

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, July 26, 2012

- I. Call to Order** (7:00 p.m. at the CBJ Assembly Chambers.)
- II. Roll** (Greg Busch, John Bush, Tom Donek, Eric Kueffner, David Logan, Budd Simpson, Scott Spickler, Michael Williams, and Kevin Jardell).
- III. Approval of Agenda**
- MOTION: TO APPROVE THE AGENDA AS PRESENTED.**
- IV. Approval of June 28th, 2012 Regular Board Meeting Minutes, and July 12th, 2012 Special Board Meeting Minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed 5 minutes per person, or twenty minutes total time).
- VI. Items for Action.**

1. Elections (Board Chair, and CIP, Finance, Operations Committee Chairs)
Presentation by Board Chair

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

2. Assignment to Committees
Presentation by Board Chair

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING.

3. Juneau Maritime Center
Presentation by Port Engineer

Board Questions

Public Comment

Board Discussion/Action

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, July 26th, 2012

Items for Action(continued).

MOTION: TO BE DEVELOPED AT THE MEETING.

VII. Items for Information/Discussion.

None

VIII. Committee and Board Member Reports

1. Operations Committee Meeting – July 17th, 2012
2. CIP/Planning Committee Meeting – July 19th, 2012
3. Finance Committee Meeting – July 24th, 2012
4. Member Reports

IX. PRAC Representative Report

X. Port Engineer's Report

Mr. Gillette's report is included in the packet.

XI. Harbormaster's Report

XII. Port Director's Report

XIII. Assembly Liaison Report

XIV. Committee Administrative Matters

- a. Operations Committee Meeting – August 21st, 2012
- b. CIP/Planning Committee Meeting – August 23rd, 2012
- c. Finance Committee Meeting– August 28th, 2012
- d. Board Meeting – August 30th, 2012

XV. Adjournment

CBJ DOCKS & HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, June 28th, 2012

I. Call to Order.

Mr. Williams called the Regular Board Meeting to order at 7:00 p.m. in CBJ Room 224.

II. Roll Call.

The following members were present: Greg Busch, John Bush, Tom Donek, Eric Kueffner, Budd Simpson, Wayne Wilson, and Michael Williams.

Absent: Don Etheridge, and Kevin Jardell

Also present were the following: Carl Uchytel – Port Director, Dwight Tajon - Harbormaster, and Gary Gillette – Port Engineer.

III. Approval of Agenda.

Mr. Uchytel deleted Action Item #3.

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

The motion passed without objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the May 31st, 2012 Regular Board Meeting minutes were approved.

V. Public Participation on Non-Agenda Items.

Dennis Watson, Juneau, AK 99801

He said he wanted to thank Wayne Wilson and Don Etheridge for serving on the Harbor Board.

Paul Swanson, Juneau, AK 99801

He said there is always a shortage of carts at DeHart's. He had to wait in line for one. There are seven or eight carts at Statter. He said there needs to be more carts at DeHart's.

VI. Items for Action

1. Auke Bay Regulation Changes

Mr. Uchytel said with very few changes to the regulation, the transition should be manageable.

The transition changes to the regulation would be;

1. To allow smaller vessels moorage in the new Statter Harbor slips. The Harbormaster will determine the maximum and minimum length and breadth of a vessel that is allowed to moor in the small boat harbors.
2. Remove the ability for DeHart's patrons to transfer their stall with the sale of their vessel. That would be deleted to stay consistent with the other Harbors.

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3. A person with a moorage assignment that makes their private shore power available for temporary moorage assignment will have a credit equal to the daily shore power access fee charged in 05 CBJAC 30.010(e). This is not linked to the CPI adjustments.

Board Questions

Mr. Simpson wanted to know what the procedure is next for the changes to the regulation?

Mr. Uchtyl said this would go to CBJ law and have them make the recommended corrections. The changes would be effective May 2013.

Mr. Simpson asked if there are changes that the Board wants, now is the time to do it?

Mr. Uchtyl said yes. He is also going to ask CBJ law on how to clean up the separation of DeHart's. The regulations should apply to all the Harbors.

Mr. Busch said with the smaller vessels under 29 feet, is this an area easily addressed with the Harbormaster having the ability to make a decision on a case by case basis.

Mr. Uchtyl said the DeHart's patrons would get the preferred moorage until the vessel is sold, lost or destroyed, and at that time the patron would have to buy up.

Mr. Busch said what if there is a patron with an undersized vessel on the wait list paying \$50 would that person be accepted in and pay for the size of the vessel.

Mr. Tajon said he thinks all the patrons on the waitlist will be assigned in the new Statter Harbor.

Mr. Busch asked if this situation would fall under the regulation to be decided by the Harbormaster on a case by case basis.

