\$500	\$300	
Hotels	40%	\$52,000	\$8,000		\$60,000
Restaurant	10%	\$13,000	\$2,000	\$3,600	\$18,600
Tours and Recreation	25%	\$32,500	\$5,000	\$7,200	\$44,700
Gifts and Other Goods	25%	\$32,500	\$5,000	\$7,200	\$44,700
TOTALS		\$130,000	\$20,000	\$18,000	\$168,000

Source: Carrier and other business interviews, Southeast Strategies, 2016.

*The percent cost used for day visitors with no overnight stay was 20% spent in restaurants, 40% spent on tours and recreation, and 40% spent on gifts and other goods.

With the development of a new public seaplane facility at Sitka, it is likely that visitors using seaplane transportation will increase visits to and expenditures in Sitka. In addition, it is possible that businesses could develop seaplane tours of the Sitka area that are based from the new facility.

General Aviation Users

GA users, both local and transient, were not surveyed for this report. GA use and the intent to increase use at Sitka with a new seaplane base is well documented in the *Request for Entry into the NPIAS – Sitka Seaplane Base* report (DOWL Engineers, 2016). While these impacts to Sitka's economy are expected to be less than business impacts, they are not easy to estimate. Economic impacts from GA spending on aviation fuel and maintenance services in Sitka have been estimated for this report by the Sitka businesses providing those services.

Economic Impacts

Decreases in capacity and safety, and the temporary closure of A29 has necessitated changes in aviation activities in Sitka by carriers with aircraft on seaplane floats. Owners and operators of aircraft with straight floats wishing to land at Sitka now (with the temporary closure of A29) must rent or borrow space from area carriers or agencies (sometimes at a high cost), or tie up to boat docks or buoys in the Sitka Channel. These options are generally more costly, and less safe than having a designated public seaplane float. In addition, on and offloading of passengers and freight can be problematic with these options. Consequently, carriers have sought other options for their operations at Sitka.

One alternative for these seaplane operators using Sitka is to change their aircraft landing gear from straight floats to amphibious gear, which allows an aircraft to land on either water or land.

Changing landing gear to amphibious floats can increase costs and reduce commercial revenue because:

- ***Amphibious floats cost more than straight floats to purchase and install.*** Interviews with aircraft operators and review of seaplane float manufacturers' information indicates that the purchase and installation of amphibious floats can cost from \$20,000 to \$150,000¹ more than the cost of straight floats per aircraft, depending on the type of aircraft.
- ***Additional weight of amphibious floats reduces revenue potential.*** Amphibious floats weigh more than straight floats (between 200 and 400 lbs more depending on the type of aircraft), so the commercial payload that can be safely carried will be reduced by that weight. With the average passenger weighing 170 lbs (new averages used by the Federal Aviation Administration), this means aircraft with amphibious floats have 1 to 2 passengers less capacity, and less baggage and cargo capacity than aircraft with straight floats, which translates to less revenue for commercial carriers.
- ***Amphibious floats increase the operating costs of aircraft.*** The cost of aircraft insurance and maintenance is higher for aircraft equipped with amphibious floats than those equipped with straight floats. In addition, with the higher weight of amphibious floats, fuel consumption for these aircraft is higher.
- ***Additional skills are needed to pilot aircraft with amphibious floats.*** It is reported to be difficult to find pilots with the ability to fly amphibious aircraft, and could increase the operating costs for affected carriers.
- ***Flight flexibility can be reduced with additional weight of amphibious floats.*** GA aircraft are often too small to handle the additional weight of amphibious floats without increases in length needed to land and takeoff, eliminating access to favorite lakes and other areas for these GA fliers.

Because of the increased costs of adding and operating with amphibious floats, it is likely that seat and cargo fares for commercial carriers making this change will increase.

Air carriers and other effected parties were asked what impacts to their business would occur with the loss of the Sitka Seaplane Base, or alternatively, what would change with development of a new public seaplane base. These two occurrences capture the total economic impacts of a new public seaplane base at Sitka. Some air carriers and other related businesses were planning to make additional capital investments of buildings, aircraft and employees at a new facility. With reduced capacity at A29, others had already, or were planning to change their aircraft from straight floats to amphibious floats. Still others were making plans for reduced business activity and revenues from reduced capacity at A29 that would increase again with a new facility. All of

¹ According to the Wipline 8750 Float webpage (<http://www.wipaire.com/myaircraft/cessna/208/8750-floats.php#pricing>), purchase and installation of amphibious floats for a Cessna 208 can be as much as \$148,600 more than the purchase and installation of seaplane floats.

these impacts are considered in this report. To consider the impact of developing this new facility, increased business investment and foregone expenses were combined, and lost revenues from not having the facility were added back into business income. Other economic impacts considered include lost revenue from fuel sales and maintenance services for local and transient seaplanes in Sitka, and lost revenue to Sitka from visitors using seaplanes.

A well-known econometric model (IMPLAN) specific to the Sitka economy was used to calculate impacts to the Sitka economy of seaplane-related earnings by aviation industries and industries earning income from visitors using seaplane services at Sitka in 2016 as follows:

- **Direct impacts** are economic impacts created from earnings by Sitka businesses related to aviation and the visitor industry.
- **Indirect impacts** (multiplier effects) result from additional spending in the Borough by businesses earning revenue directly from aviation related and visitor businesses in Sitka.
- **Induced impacts** (multiplier effects) result from additional spending in the Borough by households earning income from aviation related and visitor businesses in Sitka.

