

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, April 30th, 2015

- I. Call to Order** (5:30 p.m. at the CBJ Assembly Chambers).
- II. Roll** (John Bush, Tom Donek, Bob Janes, David Logan, Mike Peterson, Budd Simpson, Scott Spickler, David Summers, and Greg Busch).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of March 26th, 2015 Regular Board Meeting Minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda**
 - A.** Public Requests for consent Agenda Changes
 - B.** Board Members Requests for Consent Agenda Changes
 - C.** Items for Action

- 1. Statter Harbor Funds Appropriation Ordinance - \$100,000 from ADOT/PF

RECOMMENDATION: TO ACCEPT THE ADOT/PF APPROPRIATION FOR \$100,000 AND FORWARD TO THE ASSEMBLY FOR ORDINANCE ACTION.

- 2. Regulation Change - Statter Harbor Parking Lot Fees (05 CBJAC 20.160)

New Launch Ramp Facility

i. Rate

- 1. \$5/day
- 2. \$1/hourly
- 3. 10-day maximum in season
- 4. Applies to either vehicles or vehicles plus trailers
- 5. Limited number of monthly parking will be managed and issued by the Port Director or representative at \$100/month.

ii. Off season discounted rate (Oct-April)

- 1. \$50/month

Existing Statter Harbor Office Parking

i. Rate

- 1. \$5/day
- 2. \$1/hourly
- 3. 10-days maximum in season
- 4. \$100 monthly rate w/limited number of parking not over 20.

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- 5. No trailers
- 6. Reserved Statter Harbor moorage patrons will receive one year-round parking pass included in moorage cost. This does not guarantee parking.
- ii. Off season discounted rate (Oct-April)
 - 1. \$50/month

RECOMMENDATION: TO APPROVE THE NOTED CHANGES AND COMMENCE A 21 DAY PUBLIC NOTICE OF THE PROPOSED CHANGES.

3. Regulation Change - Staff Labor Fees (05 CBJAC 20.140)

\$75 per hour for each staff person with a one-hour minimum charge per staff person. \$125 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated.

RECOMMENDATION: TO APPROVE THE NOTED CHANGES AND COMMENCE A 21 DAY PUBLIC NOTICE OF THE PROPOSED CHANGES.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

VII. Unfinished Business - None

VIII. New Business

- 1. Proposed Restaurant Lease – Douglas Harbor Parking Lot
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING.

- 2. 1% For Art Panel Recommendation - New Cruise Ship Berths Project
Presentation by Port Engineer

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO RECOMMEND CLIFF GARTEN'S ART PROPOSAL FOR THE CRUISE SHIP BERTHS PROJECT BE APPROVED BY THE CBJ ASSEMBLY.

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IX. Items for Information/Discussion

1. Merchants Wharf Facility Plans
Presentation by Ms. Reecia Wilson
2. Aurora Harbor Rebuild Project – Installation of Phone & Cable TV
Presentation by Port Director

X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting- March 31st, 2015 and April 15th, 2015
2. Operations/Planning Committee Meeting- April 22nd, 2015
3. Finance Committee Meeting- April 23rd, 2015
4. Docks Fee Review Committee Meeting- April 23rd, 2015
5. Member Reports

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Harbor Fee Review Meeting – Wednesday, May 6th, 2015
- b. Operations/Planning Committee Meeting – Wednesday, May 20th, 2015
- c. Docks Fee Review Meeting – Wednesday, May 20th, 2015 **(Note Change)**
- d. Finance Committee Meeting – Thursday, May 21st, 2015
- e. Board Meeting – Thursday, May 28th, 2015 **(Check Quorum)**

XVI. Adjournment

CBJ Docks and Harbors Board
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I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:30 p.m. in CBJ Assembly Chambers.

II. Roll Call.

The following members were present: John Bush, Greg Busch, Tom Donek, Robert Janes, Mike Peterson, Budd Simpson, Scott Spickler, and David Summers.

Absent: David Logan

Also present were the following: Carl Uchytel – Port Director, Dave Borg – Harbormaster, Jerry Nankervis – Assembly Liaison, Rorie Watt –Engineering Director, and Jonathan Lange–Community Development.

III. Approval of Agenda.

Mr. Uchytel asked to add a Special Order of business before Public Participation.

MOTION By MR. BUSCH: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the February 26th, 2015 Regular Board Meeting Minutes, the March 7th, 2015 Strategic Retreat Minutes and the March 7th, 2015 Special Board Meeting minutes were approved. Mr. Busch had a minor correction on the Strategic Retreat Minutes.

Special Order Of Business

Mr. Uchytel said Docks & Harbors received an award from ASCE for the 2014 outstanding project of the year in recognition of excellence and innovation and project management for the cruise ship terminal staging area improvements.

V. Public Participation on Non-Agenda Items –
Howard Lockwood, Juneau, AK

He said he is here as the Manager of Juneau Port Development LLC. He said he was going to bring a power point presentation for the Board to review and ask the Board for a conceptual approval for that plan, but he was called to a zone change meeting for his lease property from Waterfront Industrial to Industrial which was initiated by Public Works. He said his concern is how it will affect the users of the Mega Yacht Industry. He is working with Hal Hart and Beth McKibben. The Zone change might affect use of that area as a Harbor.

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Russell Peterson, Juneau, AK

He said he has a problem that the Aurora Harbor is not going to be wired for phone. He said he checked other Harbors and they provide phone and cable. He recommended a solution to run the wire along the main float with one cable and require each customer to pay \$100 connection fee.

Mr. Simpson asked Mr. Uchytel if it was still good timing to run cable and phone on the head float and what the cost would be?

Mr. Peterson said he received a quote of \$1,000 to run the cable.

Mr. Uchytel said Docks & Harbors has had three to four public meetings on what the public wanted in the Harbor, and no one came forward to say they wanted phone or cable. He said he will look into it.

Renaee Reece, Juneau, AK

She said she is a liveaboard at Douglas Harbor and she said there is no special expertise needed to lay out the cable or phone lines, the expertise is in the hookup. She wants Douglas Harbor to continue to have phone service.

VI. Consent Agenda -

A. Public Requests for consent Agenda Changes – Paula Terrel requested to move this to unfinished business.

B. Board Members Request for Consent Agenda changes

C. Items for Action

1. Harbor Code of Conduct--**moved to unfinished business**

2. Old Douglas Harbor Rebuild (Phase I) Bid Award

RECOMMENDATION: THAT THE ASSEMBLY APPROVE THE BID AWARD TO TRUCANO CONSTRUCTION IN THE AMOUNT OF \$329,870 FOR DOUGLAS HARBOR – PHASE I.

MOTION By MR. BUSCH: TO APPROVE THE OLD DOUGLAS HARBOR REBUILD (Phase I) BID AWARD ON THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

VII. Unfinished Business

1. Harbor Code of Conduct –

Mr. Uchytel said staff has been working on this for six months and this is not intended to be a regulation. The CBJ Law Department suggested this because of patrons acting improper toward staff and other Harbor patrons. The Harbor

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Code of Conduct was developed and has been through various committees. The final draft of the Code of Conduct is in the packet which was decided at the last OPS/Planning Committee meeting.

Board Questions –

Mr. Borg said there were a few changes at the last OPS/Planning meeting based on working with Grateful Dogs going line by line.

Mr. Busch asked if the unlicensed dogs not being allowed was struck out because the CBJ regulation requires dogs to be licensed?