Mr. Kueffner said he tried to find this regulation on Docks and Harbors webpage and was not able to find the most current one. Where are the most current regulations found?

Mr. Uchtyl said he gets the regulations off the Law Department webpage.

Mr. Kueffner wanted to have the Docks and Harbors website updated.

Public Comments

Dennis Watson, Juneau, AK

He said there is a recommendation to hold nine stalls for loading zone until completion of passenger-for-hire facility. He said holding nine is out of line. That will cost Docks and Harbor \$28,000 in revenue annually.

Mr. Uchtyl said that was the recommendations from a year ago that went to the Finance Committee and never moved forward, so no action was taken. There are no plans to leave nine stalls open.

Mr. Simpson asked how many stalls are open?

Mr. Uchtyl said four. There is also going to be usable space on the head float.

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Paul Swanson, Juneau, AK

He said there are 34 DeHart's boats that do not meet the 32' criteria, and Docks and Harbors is building less slips than DeHart's has now. He is wondering if this is a cost factor? He said he wants to know about the DeHart's seasonal moorage, and parking?

Mr. Uchtyl said 66 stalls are being built, 16 (42') slips and 50 (32') slips. The vessels that don't meet the criteria will still get a slip, but they are undersized. To bring everyone into compliance, Docks and Harbor is allowing them to stay with their assigned stalls. The requirement is a 24' would have to buy up to 29'.

Mr. Uchtyl said the parking issue there still needs to be a letter sent to the Harbor Patrons, but what he said he intends to do is to tell them staff does have a plan for transition. He said he is not sure if it will be with a change in regulation to allow one parking spot per slip holder, which was recommended from the operations Committee.

Mr. Uchtyl said the seasonal moorage will be discussed at the next staff meeting.

Board Discussion/Action

Mr. Donek said the reserved moorage policy on sub-paragraph (e) Retention of Assigned Moorage. This allows a 90 day grace period to replace your vessel. He said if something happens to your boat, it will take longer than 90 days for an insurance settlement. He said he would propose a change to give a patron a year grace period time and Docks and Harbors would still be able to hot berth the stall.

Mr. Simpson said that would be valid if dealing with insurance, but it is not necessary if someone is just moving out or selling a boat. He said Mr. Donek's proposal should just be applicable to a casualty loss and not a sale.

Mr. Donek agreed.

Mr. Kueffner said he was in favor of more than 90 day grace period.

Mr. Busch recommended to just focus on the regulation that pertained to DeHart's, and address the other ones at a future time.

MOTION By MR.KUEFFNER : TO ADOPT THE REVISED REGULATION RECOMMENDED BY THE PORT DIRECTOR AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

2. Public Hearing to Discuss – Whether to provide “seasonal” DeHart's patrons, eligible for reserved moorage at Statter boat Harbor, one full year (July 1, 2013 to June 30, 2014) at a five month seasonal rate consistent with 05 CBJAC 20.010 (q) “a special rate to respond to unusual economic circumstances”.

Mr. Uchtyl said in the small boat harbor fee policy, the Board is allowed to use a special rate to respond to unusual economic circumstances. With that authority, the Board can look at the transition and try to accommodate the needs of seasonal DeHart's Patrons.

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Board Questions - None

Public Comments

Paul Swanson, Juneau, AK

He said he doesn't have a problem with a year, like what was proposed, but he has been paying for 6 Months, and not only 5 months (April through September).

Board Discussion/Action

MOTION By MR KUEFFNER.: TO ADOPT THE PROPOSAL TO ALLOW DEHART'S SEASONALS TO GET A FULL YEAR OF MOORAGE (JULY 1, 2013 TO JUNE 30, 2014) AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

4. Contract with PND Engineers, Inc. to perform Design Services for the Aurora Harbor Re-Build project.

Mr. Gillette read the scope of services and anticipated tasks PND will be performing for Phase I of this project.

Board Questions

Mr. Kueffner wanted to know where Docks and Harbors was with the \$4M in financing for this project.

Mr. Gillette said Docks and Harbors received \$2M ADOT grant, \$500,000 from cruise passenger fees, and \$1.5M from the Harbor fund balance.

Mr. Busch asked if fingers on both sides of the float was included in the proposal.

Mr. Gillette said when the drawing was completed for the grant proposal, the cost estimate did not include the fingers. This will need to be re-looked at, but the intent is to do fingers on both sides of the float.