These direct and multiplier impacts that remain in the Sitka economy are reported as:

- Employment (number of full-time equivalent jobs);
- Wages and Salaries paid (including income to the business owner);
- Rents, Royalties and Dividends paid (generally payments to the private parties); and
- Fees and Taxes paid (generally payments to federal, state, and local governments).

All of these impacts, summarized in the following tables, represent money and jobs that stay within the Sitka economy. Details about the model and methodology used for this analysis are included at the end of this report.

Table 7 shows first year economic impacts resulting from a new public seaplane base in Sitka, which includes positive impacts of both the current A29 and the increased seaplane activity from developing a new public seaplane base with more capacity. These impacts result from both one-time business investments, and changes in first year business income (revenues minus costs) for affected air carriers and related businesses. In addition to seaplane aviation-related business impacts, visitor spending impacts to the Sitka economy from seaplane activity are also estimated.

Table 7
First Year Economic Impacts within the Sitka Borough
of a New Public Seaplane Base

	From Aviation Activity	From Visitor Spending	Total Impacts
Total Earnings by Sitka Businesses	\$1,371,566	\$234,878	\$1,606,444
Direct Impacts	\$1,014,396	\$168,000	\$1,182,396
Indirect Impacts	\$256,832	\$37,700	\$294,533
Induced Impacts	\$100,337	\$29,178	\$129,515
Earnings Staying in Sitka	\$489,778	\$142,010	\$631,788
Payroll and Proprietor's Income	\$308,038	\$89,637	\$397,675
Rent, Royalties and Dividends	\$90,802	\$32,345	\$123,147
Local Fees and Taxes	\$90,938	\$20,028	\$110,966
Jobs (Full-time equivalent)	7.0	3.9	10.9
Percent Earnings Staying in Sitka	35.7%	60.5%	39.3%

Source: Southeast Strategies and IMPLAN, 2016.

These impacts only consider expenditures within the Sitka Borough by business located there, or visitors to the Borough. However, other *direct* economic impacts of about \$256,780 per year was also understood to occur outside of the Sitka Borough, through indirect and induced impacts were not estimated for out-of-borough areas.

Table 8 presents subsequent year recurring economic impacts resulting from a new public seaplane base in Sitka, which includes positive impacts of both the current A29 and the increased seaplane activity from developing a new public seaplane base with more capacity. Table 2 presents the subsequent year recurring economic impacts of developing a public seaplane base at Sitka. There is strong potential for additional business investment and growth in business earnings from seaplane activity in Sitka, however, estimates of those changes were not made for this report.

Table 8
Recurring Annual Economic Impacts within the Sitka Borough
of a New Public Seaplane Base

	From Aviation Activity	From Visitor Spending	Total Impacts
Total Earnings by Sitka Businesses	\$580,897	\$234,878	\$815,775
Direct Impacts	\$429,396	\$168,000	\$597,396
Indirect Impacts	\$103,942	\$37,700	\$141,642
Induced Impacts	\$47,559	\$29,178	\$76,737
Earning Staying in Sitka	\$222,149	\$142,010	\$364,159
Payroll and Proprietor's Income	\$145,434	\$89,637	\$235,071
Rent, Royalties and Dividends	\$39,680	\$32,345	\$72,025
Local Fees and Taxes	\$37,035	\$20,028	\$57,063
Jobs (Full-time equivalent)	3.1	2.7	5.8
Percent Earnings Staying in Sitka	38.2%	60.5%	44.6%

Source: Southeast Strategies and IMPLAN, 2016.

These impacts only consider expenditures within the Sitka Borough by business located there, or visitors to the Borough. However, other *direct* economic impacts of about \$256,780 per year was also understood to occur outside of the Sitka Borough, through indirect and induced impacts were not estimated for out-of-borough areas.

Table 2 presents subsequent year recurring economic impacts resulting from a new public seaplane base in Sitka, which includes positive impacts of both the current A29 and the increased seaplane activity from developing a new public seaplane base with more capacity. Table 2 presents the subsequent year recurring economic impacts of developing a public seaplane base at Sitka. There is strong potential for additional business investment and growth in business earnings from seaplane activity in Sitka, however, estimates of those changes were not made for this report.

Unquantified Socioeconomic Impacts from a New Sitka Seaplane Base:

The following impacts will likely accrue to the Sitka economy from seaplane activity and development of a new public seaplane base, but they are difficult to quantify due to unknown factors. They are presented here in qualitative terms.

- **Construction of a new facility.** It is most likely that the contractor hired will be located outside of Sitka, and the docks and other facility infrastructure will be purchased outside of Sitka. The project is estimated to cost between \$12 and \$13 million. A few Sitka residents may be hired, and living accommodations and meals will be purchased by managers and workers brought in to town. In addition, transportation and other services will be used in Sitka for this project. While it is difficult to quantify the economic impact

to Sitka, it is not expected to be substantial. There will be more substantial economic impact to the economies where the contractors are based, and where the docks and other infrastructure are built and purchased. This one-time impact will only occur during the year the facility is built.