Mr. Borg said the current CBJ regulation covers dogs requirement to be licensed. The part in the Code of Conduct pertaining to the requirement for dogs to be licensed was reading erroneously so it was struck out.

Public Comment

Paula Terrel, Juneau, AK

She said she is a Board Member for the Grateful Dogs. She suggested to add under licensing requirements what the CBJ licensing requirements state. The licensing requirements in the Harbor Code of Conduct needs clarification.

Mr. Peterson commented in keeping this as simple as possible, he suggested to have office staff provide information to the person staying in the Harbor and registering their pet with the licensing requirements, and eliminate adding more words.

Ms. Terrel said the office staff could say something, but she would like it to be clear that they can stay in the Harbor if they meet CBJ regulations.

Board Discussion/Action

Mr. Simpson said this concern was already covered in an earlier meeting with Grateful Dogs Members. The reason the line was struck from the Code of Conduct was an individual could show up at the office and can be informed of the licensing requirements. The Code of Conduct wording is sufficient and can be used at this point.

MOTION By MR. BUSCH: TO ADOPT THE PROPOSED HARBOR CODE OF CONDUCT AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

VIII. New Business –

1. New Auke Bay Loading Facility Rate Changes.

Mr. Uchytel said this rate change, which addresses the fees at the Auke Bay Loading Facility, has gone through several Committee meetings and will go to

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CBJ Law Department next. The overall intent for these changes is to provide greater access to our Harbor Patrons and Commercial Fisherman. Management of this facility has struggled with turnover on the drive down float. During peak times, there is insufficient moorage and what is happening is more and more vessels are gaming the drive down float to be used as moorage as opposed to the intended purpose of a quick turn around for loading of supplies and quick repairs. Many of the changes try to address that issue with monetary turnover. Other rates added are for the self propelled boat lift which currently has no rates in place. In the packet is the memo with the changes. If the Board approves the changes, this will go to the CBJ Law Department for their review, provide a public notice for 21 days, come back to the Board for a public hearing, and then go to the Assembly for adoption.

Board Questions

Mr. Peterson said originally he asked if additional wording was needed after Harbormaster “or his representative” so the Harbormaster didn’t need to be present at every issue. However, another Committee member commented with adding that extra “or his representative” would add confusion in other regulations that don’t use that language. He suggested to ask CBJ law to add one sentence that applies to all the Docks & Harbors regulations, Harbormaster or his representative.

Mr. Simpson said that would be a good solution to add this in a definition area of the regulation. Every time it says Harbormaster it includes “or his designee or representative”.

Mr. Busch asked if the citations that carry over to parking lot fees and storage fees been reviewed yet, or will these regulations need to be changed multiple times?

Mr. Uchytel said he did not have a good answer to that.

Public Comment –

Dennis Watson, Juneau, AK

He asked what the electricity rate was for storage? Is each storage area metered?

Mr. Borg said this would be covered under the monthly power rate, which is covered somewhere else in regulation. This is not metered, but there is a summer and winter flat rate.

Board Discussion/Action

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Mr. Donek also agreed having the “or his representative” after Harbormaster in a definition section would be better.

MOTION By MR.BUSCH: TO APPROVE THE PROPOSED NEW ABLF RATES AND BEGIN PUBLIC NOTIFICATION AS REQUIRED UNDER CBJ CODE AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

IX. Items for Information/Discussion

1. Whale Update Project

Mr. Watt showed a power point presentation and gave an update on the 28’ whale sculpture with pool and water feature. This whale sculpture was originally proposed from Bill Overstreet to honor the 50th anniversary of statehood. A non-profit group (who is organizing all the fund raising) will buy the whale sculpture with CBJ agreeing to prepare the site for the whale. A lot of sites were looked at on the waterfront, and in 2007 Marine Park was to be the site for the whale. Docks & Harbors has the funding vehicle established for the 16B project which was approved by the Assembly with an additional \$50M for the seawalk project. The funding package became 16B and Seawalk funding linkage. This caused re-examination of the site and it was decided too much activity was happening at the north end of the waterfront and again CBJ needed to find another location for the whale. The site was changed to the location by the bridge, which is formerly named bridge park. He said his staff is working on a concept for the seawalk and whale in that area. An island idea for the seawalk was designed, approved, and permitted through the Corps of Engineers with no mitigation effort required. The permit allows fill in two areas, the area for the island and the area for the whale sculpture. The reason for the fill for the whale was to push the whale out into the tidelands to make ample room for circulation around the whale and a building. The building was going to be the Marine Exchange Building, however, the Marine Exchange has found a new location for their building and no longer part of this plan. The environmental lift for the island mitigated is the fill for the whale site. The whale being pushed out still preserves the land for another use. Docks & Harbors Board may have other ideas for the use of that land. There are still a lot of details to be worked out, and which entity (Docks & Harbors and Parks & Rec) will maintain this area with the whale sculpture, seawalk, and restrooms. The whale is currently taking shape in Eastern Oregon, and should be completed late summer or early fall. Because of the funding package, the Assembly has approved sufficient funding to build the seawalk project with passenger fees. Over a couple of fiscal years, \$675 thousand of sales tax has been appropriated by the Assembly for local pieces that don’t qualify for

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passenger fees. Passenger fees are eligible for the seawalk. This should be out to bid by early summer with design drawings and be in construction for approximately one year.

Mr. Spickler asked who was going to maintain the whale?

Mr. Watt said it hasn't been totally decided yet.

Mr. Spickler asked what was the estimated annual maintenance cost?

Mr. Watt said it is not detailed yet. He estimated restroom maintenance \$25 thousand over the summer and the sculpture will have electricity and pump maintenance roughly \$20 or \$25 thousand also. He suggested one way to fund the maintenance is to collect the coins that people will toss into the water below the whale.

Mr. Peterson asked where the whale sculpture will be stored if the site is not ready when it arrives?

Mr. Watt said that has not been decided yet. He believes the site will be ready for the whale. The whale is so large it can't be totally put together in Oregon. It will be shipped in sections and assembled here.

Mr. Janes asked if the money to prepare the site for the whale was independent from the seawalk funding?

Mr. Watt said the elevated island and seawalk is funded by passenger fees, and if that was delayed, we could still proceed with the area for the whale.

Mr. Janes asked if the site for the whale is final.

Mr. Watt said he thinks so, but until it is actually built it is not totally final.

2. Proposed Zoning Changes to Waterfront Area in vicinity of the Rock Dump
Mr. Lange showed a power point presentation and described the rezoning process that goes through CDD and he said they also work with the Planning Commission. He said they have received two rezoning requests in the area of the little rock dump (Mr. Lockwoods lease area). One request was from Arrow Champion for 5.13 acres in the Big Rock Dump area to be rezoned from Industrial to Mixed Use. The other request was for 4.5 acres from Waterfront Industrial to Industrial from CBJ Engineering Department at the CBJ owned lot where the Juneau/Douglas waste water treatment plant is located. When someone wants an area rezoned, they can submit an application either January or July, or CDD could issue a rezone at any time.

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Both of the applications were received in January. The restrictions for rezoning are as follows;

- a requirement to be greater than two acres, or
- an expansion of an existing zone.
- A similar application rejected within the last 12 months, that rezone will not be considered.
- The rezone must substantially conform to the land use maps of the comprehensive plan.