Public Comments - None

Board Discussion/Action

MOTION By MR. DONEK: TO APPROVE PROPOSED PND CONTRACT AND FORWARD TO THE ASSEMBLY FOR APPROVAL AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

5. Contract Amendment with PND Engineers, Inc. to perform Construction Administration and Inspection Services for the Cruise Ship Terminal Staging Area Improvements – Phase I Project

Mr. Gillette said this is a fee proposal from PND for construction Administration and Inspection Services for the Cruise Ship Terminal Staging Area Improvements – Phase I Project. This project is currently out to bid with construction scheduled to start this fall. PND will help with the procurement of the materials and the actual inspection. The material will be coming out of Seattle and PND employees in Seattle can go inspect the materials to make sure they meet the criteria for this project.

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Board Questions

Mr. Kueffner asked what else PND will be doing on the Cruise Ship Terminal Staging Area? Is PND going to do all of it?

Mr. Gillette said the contract for the design of the cruise ship terminal staging area had a provision to allow Docks and Harbors to amend it for these services. At the time the Cruise Ship Design project the contract was for a conditional assessment of the dock for planning, permitting, and design of the docks, but it did not include an amendment for construction services. An RFP will go out for construction services for the big project.

Mr. Williams said it is nice that PND has an office in Seattle that they will be able to do some inspections.

Public Comments - None

Board Discussion/Action

MOTION By MR. KUEFFNER: TO APPROVE PND CONTRACT FOR PHASE I PROJECT AND MOVE TO THE ASSEMBLY AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

6. Appropriation of \$2M for Aurora Harbor Re-build. Funding provided by ADOT Municipal Harbor Grant program.

Mr. Gillette said Docks and Harbors received the letter of award of the \$2M for the ADOT matching grant for the construction of the Aurora Harbor. This will be introduced at the Assembly meeting on July 16th.

Board Questions- None

Public Comments - None

Board Discussion/Action

MOTION By MR. SIMPSON: THE DOCKS AND HARBOR BOARD RECOMMENDS THAT THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TO ACCEPT \$2M FROM THE ADOT MUNICIPAL HARBOR GRANT PROGRAM FOR THE AURORA HARBOR RE-BUILD PROJECT AND ASK UNANIMOUS CONSENT.

Motion Passed with no objection

7. Appropriation of \$1.5M for Statter Harbor Master Plan development. Funding provided by FY13 State of Alaska Designated Legislative Grant.

Mr. Gillette said this was the \$1.5M budgeted by legislature and approved by the Governor. This is for Statter Harbor development boat launch portion.

Board Questions - None

Public Comments - None

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Board Discussion/Action

MOTION By MR. BUSCH: THE DOCKS AND HARBORS BOARD RECOMMENDS THAT THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TO ACCEPT \$1.5M FROM FY13 DESIGNATED LEGISLATIVE GRANT PROGRAM FOR STATTER HARBOR MASTER PLAN DEVELOPMENT AND ASK UNANIMOUS CONSENT.

Motion passed without objection.

VII. Items for Information/Discussion.

1. Douglas Harbor Dredging Update.

Mr. Uchytel said the Tier IV study conducted by the US Army Corp of Engineers recommends open water disposal without a cap. EPA and DEC have challenged the input parameters of that report and it is doubtful that the report would be acknowledged as written. He said he attended meetings at the NOAA facility on June 5th, 6th and part of the 7th with the Corp of Engineers Regulators, EPA, DEC, Fish & Wildlife, NIMPS, and Civil Works. Mr. Uchytel said the Tier IV Report could take months or years. The fastest way and best solution would be to cap the in water dredge spoils. To facilitate that, the Corp of Engineers Civil Works has a low use navigation pilot program that helps fund smaller dredge projects. There is approximately \$120,000 that the Civil Work will proceed with an environmental assessment, and have hopes to secure the permit by December 1st to allow for dredging and a cap. Mr. Uchytel said he has been in contact with the Smith Brothers that are doing a dredge project with clean sand that could cap the dredge spoils.

Mr. Gillette said the Corp of Engineers will only cover the costs in relation to the design of the dredging portion of the project. The cost of the design of the float portion will be Docks and Harbors expense. PND's design from five years ago will be revisited just to make sure nothing has changed.

Mr. Uchytel said the project couldn't start until September of 2013.

VIII. Committee and Board Member Reports.

1. Operations Committee Meeting- June 19th, 2012

Mr. Wilson reported that the following items were discussed

1. Alaska Department of Fish & Game parking - motion to allow them to park in the Douglas Harbor Parking area was approved to move forward.
2. DeHart's Parking – Motion for a parking pass with the purchase of annual moorage was approved to move forward.
3. No ordinance changes were needed for the DeHart's vessels that would be grandfathered in at the new Statter Harbor.

2. CIP/Planning Committee Meeting – Cancelled

3. Finance Committee Meeting- June 26th, 2012

Mr. Donek reported the Committee discussed the Auke Bay Fuel Dock. The Port Director was directed to get this finalized through CBJ Law Department and bring back to the Finance Committee in a final draft form. The Committee also discussed the Alaska Department of Fish & Game parking rent.