- ***Maintenance and operation of a new facility.*** This new facility will be owned by CBS and managed by the CBS harbor department. It is anticipated that this work as it will be handled by the existing harbor department staff. Some revenue from slip rental will accrue to CBS, but it will roughly be equal to the costs of seaplane base ownership, maintenance and operation. With development of uplands lease lots belonging to CBS, lease or rental fees could represent additional revenue.
- ***Impacts to air carriers and lodges not based in Sitka from seaplane activity.*** Air taxis, commuter airlines, and contract fish spotters based outside of Sitka will receive benefits from a new Sitka public seaplane base. Dollar values of direct impacts were estimated and presented after the impact tables, but no multiplier impacts were estimated. Nearly \$97,000 of direct benefits to air carriers based outside of Sitka will accrue. Another \$160,000 in direct benefits will go to lodges outside of the Sitka Borough. Multiplier economic benefits will occur in the communities where these carriers and lodges are located.
- ***Spending in Sitka by GA aircraft operators.*** Spending on aviation fuel and maintenance services by GA pilots is estimated as part of Aviation Activity impacts. However, these pilots may spend money in Sitka for other goods and services that has not been estimated.
- ***Spending in Sitka by air carriers not based in Sitka for non-aviation supplies and services.*** Air carriers not based in Sitka using the new seaplane base may purchase goods and services (not including aviation fuel and maintenance and repair services) in Sitka, such as restaurant meals.
- ***Spending in Sitka by lodge owners for non-aviation supplies and services.*** Some of this spending may be related to impacts from this seaplane base. It is difficult to determine the amount of this impact on Sitka.
- ***Sales taxes from seaplane-related activity and spending by visitors using seaplanes in Sitka.*** Most spending in Sitka is subject to sales taxes paid to the Borough Government, and are used for general government expenses in the community.
- ***Impacts from the repurposed use of the A29 location.*** When a new facility is developed, the current location can be used for other purposes, such as a boat dock. This use will likely provide economic impacts to Sitka from rental fees, purchases of goods and services such as fuel, maintenance and repair services, and spending on non-aviation related goods and services in Sitka.
- ***Lower seat air fares and air freight costs throughout the region.*** These fares may be lower because the air carriers will have lower costs, and will pass those on to customers. These benefits will impact Sitka as well as other communities in the region and beyond.

Rural areas around Sitka that rely on seaplane transportation may benefit largely from this change.

- ***Possible increases in business investment and earnings in Sitka in future years.*** Potential growth in activity and earnings by businesses impacted by seaplane activity in Sitka was not estimated, but is likely to occur. Increased air tours by seaplanes may occur in the future. Additional business investment by these industries may occur also.

Community Support

The Sitka Economic Development Association (SEDA) holds an annual Sitka Economic Innovation Forum where development projects are considered. This year, the attendees included members of the public at large, representatives from the non-profit sector, payroll workers from both the private and government sectors, self-employed and business owners, City and Borough of Sitka staff, retired residents, and members of the Sitka Tribe of Alaska. At this forum was held on May 17, 2016.

A summary of development ideas was presented to the attendees, and they were invited to vote for their top priority project(s) to move forward. The Seaplane base project, describes as follows, received the third highest score from participants.

Rebuild Seaplane Base: support and move the expansion of the seaplane base. This could bring in new seaplane operations such as providing access to outlying communities that are dependent on this. Also, regain the transient business and permanent based users back to the facility.

In addition, the new Sitka Seaplane Base received unanimous support from all businesses and agencies surveyed for this study. A recap of interview comments from additional interviews by DOWL is included as Appendix A to this report.

Methodology

In order to determine the 2016 impact of a new public seaplane facility at Sitka on the economy of Sitka, Southeast Strategies followed the methodology outlined here. Because the new seaplane facility does not yet exist, and the old facility has only been closed a short time and is due to reopen soon, impacts of not having a seaplane base in Sitka are not easy to quantify. Much of the information used for the impact estimates in this report came from those directly impacted, and involved their judgement and informed guesses. Some businesses considered negative impacts to not having a facility, and some addressed positive impacts of the new SPB. In this case, lost income from facility closure and the new income and investment from the development of a new facility with increased safety and capacity combine to estimate impacts of an improved public seaplane facility vs. no facility, or the economic impacts of seaplane activity in total with a new facility.

It is human nature to overestimate harm, and much of the information for these estimates came from business and entities who are being or will be harmed by this closure. While these estimates may be overstated, it is almost certain that some impacts in the community and the region have not been brought to light by this investigation, or have not been fully considered. In addition, other impacts are indicated, but cannot be adequately estimated in this report. Consequently, the impact estimates developed in this report can be considered conservative, and a minimum possible impact.

Some businesses and agencies dependent on seaplane transportation to and from Sitka tend to contract that service with local or regional carriers. In order to not double count impacts, it was assumed that the impacts estimated by the carriers themselves covered impacts to those who contracted with them. That situation would include health care facilities in Sitka that contract local carriers to transport patients into Sitka from communities with only seaplane access, as well as government agencies, lodges, and rural camps and hatcheries using air transportation from Sitka.

Some impacts from seaplane activity with a new public seaplane base at Sitka are unknown, or are known but not easily quantified, including possible growth over time of previously quantified and unquantified impacts. Consequently, the dollar values of impacts presented here are conservative, and should be considered a minimum impact.

Econometric Model

Sitka and regional businesses determined to be directly impacted by seaplane service in Sitka were interviewed about the impact to their businesses of developing a new public seaplane facility at Sitka. These businesses included local and regional air carriers, remote fishing and hunting lodges, government agencies using seaplane services, seaplane support services, and contract fish spotters.

Impacts to business revenue, and additional business investment information were then fed through a well-known economic input/output model (IMPLAN) calibrated to fit the Sitka's economy to determine secondary impacts of initial spending in the Sitka area. The most current full year of information available for all variables considered for these estimates was used to capture as close to current (2016) estimates as possible. The IMPLAN (IMpact Analysis for PLANning) model is a community and regional level input/output model initially developed by the U.S. Forest Service in cooperation with the Federal Emergency Management Agency, and the U.S. Department of the Interior, Bureau of Land Management to assist the Forest Service in land and resource management planning.