Both application requests met the requirements above. He went on to describe the difference between Waterfront Industrial, Industrial and Mixed Use zones. The one applicant's explanation for the requested change from Waterfront Industrial to Industrial was for the capabilities to have more uses on that land. The other applicants reason for going from Industrial to Mixed use was to also provide housing units with shops below. Staff is still reviewing both of these applications. These rezone requests will be presented to the Planning Commission separately, the Planning Commission sends a rezone recommendation to the Assembly, and the Assembly has the final decision for the rezone.

Mr. Peterson asked if the rezoning changes will affect Mr. Lockwoods project.

Mr. Lange said he does not believe so. It will only affect the lots requesting the rezone.

X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting – March 4th, 2015

Mr. Simpson said the Committee reviewed the Auke Bay Loading Facility fees. The Committee will be moving on to Parking Lot fees and Staff Labor fees.

2. Operations/Planning Committee Meeting – March 18th, 2015

Mr. Simpson said the Committee discussed the Harbor Code of Conduct which was acted on tonight, and the Douglas Harbor reconfiguration for the floats that are going to be replaced. The Committee decided that the reconfiguration would be very similar to the existing configuration with the exception of removing the little skiff size slips that are along the main float now.

3. Finance Committee Meeting – March 19th, 2015

Mr. Busch said everything that the Committee discussed was covered tonight.

4. Docks Fee Review Committee Meeting – March 19th, 2015

Mr. Busch said the Committee discussed Loading Zone fees and this will continue at the next meeting. There was not good attendance from Industry to move forward with anything. Mr. Busch said the Committee is looking at ways

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to effectively assign administrative fees based on the number of vehicles. He said currently there is a \$300 fee that is applied to all companies operating with one vehicle up to 100 vehicles. The staff time for the companies with more vehicles is more time consuming. He said he hopes to have more participation at the April's meeting.

5. Member Reports –

Mr. Peterson recommended to have the Finance Committee look into Mr. Russell Peterson's request with installing the phone cable in Aurora Harbor.

Mr. Donek said this would be more an Operations/Planning Committee topic.

Mr. Peterson said he agreed, but the Operations/Planning Committee has a lot to work on and this topic will have a cost involved.

Mr. Uchytel said there has been several public meetings on this topic and no one commented they wanted phone lines. Mr. Peterson knew about this at least five months ago and he is just bringing it up now. Mr. Uchytel said he doesn't see the need to run cable to 110 slips when no one is using telephones anymore. He said he will ask what it will take to run the cable.

Mr. Donek said this will need to be addressed now before it's too late.

Mr. Uchytel said he would accommodate patrons wanting cable if they contact us and staff be given the opportunity to approve the installation. Mr. Peterson is currently on the IVF. He contacted ACS and ran phone lines on the IVF stapled to the outside of the dock without staff permission. These are our facilities and people treat them as their own house. We need to maintain as built to be able to maintain the docks for the next 50 years. He said he will figure out an answer for Mr. Peterson tomorrow.

Mr. Donek said just let the Board members know if they need to do anything.

Mr. Simpson said he is willing to take this topic up in Operations/Planning if it was needed.

XI. Port Engineers Report – Mr. Gillette was absent

XII. Harbormaster's Report –
Mr. Borg reported

- North Douglas boat launch ramp floats are in and culvert work was completed with DOT. The culvert work should now divert the water from undermining under the road and going into the parking lot, which during freezing temperatures was causing an ice skating rink.

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- He said he has moved forward with processing eight impounds. Two patrons paid so far so it could be six that are impounded.
- The fish net barge agreement has been signed with North Pacific Erectors for the barge by the ABLF.
- He said he is also going through the Harbors and tagging boats that look bad in an attempt to clean up the Harbor.

Mr. Peterson asked how many derelict vessels he has dealt with in the year he has been Harbormaster?

Mr. Borg said 14 boats have been crushed.

Mr. Peterson asked if that number included the eight intended for impound above.

Mr. Borg said no.

XIII. Port Director's Report –
Mr. Uchytel reported

- Mr. Borg is leaving tomorrow for the birth of his first grandchild.
- He said the Assembly approved the Passenger for Hire Regulations change and the Waterfront Vendor Booth Regulation changes. One major change in the Waterfront Vendor Booth Regulation was going from a \$5,000 minimum bid to \$30,000 minimum bid. There happened to be seven applicants for seven permits so there was no outcry this year. All seven permits went for \$30,000 each.
- The Assembly also approved the Auke Bay Plan and bond type issues that will save Docks & Harbors \$500,000 over the next 15 years.
- Docks & Harbors seasonal staff will return on April 6th. Mr. Dwight Tajon will be back working as a seasonal Harbor Officer at Auke Bay this year.
- Staff will have meetings with Industry explaining the rules for Vendor Booths, Loading Zone Permit users, and Statter Harbor users.
- Douglas Harbor redesign will need to have meetings for public outreach to socialize what people want the Harbor to look like. Mr. Uchytel said Mr. Peterson volunteered to reach out to the Douglas Advisory Committee.
- Docks & Harbors has the Corps of Engineers permit for the dredging that required a 30 day public notice period that closed last Friday. The Corps of Engineers created a FONSI (Finding Of No Significant Impact), the document they will use to assume our permit.
- DNR has the submerged lands that Docks & Harbors needs for the dredging material from Douglas Harbor and they went out with a public notice. The area that we need bisects a GCI fiber optic cable. Docks & Harbors will need to work through that issue.

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- The Harbormaster and the Port Director will have coffee and doughnuts at the Yacht Club tomorrow from 7:30 to 9:00 am.
- The Parking tri-fold is completed for the Statter Harbor parking mitigation. He said it is still a draft because he does not have all the signed MOA's from UAS, School District, and First Student.

Mr. Peterson wanted it on the record that Dolly Raster has been working very hard to clean up the derelict vessels also.

XIV. Assembly Liaison Report –

Mr. Nankervis said Mr. Uchytel updated the Assembly on all things Docks & Harbors.

XV. Board Administrative Matters

- a. Harbor Fee Review Meeting – Next meeting is Tuesday, March 31st, 2015.
- b. Operations/Planning Committee Meeting – Wednesday, April 22nd, 2015
- d. Finance Committee Meeting – Next meeting is Thursday April 23rd, 2015.
- e. Docks Fee Review Meeting – Next meeting is Thursday April 23rd, 2015
- f. Board Meeting Thursday April 30th, 2015

XVI. Adjournment - The regular Board Meeting adjourned at 7:12 p.m.



City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Port of Juneau MEMORANDUM

To: Docks and Harbors Board
From: Gary Gillette, Port Engineer
Date: April 15, 2015
Re: Appropriation Ordinance - Retaining Wall Mitigation from ADOT/PF

The City and Borough of Juneau (CBJ) granted Alaska Department of Transportation and Public Facilities (ADOT/PF) an access easement across CBJ property managed by Docks and Harbors (D&H). The easement was across property that is part of the new Statter Harbor launch ramp project.

While granting the easement did not preclude development plans for the project, it did alter design of the project necessitating construction of a retaining wall where a vegetated slope was planned. To mitigate this impact to the project, ADOT/PF agreed to compensate CBJD&H up to \$100,000 for costs related to the retaining wall feature. The total cost related to the retaining wall was \$112,182 as shown below.