4. Member Reports - none

IX. PRAC Representative Report – Ms. Hood was absent

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X. Port Engineer's Report.

Mr. Gillette's report was in the packet.

XI. Harbormaster's Report.

Mr. Tajon said the bearing on the electric hoists at the ABLF have been failing ever since installation and need to be changed.

Docks and Harbors had the Coast Guard annual inspection on the security site plan and had seven citations. All have to be corrected by July 26th.

One of the boats that was sold at auction was paid by check and the check bounced. The boat has been re-impounded.

The hearing officer for Chris Paces impound vessel determined Docks and Harbors has acted properly.

Mr. Williams asked what is the cost to replace the bearings?

Mr. Tajon said under \$2,000 for both.

XII. Port Director's Report.

Mr. Uchytel said the hydraulic boat lift will be arriving on July 11th. He said Mr. Gillette is actively pursuing a wash down rack or facility that will meet the DEC requirements to pull a boat and pressure wash it. There should be enough of the Tiger Grant monies to pay for the wash down.

Mr. Uchytel said he is working with CBJ Risk Management on the Juneau Fisheries Terminal Dock that collapsed from the boat running into it.

The ribbon cutting ceremony for the New Visitor Center was last Friday. Lisa Richey's art work should be in place in about 30 days, and Arnie Weymer's mural mounted in about two weeks.

Docks and Harbors has received the conditional use permit for the 16B project on Tuesday.

Two items were presented for the 1% sales tax,

\$7 Million for Aurora Harbor

\$2.3 Million for Statter Harbor haul out facility.

The Cruise ship terminal parking area has been delayed a year because with the removal of a side walk, Alaska Department of Transportation didn't approve the plan. The plan has been approved now with a Memorandum of Agreement, that a sidewalk would be re-installed if it was needed.

Mr. Uchytel said he will be meeting with the Department of Fish & Game people to work on a parking plan.

XIII. Assembly Liaison Report

Ms. Becker was absent

XIV. Committee Administrative Matters.

1. Operations Committee Meeting – July 17th, 2012

5:00 p.m. at the Aurora Harbor Office

2. CIP/Planning Committee Meeting – July 19th, 2012

5:00 p.m. in the CBJ Assembly Chambers

3. Finance Committee Meeting – July 24th, 2012

5:00 p.m. in CBJ room 224.

4. Regular Board Meeting – July 26th, 2012

7.00 p.m. in the CBJ Assembly Chambers

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Mr. Gillette said Docks and Harbors needs to have a Special Board Meeting on July 12th to recommend to the Assembly approval of our bid for the cruise ship terminal staging area that is bid on July 3rd and scheduled to go before the Assembly on July 16th.

Mr. Uchytel said Mr. Jardell would like to also add a sub-committee meeting to go over the by-laws.

XV. Adjournment.

The Regular Board Meeting adjourned at 8:38 p.m.

CBJ DOCKS & HARBORS BOARD
SPECIAL MEETING MINUTES
For Thursday, July 12th, 2012

I. Call to Order.

Mr. Williams called the Special Meeting to order at 5:02 p.m. in CBJ Room 224.

II. Roll Call.

The following members were present: Greg Busch, John Bush, Eric Kueffner, David Logan, Budd Simpson and Michael Williams.

Also Present: Carl Uchtyl, Port Director.

Absent: Tom Donek, Kevin Jardell, and Scott Spickler.

III. Approval of Agenda

MOTION By MR.LOGAN: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

IV. Public Participation on non-agenda items - None

V. Items for Action.

1. Award of Bid for the Cruise Terminal Staging Area Improvements – Phase I project.

Mr. Uchtyl said phase I of this project is to deck over the area of the ferry terminal transfer bridge. There were three bidders, Trucano Construction, West Construction, and North Pacific Erectors. Trucano Construction is the low bidder, and their bid has been validated. Trucano Constructions bid came in less than PND's estimation of \$4.1M Mr. Uchtyl discussed the different line items on the bid summary. He said that Trucano Construction could possibly be going to re-use the transfer bridge.

Board Questions

Mr. Kueffner asked if the bidders see the Engineers estimate?

Mr. Uchtyl said only a range estimate.

Mr. Bush said he recalled discussion in the past about re-using the transfer bridge.

Mr. Uchtyl said nothing penciled out to re-use it. With Trucano re-using the transfer bridge, it benefits Docks and Harbors with the low bid.

Public Comments - None

CBJ DOCKS & HARBORS BOARD
SPECIAL MEETING MINUTES
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Board Discussion/Action

Mr. Kueffner asked if this phase will coordinate with the rest of the project.