The model uses census area level data about employment, income, and other indicators to determine how direct economic impacts will produce multiplier effects (indirect and induced economic impacts) within the Sitka Borough. The most current full year of information available for all variables considered for these estimates was used to capture as close to a current

(2016) estimate as possible. For purposes of this study, indirect and induced economic impacts were only calculated for those direct impacts occurring within the Sitka Borough. Impacts outside of the Borough will have multiplier affects also, but those affects will not accrue to the Sitka economy. These out-of-borough direct impacts were reported in this study.

The IMPLAN model is detailed enough to address industries individually within a local area. Survey responses were compiled by type of industry and that information was run separately through a model specific to that industry within the Sitka Borough. Results for each industry type were then compiled to get the aggregate impacts presented here.

In addition to annual impacts created from businesses related to seaplane service in Sitka, an estimate of annual spending in the Sitka by visitors to using seaplane service was developed from estimated visitor activity given by commercial air carriers in Sitka and the region. The information was also fed through the IMPLAN model to obtain secondary impacts of this spending.

The IMPLAN model calculated direct, indirect, and induced impacts on the Sitka economy of seaplane-related spending of industries surveyed and visitors using seaplane service at Sitka in 2016 in terms of:

- Employment;
- Wages and Salaries;
- Business Revenue;
- Rents, Royalties and Dividends paid; and
- Fees and Taxes paid.

Types of impacts are defined below:

- **Direct** impacts are primary impacts in the Sitka Borough that are a direct result of a new public seaplane facility being developed at Sitka that would not exist in the absence of such a facility. These impacts are to air carrier and related support businesses, and others that depend heavily on these carriers, such as remote lodges and agencies. Direct impacts also include primary impacts created from increased visitor activity at Sitka because of this facility, including impacts to non-aviation related businesses such as hotels, restaurants, gift shops, and tour and recreations businesses. These impacts count money spent in the Sitka economy by residents from outside the economy, or money spent by local residents in the Sitka Borough which would be spent outside the Sitka Borough if this facility did not exist.
- **Indirect** impacts are secondary impacts created by additional spending in the Sitka Borough by **businesses** earning revenue directly from facility construction, aviation activity, or activity of visitors using aviation services at Sitka. These impacts are created from

responding within the local economy (multiplier effect) of money created from direct impacts.

- **Induced** impacts are secondary impacts created by additional spending in the Sitka Borough by **households** who earn income (usually as wages and salaries) directly from facility construction, aviation activity, or activity of visitors using aviation services at Sitka. These impacts are created from responding within the local economy (multiplier effect) of money created from direct impacts.

Author

Linda J. Snow is the owner and principal economist of Southeast Strategies, an economics and planning services firm in Juneau, Alaska. Linda is a lifelong Southeast Alaska resident with an ABT towards a MS in resource economics, and 30 years' professional experience working with the economy in Alaska and the region.

Sitka Seaplane Base Interviews - Verbal Pilot Comments

This section includes comments paraphrased from interviews of past and present Sitka Seaplane Base (A29) users. These interviews were separate from business and agency interviews used for the economic impact analysis, and did not include questions about economic impacts of a new public seaplane base. While these comments cannot help estimate the dollar value of impacts to Sitka, they do indicate intended increased use, which would create impacts, even if they are difficult to quantify.

- There is no other public seaplane base in Sitka. Without a public seaplane base, we will not have floatplane operations in Sitka, except by expensive amphibious aircraft. Not everyone can afford amphibious aircraft. If we don't build a public seaplane base, floatplanes will go away altogether. Floatplanes are a part of our economy. If the boat harbor fell apart, would we send the boats away?
- Having a Sitka SPB is crucial to the health of this part of SE AK. Seaplanes are a traditional mode of transportation across the region. The use of the current SPB does not show a realistic view of demand, given its current condition and lack of fuel. A new seaplane base could be used year-round.
- If you build a new, nice, large facility, many more planes will show up. A similar situation occurred in Kodiak. There were 4-6 planes based at the old facility, after the new facility was built at Trident Basin, we have seen 12-14 planes based there.
- Please consider the existing site with reconfiguration as already submitted. It consisted of two wings oriented perpendicular to the channel with room for 3 planes apiece. A small dock on the first wing. We have a private dock that serves a lot of transient aircraft. This may not be available in the future. This is where much of the traffic has gone since the existing facility has fallen into disrepair. Adding a hangar and using it with the University and SEARHC as a vocational program for training mechanics would be ideal.