<u>Bid Item</u>	<u>Description and Unit Cost</u>	<u>Amount</u>
2202.3	Usable Excavation (270cy @ \$10/cy)	2,700.00
2202.4	Class A Shot Rock Borrow (180cy @ \$25/cy)	4,500.00
2204.1	D-1 Base Course (15cy @ \$56/cy)	840.00
2714.1	Geotextile Fabric (200sy @ \$5.25/sy)	1,050.00
2707.1	Chain Link Fence	6,380.00
2707.3	Deems Driveway Bullrail	14,000.00
2801.1	ACP Repairs (11 tons @ \$215/ton)	2,365.00
3301.1	CIP Concrete Retaining Wall	61,000.00
Sub-Total		\$92,835.00
1505.1	Mobilization (4%)	3,713.00
2702.1	Construction Surveying (2%)	1,857.00
Sub-Total		\$98,405.00
Design, Administrative, & Inspection Services (14%)		<u>13,777.00</u>
GRAND TOTAL		\$112,182.00

In accordance with the agreement ADOT/PF has made payment to CBJ of \$100,000 for costs associated with the retaining wall. The balance of the retaining wall cost is contained in the Statter Harbor budget for this project. This appropriation ordinance would accept those funds into the Statter Harbor Launch Ramp CIP account. The ordinance is scheduled for introduction to Assembly on April 27, 2015 and a public hearing on May 18, 2015.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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From: Carl Uchytel, Port Director
To: Harbor Fee Review Committee
Date: March 24th, 2015
Re: STAFF RECOMMENDATION –STATTER PARKING

1. The Harbor Fee Review Committee requested Staff recommendations for operations pertaining to Statter Harbor parking. The ideas present here are intended to be conceptual, and pending approval, would require modification to the existing regulations.
2. Statter Harbor Launch Ramp facility is scheduled to be complete on July 31, 2016. It is recommended that any changes to the rates not be effective unless after substantial completion of the new facilities. It is anticipated that Docks & Harbors would continue to use the APARC system currently in use.
3. Statter Harbor Parking
 - a. New Launch Ramp Facility
 - i. Rate
 1. ~~\$10~~5/day
 2. ~~\$2~~1/hour (to support commerce across the street)
 3. ~~5~~10-days maximum
 4. Applies to either vehicles or vehicles plus trailers
 5. Limited number of monthly parking will be managed and issued by the Port Director or representative at ~~\$175~~100/month.
 - ii. Off season discounted rate (Oct-April)
 1. ~~\$175~~50/month
 - b. Existing Harbor Office Parking
 - i. Rate
 1. ~~\$10~~5/day
 2. ~~\$2~~1/hour (to support commerce across the street)
 3. ~~5~~10-days maximum
 4. ~~No monthly rate.~~ \$100 monthly rate w/limited number of parking not over 20.
 5. No trailers.
 6. Reserved Statter Harbor moorage patrons will receive one year-round parking pass at ~~no cost~~ included in moorage. This does not guarantee parking—only ~~no cost to park.~~
 - ii. Off season discounted rate (Oct-April)
 1. ~~\$175~~50/month



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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From: Carl Uchytel, Port Director
To: Harbor Fee Review Committee
Date: April 17th, 2015
Re: RECOMMENDATION –STAFF LABOR FEES (05 CBJAC 20.140)

1. The Harbor Fee Review Committee reviewed recommendations on April 15th regarding Staff Labor Fees under 05 CBJAC 20.140. The rates presented here require additional Board and Assembly approval requiring modification to the existing regulations.
 - Staff Labor fees ([05 CBJAC 20.140](#))
 - o 4/2005
 - o When required in the furtherance of duties set out in CBJ Ordinance Title 85, harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:
 - ~~\$60.00~~ **\$75.00** per hour for each staff person with a one-hour minimum charge per staff person;
 - ~~\$5.00 per foot of silhouette vessel length when moving a vessel;~~ **\$125 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated.**
 - The actual cost of contracted services, supplies or materials plus a ten percent mark-up.

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Port of Juneau

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MEMORANDUM

To: Docks and Harbors Board
From: Gary Gillette, Port Engineer
Date: April 24, 2015
Re: Abby's Kitchen Restaurant Proposal for Douglas Harbor

CBJ Docks and Harbors received a proposal from Tom Roha, on behalf of Abby's Kitchen, to lease CBJ property for development of a restaurant. The property included in the proposal includes a portion of Dock Street right-of-way as well as Docks and Harbors managed tidelands and uplands. The uplands area is used for truck/trailer parking for the Douglas Harbor boat launch facility.

There are a number of action items that must occur prior to execution of a lease for this project. Below is a list of currently known issues to be addressed – others may arise as the process unfolds.

1. The portion of the project site which is within the Dock Street right-of-way would need to be vacated. The street vacation process requires submittal of an application to the CBJ Community Development Department and a decision by the Planning Commission. If approved, a survey and platting process would occur.
2. Prior to leasing Docks and Harbors property, a determination must be made as to whether or not a restaurant is a marine-related use.
3. Prior to leasing Docks and Harbors property, a 30-day public notice of property available for leasing must be issued.
4. If the property is eligible for leasing an appraisal must be performed to determine property value and lease rate.
5. Prior to a execution of a lease agreement, a survey must be performed to identify the exact lease area and any easements needed to serve the proposed use (sewer, water, access, etc.).
6. Once a lease agreement is negotiated it must be reviewed by the Docks and Harbors Board and approved by the Assembly.
7. The property is zoned Waterfront Industrial. The restaurant use requires a Conditional Use Permit approved by the Planning Commission.
8. If a lease is executed, it would be the proposer's responsibility to demonstrate to Docks and Harbors that all federal, state and local laws and ordinances have been met.
9. The subject property is included in the Douglas Harbor Master Plan (8A) which designates the area for truck/trailer parking for the launch ramp facility. The parking plan for this area needs to be revised to accommodate the restaurant project. A revised plan would show how the proposed restaurant project might impact the truck/trailer parking layout utilizing current parking stall and access aisle width standards as was used at the new Statter Harbor Launch Ramp facility.
10. Currently the sewage pump-out station at the end of the boat launch float ties into a sewer manhole within the Dock Street right-of-way. If the project goes forward this line would need to be relocated to maintain service to the pump-out station.

Serving Alaska Since 1935

Project: **Abby's Kitchen Restaurant, Conditional Use Permit Application**
Applicant: **Tom Roha**

The following narrative describes the construction of a new building to serve as a restaurant and bar for Abby's Kitchen as an initial phase, and an additional building for a bakery and deli as future phase:

1. The Owner is proposing a lease of land currently owed by Docks and Harbors adjacent to the Douglas Harbor for a new restaurant building. The existing zoning of the property is Waterfront Industrial (WI) and a conditional use permit for the restaurant and deli building are allowed under current Title 49 regulations. The Owner will request to lease the land for the restaurant building from Docks and Harbors upon approval from governing agencies.
2. The proposed restaurant building would be along the Dock Street right of way where permission to 'vacate' the right of way will be pursued in conjunction with Docks and Harbors. The deli and bakery building to be constructed in a later phase, would be located on land to be purchased by the owner on lots 17A and 18A. The deli/bakery would be a retail style service where patrons would pick up and go, no seating would be provided.
3. The proposed restaurant building is a 7,000 sf single story, sprinkled structure approximately 40'x175' to house a restaurant; bar; commercial kitchen and support spaces. Serving lunch and dinner, the hours of operation would be approximately 11 am – 11:00 pm and will serve the public for semi-casual, sit down table service with an accompanying bar. No outdoors spaces for dining would be provided. Views to the channel would be maximized along the waterfront with a loading dock area on Dock Street. The exterior building style would include wood and metal siding with large overhangs or canopies at pedestrian walkways for protection from the weather and prevailing winds.
4. Building construction of the restaurant will focus on maximizing the Dock Street soil on a concrete foundation with cantilever along the tidelands side for minimal impact to tidal area. Covered protection for pedestrians will be provided adjacent to the building leading to the main entrance.
5. Parking requirements for the restaurant building are 35 parking spaces, one of which would be van accessible. The parking area would be divided between the private lots

to be purchased (17A and 18, 18A) for approximately 18 spaces with access via Dock Street. Another 17 spaces adjacent to the building and along the northern most tip of the gravel parking area will help serve the restaurant. Additional parking for the future Deli/Bakery would be provided in the Owners lot in Lot 18.