Mr. Uchytel said this phase will start on September 24th and completed by May. Even if this is not completed in May, it will have no impact on the 16B project. This will provide continuity to the sea walk.

MOTION By MR.BUSCH: TO RECOMMEND TO THE ASSEMBLY TO AWARD LOWEST BID TO TRUCANO CONSTRUCTION IN THE AMOUNT OF \$1,955,751 FOR CRUISE TERMINAL STAGING AREA IMPROVEMENT PROJECT PHASE I AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Appropriation of \$1.5M from the Harbor Fund to CIP for Aurora Harbor Re-Build project. This funding constitutes a portion of the required match for the \$2M ADOT Municipal Harbor Facility Grant Program.

Mr. Uchytel said the Harbor fund account has a balance of \$2.6M.

\$600,000 is previously allowed to begin design for Aurora

\$1.5M to go toward the matching grant

He said \$1.1M will be the balance in the Harbor fund.

Docks and Harbors will use the \$1.5M and \$500,000 previously allocated passenger fees from the Assembly for the required match to the \$2M ADOT grant program to move forward with the \$4M design project for the Aurora Harbor A and B floats.

Board Questions

Mr. Busch asked if this portion was just for the A & B floats in Aurora?

Mr. Uchytel said the drawing does not show all the fingers, but current design would be all the fingers on A & B float and the head float.

Mr. Uchytel said the Assembly has put the Aurora Harbor rebuild project on two referendum ballots. The one ballot is for the transportation bond and if that fails, \$10 Million will be freed up and \$7 Million will go to Aurora Harbor. The other ballot is 1% sales tax initiative. As long as 1 ballot passes, there will be money for the Aurora Harbor rebuild. It would be best for Docks and Harbors to pass in the transportation bond because access to those funds would be immediately as opposed to the 1% sales tax initiative that the funds would be received over a five year period.

Public Comments/Questions - None

CBJ DOCKS & HARBORS BOARD

SPECIAL MEETING MINUTES

For Thursday, July 12th, 2012

Board Discussion/Action

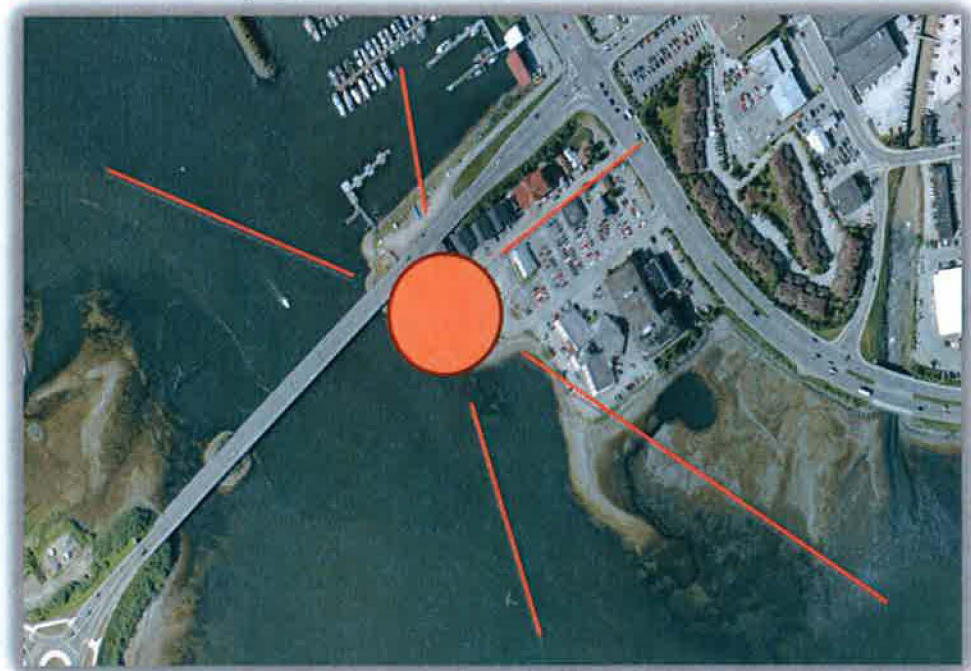
MOTION By MR. KUEFFNER: TO RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION OF \$1.5M FROM THE HARBOR FUND TO CIP FOR AURORA HARBOR RE-BUILD PROJECT AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VI. Adjournment.

The Special Board Meeting adjourned at 5:18 pm.