- The existing facility drove the airplanes away. It is a shame. There is a demand. People moved to amphib floats or got rid of their airplanes due to the condition of the existing float. The new SPB would open up competition. It would allow small Part 135 operators doing flight seeing and other services. This would open up the country to more people.
 - We normally take our wheel Caravans to Sitka so the facility would not be of much use to us, but I still think the project is well worth it, and is needed in Sitka.
 - There have been up to eight regular users of the existing facility. The state of the existing facility discouraged pilots. There was such a poor situation there; no parking, no access to fuel, inside four ramps unusable at low tides, inadequate maintenance for at least the last 10 years. Pilots have had damage to their planes by boats and due to the close proximity of other ramps. There are rock piles.
 - Also consider similar situation like in Kodiak where seaplane activity grew after and SPB was built.
 - Sitka and most other SE communities should have a public seaplane facility for local and transient use.
 - There is a lot of demand for a floatplane facility. I can't believe we have gotten by so long with so little. A lot more floatplanes would be here if we had places to park more floatplanes. The City charges property taxes for our planes, and we don't get anything for it. They need to spend some tax money for floatplane parking.
 - The current facility is between 2 seafood processors with a lot of boat traffic coming and going. That plus the hundreds of seagulls makes the current site unsafe.
 - A new seaplane base is needed to get to remote areas in Sitka. The City of Sitka is missing out on a significant amount of tourism economic benefits and taxation, by not having a good seaplane base. Most communities try to take advantage of economic opportunities like this. There used to be 10 – 14 operators at the Sitka Seaplane Base. Floatplane owners have moved away from Sitka, have moved their floatplanes to other locations, or have had to switch to expensive amphib gear because of lack of floatplane facilities in Sitka. I am frustrated with how long it has taken to make progress on a new Sitka Seaplane Base.
 - Floatplanes really benefit the Sitka Region. Floatplanes are required to access to Sitka's pristine wilderness. Floatplanes are a low impact form of transportation to the region. A small facility has fewer benefits to residents and visitors than a larger facility. The small size of the current facility has limited the amount of floatplane activity in the region.
 - I think it is a good idea. I wish you luck.
 - The Department of Fish and Game has rented a space at the existing facility for decades. The Department has had a contracted plane at the existing facility since the facility was built. The Department requires a specialized plane to monitor pink and chum salmon runs in the Sitka area which is essential to provide commercial pink and chum salmon fishing opportunities to the area. These fisheries could not be authorized without this flying.
 - A new seaplane base is needed because the existing seaplane base is outdated and there is aviation activity in the region to justify it. Sitka also needs to serve others outside the region who are flying transient to Sitka.
-

- Because of lack of space at the Sitka SPB I bought amphib aircraft and operate from Sitka Airport. I am currently happy with this amphib arrangement. However, I believe a new SPB is needed and would be used. There are people in Sitka who have not bought floatplanes because there is no place to park them. Ken Bellows facility is for sale. If it is no longer available for others to use, there will be no floatplane parking in Sitka.
 - Southeast is a floatplane area. We need a reasonable place to moor floatplanes when we go to Sitka. Out of towners need a place to go. It helps the Sitka economy.
 - From an economic standpoint, a new seaplane base would attract local and transient users and seasonal operators that would generate jobs and tax revenues for Sitka. With a maintenance facility it could generate even greater economic benefits.
-





CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-160 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 8/23/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Update on Pittman-Robertson funding opportunities and grant application for potential cabin development

Sponsors:

Indexes:

Code sections:

Attachments: [Update Administrator Memo.pdf](#)
[June 12 packet documents.pdf](#)

Date	Ver.	Action By	Action	Result
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Update on Pittman-Robertson funding opportunities and grant application for potential cabin development



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Mayor Hunter and Assembly Members

From: Keith Brady, Municipal Administrator

Date: August 23, 2018

Subject: Pittman Robertson Cabin Development Assembly Direction

Executive Summary

After I received direction from the Assembly to explore cabin development cost and location, I met with staff, asked for an agenda item on the Parks and Recreation Commission, and started a conversation with the local USFS. The Parks and Recreation Commission formed a subcommittee to review possible locations and were very diligent in my request for input from them. I asked the P&R Commission to give me a prioritized list of 3 to 5 locations for boat access and car/hike access. Below are their recommendations. Only one is on CBS Property, the others we would have to negotiate if that is the will of the Assembly.

Off island locations / boating

Gagarin Island – CBS Property
Neva Point – USFS Property (there is already a shelter in the area)
Leesoffskaia Bay – USFS Property

Drive / hike / pack-in

SMC Campground / Blue Lake Campground – USFS Property
Thimbleberry Lake – University of Alaska Property
Mosquito Cove – State of Alaska Property

Another thought would be a cabin that caters to weddings and larger groups/family events. This could potentially assist with revenue to fund the maintenance program.

Fiscal Note

Things that we looked at:

- A fully contracted cabin construction under prevailing wages would be approximately \$150k (that is what White Sulphur Cabin cost)
- Remote access to trails, moorage, decks, and cabin \$350k for Lake Eva Cabin

- Tom Young Cabin \$63k for the cabin kit (everything else donated and volunteers for all construction)
- Current cost for a cabin kit approx. \$70k (need to add foundation, furniture, plumbing, stove, etc.)

We should plan for \$100k to \$150k per cabin depending on the location and amenities wanted. If we had major volunteerism perhaps one could be built in an easy accessible area for \$70k (price of the kit only). Hike in locations would be much more expensive unless someone donates a helicopter or a ton of labor. Such locations would probably quickly reach over \$350k much like Lake Eva.

Construction is typically 30-days of work with a 5-man crew, not cheap at prevailing wages.

Details

The following is the explanation from the P&R Commission on the reasoning for the prioritization and locations of the cabins. For all of these locations the sub-committee thought about water, fuel/wood, beach access, the appeal of the location, and the ability to maintain it.

Focusing first on the off-island locations, we wanted to come up with locations that are protected enough to ideally install a mooring buoy. If you look at a chart showing Gagarin Island, ideally, we would want a cabin on the West side of the island facing Kruzof Island. A mooring buoy would be on the Eastern side of the island, between the much smaller islands to the East and Gagarin Island, with a five-minute walk to the other side of the cabin location. This location is close enough to town, with an easier boat ride (comparably to the sometimes rough ride to Goddard), but far enough away that renters can stay here and explore the area or enjoy the view. Renters would easily be able to stay on Gagarin Island yet go farther North to go hunting.