6. Site lighting would be provided along the pedestrian route from the south parking area to the buildings with direct downlighting to minimize light leakage to adjacent properties. Additional lighting at the building exteriors will provide safety illumination with downlighting style. Landscaping with include low shrubs along the parking lot side of the building and along pedestrian walkways.
7. Circulation in and around the existing Docks and Harbors parking area adjacent to the Douglas Harbor would be maintained with minimal impact to the patrons using the harbor parking area. Continuous circulation around the parking area will be maintained with restaurant parking at the northernmost perimeter and circulation at the building shared with boat parking patrons.
8. Existing water, sewer and electrical serving both buildings would be accessed through existing services on the site. It is likely that some systems will need to be relocated or updated to current standards.
9. The Phase 2 deli and bakery building would be located on Lots 17A and 18A pending purchase by the Owner from a private party. Building is anticipated to be one story, approx 1,000 sf. It will serve harbor patrons as well as the community at large. With food preparation at the adjacent restaurant building, the deli building will serve as a quick stop for simple food and drink items.
10. Both buildings will maximize the waterfront exposure, where community members can enjoy dining along the waterfront and benefit from retail in the harbor area.

The following is a parking analysis for the buildings:

Restaurant: 7,000 sf (1 parking space per 200 gsf) = 35 parking stalls. 1 van accessible required. Deli/Bakery – 1,000 sf (1 parking space per 300 gsf) = 4 spaces; 1 accessible

Occupant Loads:

Restaurant Seating/Bar (15 net) 3005 nsf = 200

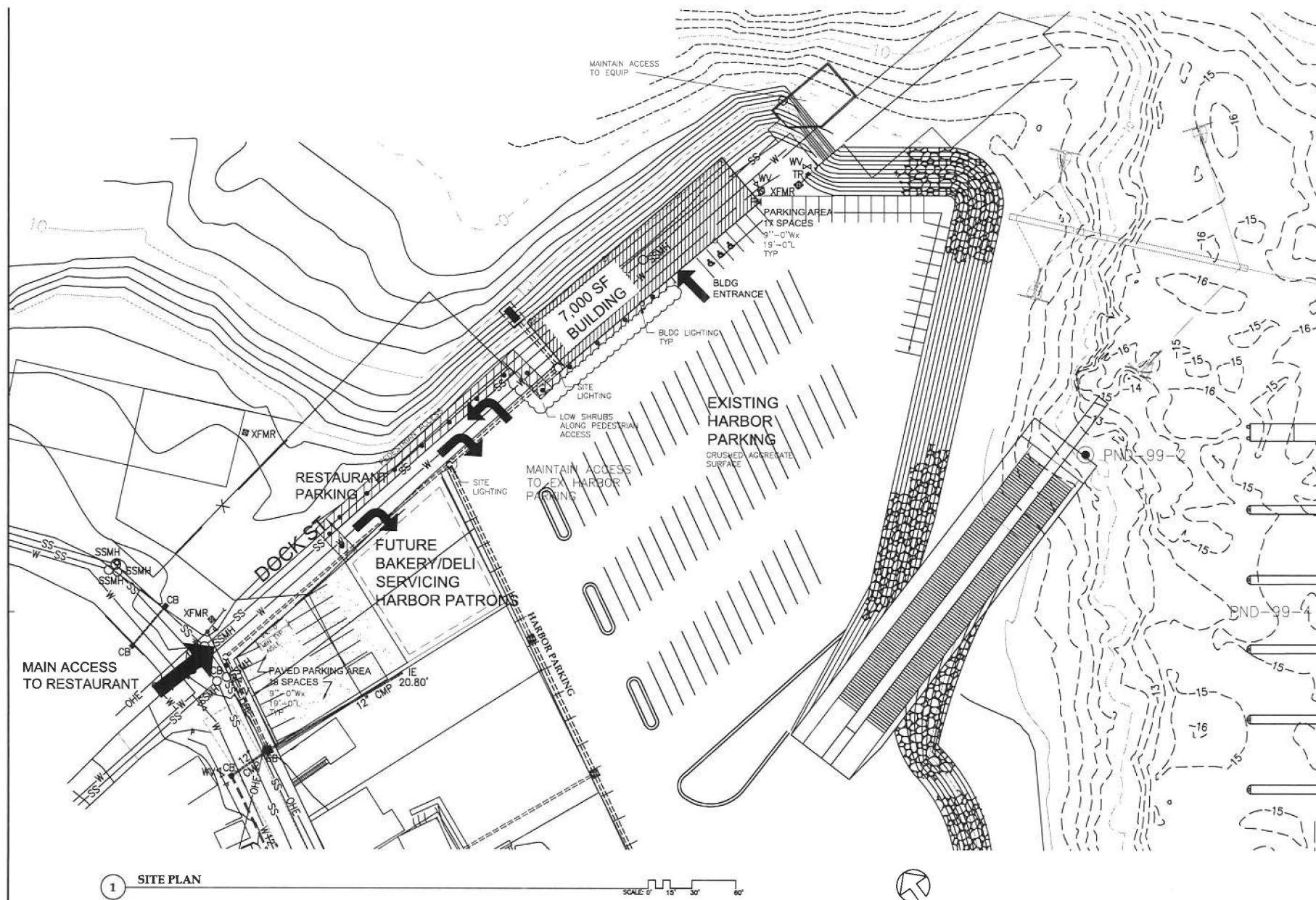
Unconcentrated (tables and chairs)

Commercial Kitchen (200 gross) 1100 gsf = 6

Accessory Storage/Mech Equipm Rm (300 gross) = 225 gsf = 1

Deli/Bakery mercantile (30 gross) 1000 gsf = 34

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**RESTAURANT AND
CATERING FACILITY FOR
ABBY'S KITCHEN
JUNEAU, ALASKA**