PROGRAMMING FOR A NEW JUNEAU MARITIME CENTER



5/30/2012

City & Borough of Juneau - Docks & Harbors



Programming for a New Juneau Maritime Center

CITY & BOROUGH OF JUNEAU - DOCKS & HARBORS

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10. Attached Drawings:
 - Site Analysis Diagrams (11x17)
 - Building Diagrams (11x17)
 - Building Rendering



NorthWind
Architects, LLC



INTRODUCTION

The objective of this project is to develop the programming and area requirements for a new Juneau **Maritime Center**. The building would include two floors of offices and a public first floor with meeting rooms, marine/maritime displays and public amenities. The building would support the adjacent park visitor activities. Docks & Harbors' Port Director & Engineering offices would be one of the main tenants for this building, allowing them to relocate out of the existing office rental space and have a more permanent home.

Constructing a new facility would allow for CBJ Docks & Harbors to co-locate with other marine, harbor, or maritime enterprises in the community.

The proposed location for the building is at the east end of the Juneau-Douglas Bridge on a site being vacated by the CBJ Public Works department as they move into their new facility. Site criteria has been developed for the proposed site and includes issues of **building visibility, prominence on the Juneau waterfront, efficient usage of CBJ land, parking and adjacencies to areas it oversees such as the Gastineau Channel docks and the downtown harbor facilities.**

PROPOSED TENANTS

The following is a narrative for the conceptual design of a new Marine Services Building that would house three main functions.

- First Floor: Public Lobby, marine/maritime interpretative displays, meeting room, services.
- Second Floor: CBJ Docks & Harbors Port Office
- Third Floor: Proposed tenant/partner at this time is the Marine Exchange of Alaska.

The **CBJ Docks & Harbors Port Office** is currently occupying the 2nd floor of Goldbelt Corporation's Seadrome building in downtown Juneau. The Port Office currently houses the Port Director's office, Port Engineers and related staff. The office oversees all projects relating to the enhancement of the Borough's docks and harbor facilities including both the cruise ship docks as well as the harbors for recreational boats, commercial fishing vessels and charter vessels.

The **Marine Exchange of Alaska** is currently located at the 100 Harbor Way building, 2nd floor, that is adjacent to and overlooking Harris Harbor. They are looking for a new building or long term lease location that is an upgrade from their current rental facility and that would give them a long term location with room for a moderate amount of expansion in their ability to provide the mix of services they offer. They would like to have a facility that displays an obvious connection to and character of the maritime environment. A main aspect of their operation is the 24-hour monitoring of the vessel tracking system throughout all of the Alaskan waters.



BUILDING PROGRAM REQUIREMENTS

Space needs were evaluated for the existing Port office, main public floor, mechanical & electrical infrastructure needs, and for the Marine Exchange operations. A list of the existing (E) and proposed (P) space needs was generated for each floor and tabulated on the following chart.

Level 1 includes an area for a large public or shared conference room, public lobby, maritime displays, public restrooms, restrooms for the park, and primary mechanical & electrical rooms. Level 2 & 3 are intended to be basic tenant lease spaces with some customization.



Program Areas				
Floor	Use	(E) Area	(P) Area	Comments
LVL 1	Public			
1.01	Entry, Displays, Maritime Exhibits		900	
1.02	Public Meeting Room and EOC		350	Includes area of kitchenette
1.03	Meeting Storage		60	
1.04	Women's restroom (interior)		190	
1.05	Men's restroom (interior)		190	
1.06	Family restroom (interior)		50	
1.07	Janitor's closet		50	
	Emergency Generator, Mech			
1.08	Boiler Room		180	
	Circulation Space		300	10-15%
	Subtotal:		2270	
LVL 2	Port Director's Office			
2.01	Reception/Admin	96	120	
2.02	Waiting	0	130	
2.03	Conference Rooms	246	400	
2.04	Office 1	106.5	200	Port Director
2.05	Office 2	113	125	Port Engineer
2.06	Office 3	96	125	Deputy Port Engineer
2.07	Office 4	96	125	Admin Office
2.08	Office 5	0	125	Flex Office
2.09	File storage/layout	162	425	
2.10	Kitchen/Break Room	55	200	
2.11	Restrooms	72	120	
	Circulation Space		575	20-25%
	Subtotal:	1675	2670	
LVL 3	Marine Exchange			
3.01	Reception		120	
3.02	Waiting		120	
3.03	Operations Center		350	
3.04	Large conference room		250	
3.05	Small conference room		150	Includes area of kitchenette
3.06	Private office		180	
3.07	Open office space		600	Adequate for 6 stations
3.08	Printer and tech room		225	
3.09	Server and tech room		225	
3.10	Restrooms		120	
	Circulation Space		420	15-20%
	Subtotal:	2352	2760	
Summary				
Net area (programmed)		SF	7700	
Stair / Elevator		SF	1600	Four levels, incl. Observation Deck (4th)
Overhang / Circ at Level 1		SF	600	
Gross building area		SF	9900	



CODE REVIEW

Building Occupancy:

The overall building would be a **Group B**, Office/Business occupancy.