A lot of the same aspects apply to Neva Point. It is further away from town but would be a more ideal location to hunt from. The bay right inside Neva Point should be protected enough for a mooring buoy. The subcommittee did agree upon Neva Point but with the hesitation because Allen Point Cabin is close by and the three-sided shelter further up Neva Straight.

Leesoffskaia Bay is last on the list due to its location and the common knowledge that it is a 'party beach'. This brings the high risk of vandalism. But at the same time, it is quite protected and would be used year-round since it is just far enough away from town, but not too far (example: Goddard).

The aspect of maintaining these locations are all contingent on funding and man power due to their off-island locations. It would be ideal if the off-island cabin is similar to the Tom Young Cabin in the sense that they too are equipped with a diesel stove instead wood. The subcommittee felt that a wood stove cabin could possibly encourage renters to use available trees near-by, which depreciates the visual appeal.

The drive/hike/pack-in locations were much harder to narrow down as there are many great and suitable locations within town and on the road system that would be nice to have a cabin. The ability to maintain these locations becomes exponentially easier due to being on the road system.

Having an actual cabin at the SMC Campground would be very nice to those who camp there and hike in the area. The cabin could ideally be situated a little out of the campground, on either East or West side of the campground but situated along the river. Renters would have all the same recreational aspects available to those who also tent camp in the area. Camping here in the winter time could be complicated due to snow and possible avalanche, cutting off the road access.

Thimbleberry Lake is a great location for a cabin to be located at the end/back side of the lake. Hikers would still be able to use the trail and not bother those at the cabin as they use the trail to Heart Lake. It is a protected lake which opens the renters to recreating on the lake as well as hiking in the area. This location is not contingent on weather since the hike-in is short and much closer to the main road system.

Mosquito Cove was the last location the subcommittee approved but it would take a much longer distance to pack-in gear as well as wood/fuel. This location could also be problematic with the Katlian Bay road project. But a cabin could be situated at the end of the beach or even around the point a little, hopefully far enough from the trail head so hikers don't intrude on campers but still have respectable access to the trail and beach.

Pat Kehoe, Matt Donohoe, and Sherri Aitken spoke in support of full funding for the Chinook Futures Coalition, Inc. Charles Bingham suggested the Assembly compromise and award \$5,000.

A motion to AMEND the award to Chinook Futures Coalition, Inc. to \$2,500 was made by Eisenbeisz. The motion FAILED by the following vote.

Yes: 2 - Potrzuski, and Hunter

No: 4 - Miyasato, Eisenbeisz, Knox, and Wein

Absent: 1 - Bean

A motion was made by Eisenbeisz to award the remaining \$22,500 to the Sitka Sound Science Center. The motion PASSED by the following vote.

Yes: 6 - Miyasato, Eisenbeisz, Potrzuski, Hunter, Knox, and Wein

Absent: 1 - Bean

Assembly Member Knox gave notice to reconsider the amounts awarded to Sitka Sound Science Center (\$22,500) and Alaska Longline Fisherman's Association (\$10,000) at the June 26 Assembly meeting.

- L** [18-114](#) Approve a lease agreement between Trident Seafoods Corporation and the City and Borough of Sitka for Block 4, Lot 6 of the Gary Paxton Industrial Park
- No action taken, item pulled from agenda.

- M** [RES 18-06A](#) Increasing Grid, Eliason Harbor Load Zone, and Work Float Charges and Fees (*this amends Resolution 2018-06 approved on April 25, 2018*)
- Harbormaster, Stan Eliason, stated he recommended the elimination of fees for the work float and drive down load zone from September 15 through March 15 thereby encouraging boat owners to conduct major repairs during the off season. This resolution replaces Resolution 2018-06 approved in April 2018.

A motion was made by Miyasato to APPROVE this Resolution on FIRST AND FINAL READING. The motion PASSED by the following vote.

Yes: 6 - Miyasato, Eisenbeisz, Potrzuski, Hunter, Knox, and Wein

Absent: 1 - Bean

- N** [18-112](#) Direct the Administrator to explore Pittman-Robertson funding opportunities and prepare a grant application for potential cabin development on City and Borough of Sitka property

Cosponsors Hunter and Eisenbeisz summarized the item. Hunter explained Representative Jonathan Kreiss-Tomkins had notified him of a surplus of federal Pittman-Robertson funds available to build infrastructure that improved access to hunting and wildlife viewing. The funds, administered by the Alaska Department of Fish and Game, were collected through taxes on the sale of firearms and ammunition. At a 3:1 match, Pittman-Robertson funds would increase a CBS outlay of \$50,000 to a project total of \$200,000, providing a budget large enough to build two cabins on municipal land. Hunter noted CBS profits were approximately \$4-5,000 per year on the

Tom Young Cabin. Hunter and Eisenbeisz reminded the only action before the Assembly was to direct the Administrator to explore the funding opportunities and prepare a grant application.

A motion was made by Miyasato to direct the Administrator to explore Pittman-Robertson funding opportunities and prepare a grant application by August 2018 for potential cabin development on municipal land. The motion PASSED by the following vote.