REVISIONS

△

△

△

SHEET TITLE
SITE PLAN

DATE: APRIL 2015
FILE: 14007

A0

CODE INFORMATION: 2009 IBC

CONDITIONAL USE PERMIT APPLICATION

SF

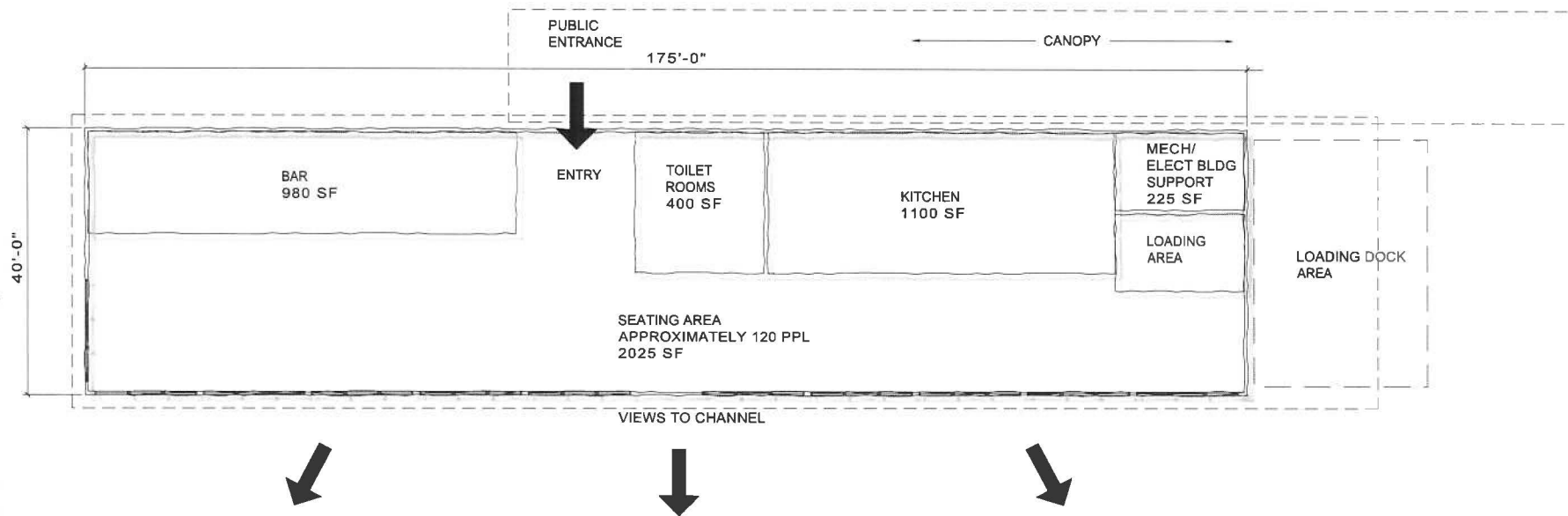
OCCUPANT LOAD

FUNCTION (OCCUPANT LOAD FACTOR)

RESTAURANT SEATING/BAR (15 NET)	3005 NSF	200
UNCONCENTRATED (TABLES AND CHAIRS)		
COMMERCIAL KITCHEN (200 GROSS)	1100 GSF	6
ACCESSORY STORAGE/MECH EQUIP RM (300 GROSS)	225 GSF	1

PARKING AREA CALCULATION - CBJ TITLE 49

7,000 GSF (1 PER 200 SF GSF) = 35 PARKING STALLS



1 CONCEPTUAL FLOOR PLAN

SCALE: 0' 4' 8' 16'



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RESTAURANT AND
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ABBY'S KITCHEN
JUNEAU, ALASKA

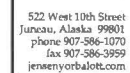
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SHEET TITLE
CONCEPT FLOOR
PLAN

DATE: APRIL 2014
FILE: 14007

A1



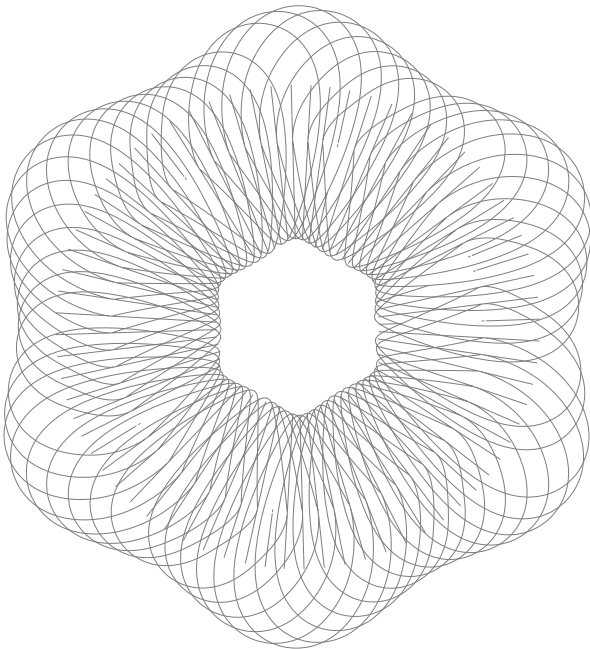
**RESTAURANT AND
CATERING FACILITY FOR
ABBY'S KITCHEN
JUNEAU, ALASKA**

SHEET TITLE
CONCEPT SKETCHES
BLDG SECTION
EXTERIOR
ELEVATION
DATE: APRIL 2014
FILE: 14007

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PROPOSAL
CRUISE SHIP BERTHS
JUNEAU, AK

AQUILEAN



+ CLIFF GARTEN STUDIO

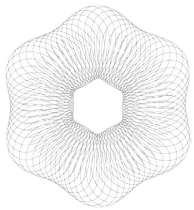
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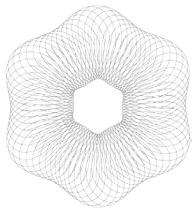
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AQUILEAN, A SCULPTURE FOR THE JUNEAU WATERFRONT BY CLIFF GARTEN STUDIO



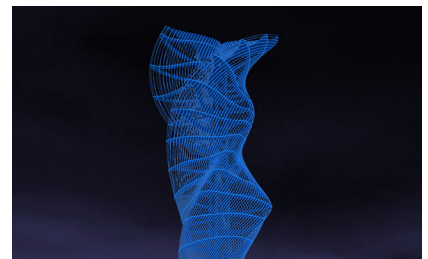
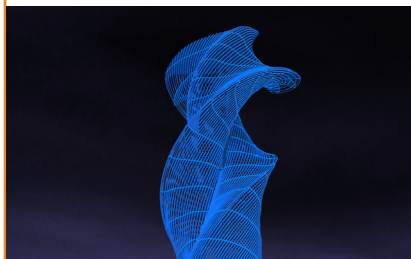
CONCEPT

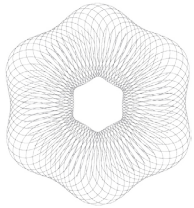
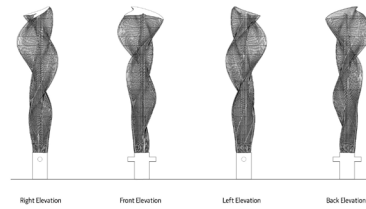
Aquilean is a series of sculptures for the Juneau Waterfront whose origins are found in archetypes of the Alaskan landscape. Its main images reside within two ecological characters whose spirits have long guided the people of this land. "Aquila" the Latin for eagle and Cetacea, an order of marine animals including the whale, join form to create Aquilean. The images of a whale fluke breaking the surface of the water or an eagle soaring are iconic images of Alaska. The name Aquilean is meant to embody the sea, the air and the earth. The sculpture seeks a new form from these images that can reside with confidence along the waterfront with its stunning view. Set against the landscape of mountains and ocean the sculptures will create a recognizable character for the waterfront and bring a contemporary feel to the social and economic life of Juneau. As a group, the sculptures create a welcome for cruise ships, but most important the sculptures establish a new promenade for the citizens of Juneau that reflects the place where they live. The Aquilean promenade forms a significant urban edge to the downtown. This edge is the experience of where Alaska's Capitol City meets the water. The sculptures enhance the promenade as a destination in Juneau.