The first floor occupancy type for assembly in exhibit halls or museums, or community halls would typically be classified as a Group A-3 for the proposed meeting room and museum display areas, is small enough that it becomes an accessory to the main Group B.

1st floor large conference room - per Section 303, Assembly Group A, exceptions: A room used for assembly with an occupant load of less than 50 persons and accessory to another occupancy shall be classified as a Group B occupancy.

Therefore, the first floor public meeting room can be set as accessory to the B-occupancy if it is less than 750.sf or 50 occupants. (If it is greater, then it is a Group A, and separations may be required unless the full building is combined into a single, non-separated B-occupancy.)

Allowable area:

For Group B occupancy, Table 503 for a Type V-B: Max. Allowable Height/Area is 40 feet high, 2-story; 9,000.sf per floor.

Area increase per Section 506, Eq. 5-1, 5-2.

> Assuming 75% frontage available.

> Assume full building sprinkler system

$$A_a = \{A_t + [A_t \times I_f] + [A_t \times I_s]\} \quad (\text{Eq. 5-1})$$

$$A_a = \{9000 + [9000 \times 0.50] + [9000 \times 2]\}$$

$$= 31,500.\text{sf per floor.}$$

> Assume first floor meeting room and lobby/display areas are considered 'Accessory' to the Type B Occupancy on the upper floors.

Occupancy Load:

Per Table 1004.1.1 Max Floor Area Allowances per Occupant.

Accessory Mech Equipment rooms:	300 gross	(~1.5 occ)
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Assembly without fixed seats (1st floor meeting room, 900.sf)

Unconcentrated, tables & chairs.	15 net	(~60 occ.)
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Concentrated, Chairs only	7 net	(~128 occ.)
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(Both are greater than 50 occ.)

Business Areas, Offices	100 gross	(33 per Floor)
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(Assume 3300.sf gross area per floor)

(Occupant load per floor is 49 or less)

Lobby, Display Area (~1000.sf): 15 net (67 Occ in lobby)

Per Section 1015, Exit and Exit Access Doorways.

Table 1015.1 allows **single** means of egress in Occ. B, if max occupant load is **49 or less**.

Per Section 1016, Exit Access Travel Distance.

Table 1016.1, Exit Access Travel Distance. for Occ. B, with sprinkler system, max distance to an exit is: 300 feet of travel.

The first floor will require more than one exit. The 2nd and 3rd floors appear to only require a single exit and single exit stair. Stair may need to be able to exit directly to exterior of building.

Restroom Requirements:

Per IBC 2006, Section 2902, Min. Plumbing Facilities.

Assembly occupancy for 1st floor for conference/meeting room and Lobby/Display areas⁷. (A-3) Assume Occ. Load of: 128+67 (max)=**195** occ.; half Men & half Women.

M-WC	1 per 125	1-M + 1 urinal
W-WC	1 per 65	2-W
Lavs	1 per 200	1-each restroom
DF	1 per 500	1-hi/lo unit

2nd & 3rd Floors: (B) Business, per floor. Assume Occ. Load of **35** occ. per floor.

M/W WC	1 per 25	1-M WC, 1-W WC per floor.
M/W Lavs	1 per 40	1 per each, assume 2-unisex rooms
DF	1 per 100	Assume 1-hi/lo unit per floor.
Service Sink	1 service sink.	Assume 1 janitor closet.

PARKING

Site, Parking

Per CBJ Title 49, Section 49.40.210: Parking space requirements and dimensional standards for parking lots. For Banks & Offices:

1 parking space per 300 GSF

Proposed gross area for all levels, total = 9,900.sf. (9,900.sf/300)

Total parking required: **33 spaces**.

Area required for 33 parking spaces = 9,776.sf; or ~64'x153'



Accessible parking space requirements: 2-each for lots required to have between 26-50 parking spaces. 1 of the spaces shall be designated and stripped for a Van Accessible space.

Bus parking spaces: Bus parking may be needed if tour groups are anticipated, but not required by code. Allowances should be made for busses to maneuver to and from the site, and to drop off with the right side of the bus against the curb. Bus parking alternatives would be reviewed and addressed with the various site layout options.

MARITIME EXHIBITS

The first floor displays may be anything from minimal exhibits in the lobby, to a more in-depth exhibit and interpretive center.