Yes: 6 - Miyasato, Eisenbeisz, Potrzuski, Hunter, Knox, and Wein

Absent: 1 - Bean

XIII. PERSONS TO BE HEARD:

Charles Bingham announced Mark Winne, a food policy expert, was planning a visit to Sitka; reminded the Sitka Farmer's Market started July 7; and urged the Assembly to consider contacting the State of Alaska to explore a collaborative management agreement for the local parks.

Helen Craig reminded the Assembly to speak clearly into the microphones; stated increased rates had created financial hardships for citizens; requested the City build a dog park for Sitkans to bring their dogs to; and stated properly functioning voting booths were needed for the local, state, and federal elections.

XIV. EXECUTIVE SESSION

None.

XV. ADJOURNMENT

A motion was made by Miyasato to ADJOURN. Hearing no objections, the meeting ADJOURNED at 9:58pm.

ATTEST: _____
Sara Peterson, MMC
Municipal Clerk



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

MEMORANDUM

To: Assembly Members Knox, Wein, Miyasato, Bean, and Potrzuski

From: Mayor Hunter and Deputy Mayor Eisenbeisz

Date: June 6, 2018

Subject: Direct the Administrator to prepare a grant application for a municipal cabins project

Background:

The State of Alaska has a surplus of federal Pittman-Robertson funds available to build infrastructure that improves access to hunting and wildlife viewing. (These funds are collected through taxes on the sale of firearms and ammunition.) Grants require a 25% non-federal match. Pittman-Robertson funds are administered by the Alaska Department of Fish and Game (ADF&G). Third parties such as the City and Borough of Sitka can work with ADF&G staff to submit projects for federal review. Project grant applications are considered on a case-by-case basis at the state and federal levels. Approved grants generally allow up to five years for project planning and implementation.

Our Proposal:

We have a rare opportunity to expand our highly-popular recreation infrastructure in Sitka using predominantly federal funds. New public-use cabins would likely generate operational profit to pay back a local match.

At a 3:1 match, Pittman-Robertson funds would increase a CBS outlay of \$50,000 to a project total of \$200,000, providing a budget large enough to build two cabins on municipal land. Once the cabins are operational, we expect the revenue would easily reimburse the original funding source within five to ten years.

The Tom Young Memorial Cabin provides a model for a successful CBS cabin facility. Thanks to the help of dedicated volunteers, the City is able to allocate only a small amount to cover maintenance costs. In recent years, the cabin has generated roughly \$8,000 in annual revenue. Future cabins can seek to replicate this strong community ownership. (See attached financial statements for Tom Young Cabin.)

At present, demand for cabins far exceeds supply throughout the summer months. Additional cabins would improve quality of life for Sitkans and help attract independent travelers. Cabin use could be further increased if we moved to a digital reservation system, removing the onerous process of visiting city hall in order to reserve a cabin. (IS staff report that this will be very easy to do without new software systems.)

Assembly Action:

We ask for the assembly to give the administrator direction to prepare a grant application for a municipal cabins project.

City of Sitka

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G/L Account Inquiry - 100-300-360 3606.000 - Rent-Tom Young Cabin

8/1/16

Summary Detail Five Year Trend Budget Analysis Budget History

Fiscal Year 2016

G/L Account

Search Reset

- 100 - General Fund
 - 300 - Revenue
 - 301 - Property Tax
 - 302 - Sales Tax
 - 303 - Bed Tax
 - 304 - Other Local Taxes
 - 310 - State Revenue
 - 315 - Federal Revenue
 - 320 - Licenses & Permits
 - 330 - Services
 - 340 - Operating Revenue
 - 360 - Uses of Prop & Investment
 - 3601.000 Rent - Land
 - 3602.000 Rent - Building
 - 3603.000 Rent-Centennial Building
 - 3603.001 Rent-Centennial Bldg 5%
 - 3604.000 Rent-Senior Center
 - 3605.000 Rent-House
 - 3606.000 Rent-Tom Young Cabin
 - 3608.000 Hanes PE Center
 - 3610.000 Interest Income
 - 3612.000 Change in FMV - Investment
 - 3615.000 Gain(Loss)on Investments
 - 3620.000 Sale of Fixed Assets
 - 3621.000 Cost of Fixed Assets Sold
 - 3635.000 Gravel & Rock Royalties

Annual Totals YTD <input checked="" type="checkbox"/> Reclass Journal Type <input type="checkbox"/> Prior Year <input checked="" type="checkbox"/> Include <input checked="" type="checkbox"/>					
Classification Uses of Property & Investments					
Fiscal Year 2016					
Amended Budget	Revenues	YTD Balance	Percent Received		
\$3,500.00	\$8,224.00	-\$4,724.00	235%		
Month	Budget	Amendments	Revenues	Current YTD Balance	Percent Received
July	\$3,500.00	\$0.00	\$318.00	\$3,182.00	9 %
August	\$0.00	\$0.00	\$259.00	\$2,923.00	16 %
September	\$0.00	\$0.00	\$345.00	\$2,578.00	26 %
October	\$0.00	\$0.00	\$419.00	\$2,159.00	38 %
November	\$0.00	\$0.00	\$803.00	\$1,356.00	61 %
December	\$0.00	\$0.00	\$180.00	\$1,176.00	66 %
January	\$0.00	\$0.00	\$450.00	\$726.00	79 %
February	\$0.00	\$0.00	\$410.00	\$316.00	91 %
March	\$0.00	\$0.00	\$1,760.00	-\$1,444.00	141 %
April	\$0.00	\$0.00	\$1,470.00	-\$2,914.00	183 %
May	\$0.00	\$0.00	\$1,160.00	-\$4,074.00	216 %
June	\$0.00	\$0.00	\$650.00	-\$4,724.00	235 %
Total	\$3,500.00	\$0.00	\$8,224.00	-\$4,724.00	235 %