IMAGE

The combination of images in Aquilean, a whale fluke and a bird in flight, are generated over a vertical spine. These images generate the form of the sculpture. The beginning of each sculpture is a small primitive form with a notch at the base of the sculpture. This form rotates in an upward spiral, becoming a bird in flight and embodied in the same image, the tail fluke of a breaching whale. The sculpture embodies these two images as one spirit set against the landscape of water and mountains of the Juneau waterfront. This transforming armature shape is made of laser cut stainless steel plates which shape the $\frac{3}{8}$ " stainless steel rods that twist and turn to create the form of Aquilean. These rods almost touch at the base of the sculpture and as the sculpture expands in its upward movement they slowly move apart until they are $\frac{3}{4}$ " apart at the top. The spacing creates a transparent sculpture where the movement of the abstracted images of the bird in flight and fluke can be seen as one looks up at the sculpture from below. At night when the sculpture is illuminated with colored light more light falls on the bottom surface of these horizontal forms than on the vertical rods so the spiraling shapes become very vivid when viewed from directly below, adding another vantage point of discovery for the viewer. The transparency of the sculpture allows the atmosphere, seascape and landscape to come through the sculpture along the Juneau waterfront.

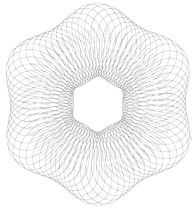
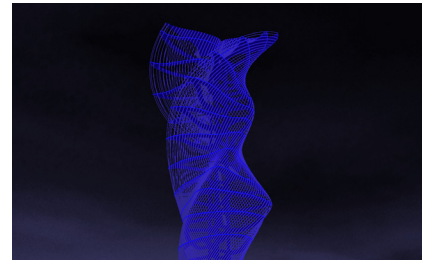
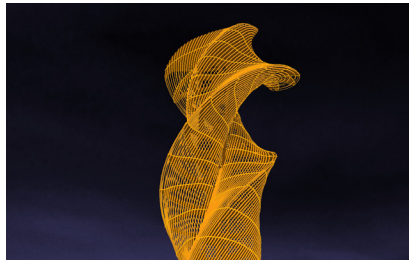
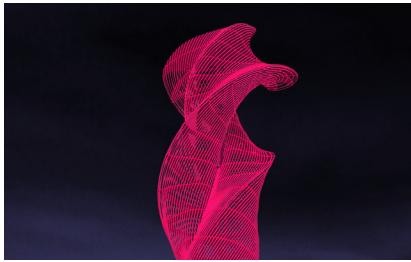




PROMENADE AND WATERFRONT

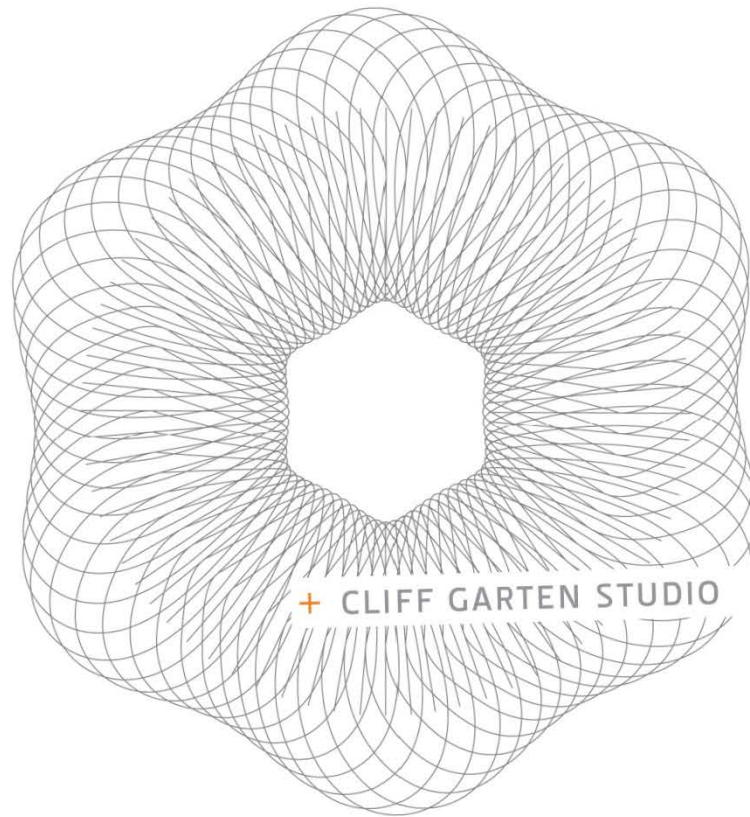
As the sculpture rotates the profile shifts so that there are different silhouettes or figurative forms from every angle. The sculptures will be placed on every other dolphin at the edge of the main dock, or 120 feet apart in a row of 8-10 sculptures. At each sculpture station, the sculpture will take a slight rotation so that a different silhouette appears at each location. With each rotation, the same form exposes a different character providing a sense of movement to the series of sculptures as they outline the promenade.

One of the unique features of the Aquilean Promenade is the repurposing of the waterfront infrastructure. The dolphins or tie offs for the cruise ships are large cylinders with pegs on each side for tying off the massive ropes that hold the ships to the dock. With their own distinct nautical character, these dolphins will become the pedestals for Aquileans. Each sculpture will occupy its own place in a 5' x 9' galvanized niche that was meant for the dolphin tie offs. The reuse of this infrastructure could not have worked out better both as a sculpture pedestal and as a way to order the sculptures in the context of the old infrastructure that will now form the new promenade. The connection between the sculptures and the dock infrastructure strengthens the relationship between the sculpture and the working waterfront.