City of Sitka

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G/L Account Inquiry - 100-300-360 3606.000 - Rent-Tom Young Cabin

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Fiscal Year 2017

G/L Account

Search Reset

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Summary Detail Five Year Trend Budget Analysis Budget History

Annual Totals YTD ☒ Reclass Journal Type ☐ Prior Year ☒ Include ☒

Classification Uses of Property & Investments

Fiscal Year 2017

	Amended Budget	Revenues	YTD Balance	Percent Received	
	\$3,500.00	\$8,042.00	-\$4,542.00	230%	
Month	Budget	Amendments	Revenues	Current YTD Balance	Percent Received
July	\$3,500.00	\$0.00	\$300.00	\$3,200.00	9 %
August	\$0.00	\$0.00	\$700.00	\$2,500.00	29 %
September	\$0.00	\$0.00	\$20.00	\$2,480.00	29 %
October	\$0.00	\$0.00	\$656.00	\$1,824.00	48 %
November	\$0.00	\$0.00	\$1,010.00	\$814.00	77 %
December	\$0.00	\$0.00	\$256.00	\$558.00	84 %
January	\$0.00	\$0.00	\$670.00	-\$112.00	103 %
February	\$0.00	\$0.00	\$700.00	-\$812.00	123 %
March	\$0.00	\$0.00	\$1,220.00	-\$2,032.00	158 %
April	\$0.00	\$0.00	\$1,650.00	-\$3,682.00	205 %
May	\$0.00	\$0.00	\$710.00	-\$4,392.00	225 %
June	\$0.00	\$0.00	\$150.00	-\$4,542.00	230 %
Total	\$3,500.00	\$0.00	\$8,042.00	-\$4,542.00	230 %

City of Sitka

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0 510

G/L Account Inquiry - 100-300-360 3606.000 - Rent-Tom Young Cabin



Summary Detail Five Year Trend Budget Analysis Budget History

Fiscal Year 2018

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Annual Totals YTD <input checked="" type="checkbox"/> Reclass Journal Type <input type="checkbox"/> Prior Year <input checked="" type="checkbox"/> Include <input type="checkbox"/>					
Classification Uses of Property & Investments Fiscal Year 2018					
	Amended Budget	Revenues	YTD Balance	Percent Received	
	\$3,500.00	\$4,032.00	-\$532.00	115%	
Month	Budget	Amendments	Revenues	Current YTD Balance	Percent Received
July	\$3,500.00	\$0.00	\$416.00	\$3,084.00	12 %
August	\$0.00	\$0.00	\$520.00	\$2,564.00	27 %
September	\$0.00	\$0.00	\$700.00	\$1,864.00	47 %
October	\$0.00	\$0.00	\$306.00	\$1,558.00	55 %
November	\$0.00	\$0.00	\$0.00	\$1,558.00	55 %
December	\$0.00	\$0.00	\$510.00	\$1,048.00	70 %
January	\$0.00	\$0.00	\$260.00	\$788.00	77 %
February	\$0.00	\$0.00	\$1,320.00	-\$532.00	115 %
March	\$0.00	\$0.00	\$0.00	-\$532.00	115 %
April	\$0.00	\$0.00	\$0.00	-\$532.00	115 %
May	\$0.00	\$0.00	\$0.00	-\$532.00	115 %
June	\$0.00	\$0.00	\$0.00	-\$532.00	115 %
Total	\$3,500.00	\$0.00	\$4,032.00	-\$532.00	115 %

Land Ownership Map
Center of the Borough

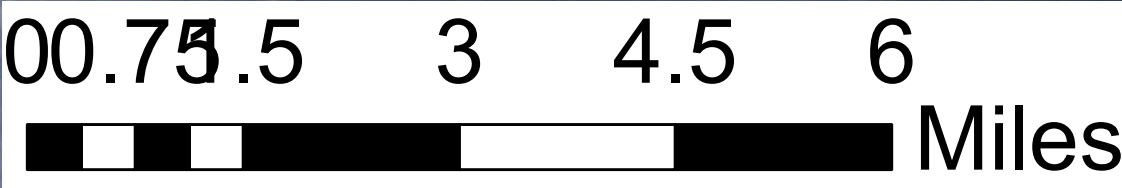
Prepared for:
City & Borough of Sitka, AK
Planning Department

Print Date: 3/1/13



Land Ownership Classification

- BIA
- BLM - Forest Service
- Dept. of Transportation
- Federal
- Haida Corporation
- Mental Health
- Municipal
- Municipal Tideland
- Municipal Tideland - ATS15
- Native Allotment
- Native selected
- Private
- Sealaska
- Shee Atika
- State - DOE/MEHS
- State Owned
- USCG
- University of Alaska





CITY AND BOROUGH OF SITKA

Legislation Details

File #: 18-161 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 8/23/2018 In control: City and Borough Assembly

On agenda: 8/30/2018 Final action:

Title: Legal personnel matter / lawsuit involving the Sitka Police Department

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Executive Session.pdf](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTIONS

Step 1:

I MOVE to go into executive session to discuss communications with the Municipal Attorney concerning a legal personnel matter and lawsuit affecting the municipality, the immediate knowledge of which would adversely affect the finances of the municipality and invite in, if desired and when ready, Police Chief Jeff Ankerfelt.

Step 2:

I MOVE to reconvene as the Assembly in regular session.