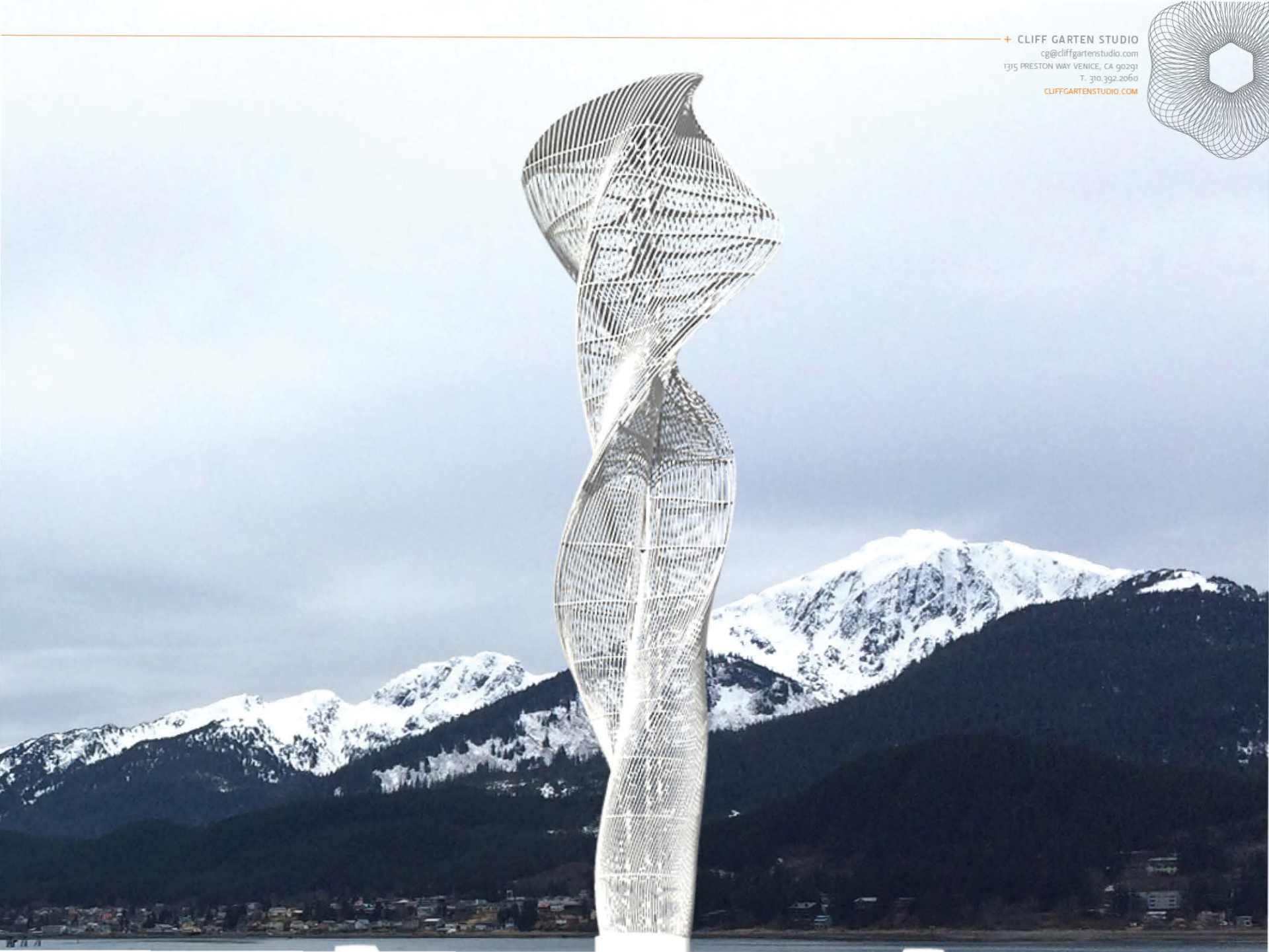
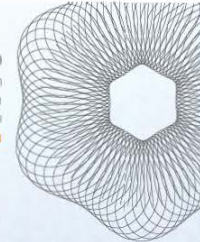
LIGHT

Aquilean is a sculpture whose form is activated by light. The sculptures reflect and refract sunlight during the day and are illuminated with color changing LED light at night. The transparent structure of the pieces allows sunlight to enter the sculpture so that at certain times of day when the sun is low they will glow with this light as it enters and passes through them. At dusk or even on a cloudy day the LED light will be visible as a blush across the surface, of the sculptures. This magic hour as photographers sometimes call it, is when the sculptures are often at their best, because sunlight is mixing with LED light. As night falls, and the sunlight wanes, the sculptures become brighter and more saturated with colored light. A DMX controller will control the changing color of the LED lights and they can be programmed in many ways, to change in series, all sculptures changing color together or individually, on slow or fast fades. The DMX programming offers all types of possibilities for making a larger statement with the series of sculptures. The series of sculptures can be programmed to accommodate the arrival of cruise ships or City holidays, City events or events for State government. The programming can be the subject of further discussions



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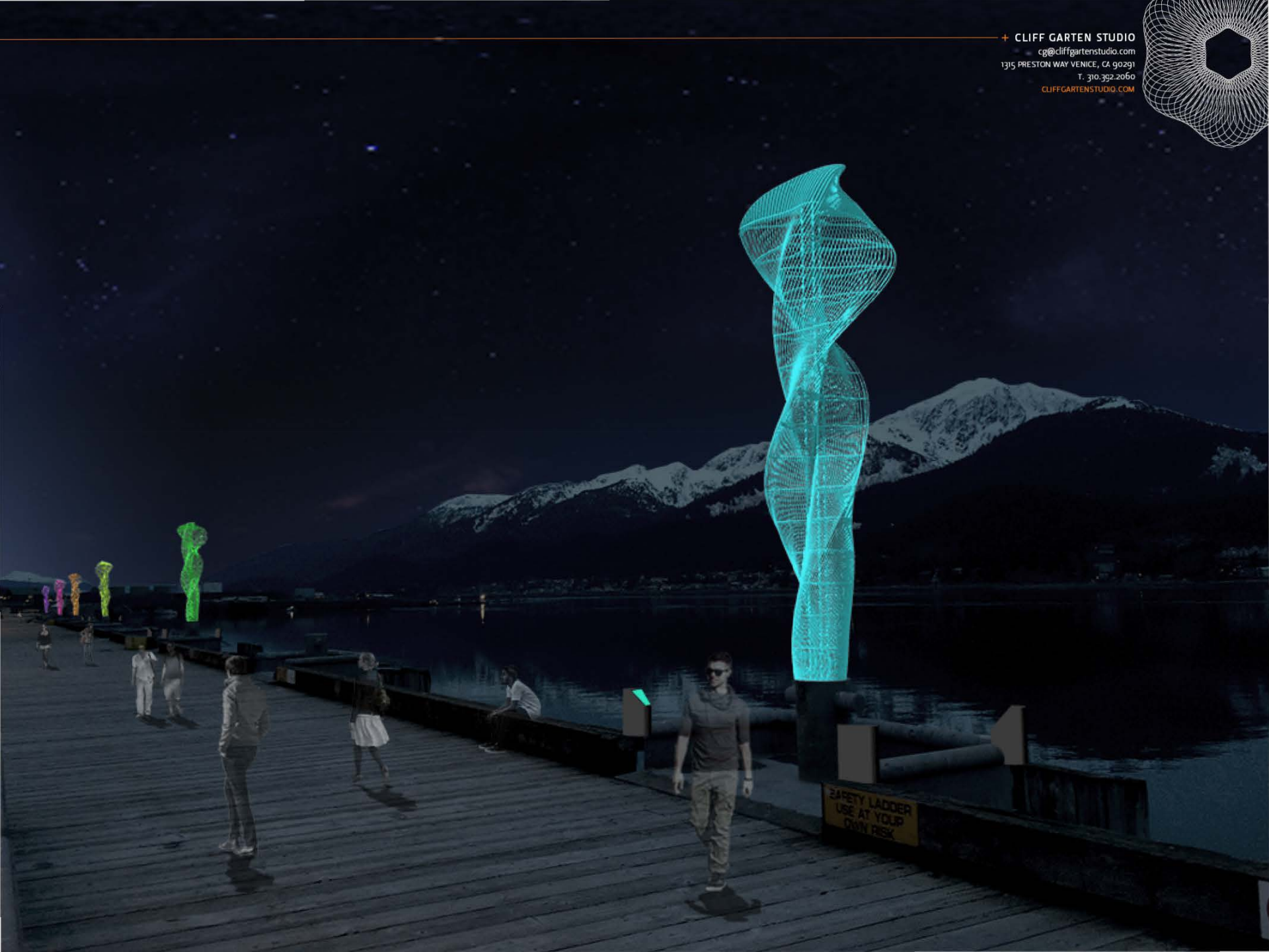
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