Themes that may be included:

- Reference to historic marine services in Southeast Alaska: Commercial fisheries, shipping & freight on historic sailing vessels, passenger ships for early gold miners, sailing & steam vessels, cruise & tour ships, and native water craft. The USFS has recently published a report on several of their historic motor vessels that have been used throughout southern Alaskan waters to visit logging sites, and for other related research activities, for the past 50-60 years.
- Reference to modern maritime operations in Alaska: Today's commercial fisheries, cruise ships, tug and barge, cargo ships loading bulk cargoes, ferries, oil spill response vessels, oil tankers, offshore supply vessels, and the USCG. Also, Alaska's vessel tracking system that utilizes AIS (Automatic Identification System) and Satellite transponders can provide a live display of where vessels are presently cruising in Alaskan waters.
- Display of 'marine artifact' visible in lobby from inside and outside. Other concepts for exhibits may be fixed & interactive graphic displays, electronic display of Marine Exchange services, slide shows, or mock-up of a ships bridge.
- Exterior art piece/structure representing a smaller fishing boat for open air, public exploration.
- Interpretive signage for adjacent docks and harbors, fisheries direct-sales market proposed at Harris Harbor, fishing fleet, local tides (bridge clearance), connection to sea walk, continuation of sea walk around to Harris & Aurora boat harbors.

Examples of Public or Maritime Exhibits

- Columbia River Maritime Museum (Astoria, OR) – this was noted as having interesting inside/outside display options, interior full size boats, other interpretive exhibits, and display cases.
- Port Townsend's Northwest Maritime Center & Wooden Boat Foundation (Port Townsend, WA) is a marine building constructed in the style of a nearby historic Coast Guard buildings. A nautical character was interwoven into the design and construction of this building. Building has interpretative displays along interior walls and allows for viewing into high-bay boat building areas on first floor.



- Sealaska Building lobby (Juneau, AK) has one large display area and several smaller displays enclosed in glass, each with interpretive signage, and a full-size, traditionally carved cedar canoe. It has recently expanded to include a small, summer retail area for regional native arts.
- Ketchikan's Southeast Alaska Discovery Center, (Ketchikan, AK) has a traditional commercial fishing boat maritime display as a part of its exhibits about the Tongass National Forest and its synergy with the regional fishing industry.

Museum Content

Maritime industries may provide materials for exhibits relative to interpretation of their respective industry. Historical content may receive assistance from the State, City or regional museums with loans of marine/maritime artifacts.

Museum Tours

The Maritime Museum may become a "destination" for tour groups. If so, the site is equipped to handle a potential bus drop off & circulation area. For a smaller tour bus, a pullout may be utilized for loading and unloading. For larger, high capacity passenger busses, more room would be needed for parking and maneuvering.

Funding

The planning level project cost estimate for the Juneau Maritime Center is approximately \$4M. As the scope, scale, and schedule of the project become more defined the cost estimate will be refined. Currently there are no funds identified for the project but there may be a number of opportunities available for funding the project.

Located at the north terminus of the SeaWalk, some of the site development costs may be eligible for passenger fee participation. The maritime interpretive element may be eligible for private or corporate sponsorship to pay for the public portions of the proposed building. The incident command center/community room may be eligible for Homeland Security grants. Currently Docks and Harbors and the Marine Exchange pay annual rent for the spaces they occupy. These rent funds could offset a loan or bond to finance portions of the proposed building.

If the concept of the proposed Juneau Maritime Center is approved a funding strategy will be defined as part of the on-going planning of the facility.

KEY FEATURES

Building Features

Key features of the site that affect the planning, design and location of the building include the ever dominant Juneau Douglas Bridge, existing street grid terminating at the site, the water's edge, the evolving Bridge Park design, and the site as a primary node along the seawalk. Views to and from the building and site are important as it is both a public building and a harbor building. It would be possible to situate the building to allow for views down the channel and to the cruise ship turning basin. It will also be visible as a public building, being surrounded by the park and set along the side the public seawalk pathway gives it an appropriate setting.



During the conceptual design and site analysis, a tower element was included in the design diagram. It would contain the vertical circulation and be topped with a glazed, enclosed viewing platform. The tower would serve to get the public up to an observation level overlooking the water and provide an identifying feature for the marine feel of a water related public building.

Site Features

The following **site diagrams** show several potential building, parking lot, and park area scenarios on this site. The building can be more or less prominent as it relates to the park, bridge, streets and waterfront.

Nodes along the seawalk tie the street grid into the park, and terminate the grid at the water. The building relates to these nodes, street grid, sidewalks, seawalk and park in several different fashions.

The diagrams look at different configurations of the roadway connecting under the Juneau Douglas Bridge between Harbor Way and West 9th Street. A through connection under the bridge in most schemes allows for the ability for visitors to the site to exit Egan Drive at the Harris Harbor turnoff, at West 9th Street, or at West 8th Street past the State offices parking lots.

Each building placement scenario allows for the proposed Bridge Park and Seawalk to be developed to various levels, balancing the use of the CBJ land between public park and public building site. Currently, this portion of the waterfront has been occupied by a more utilitarian Public Works vehicle maintenance facility in a series of deteriorated metal buildings, a snow disposal area, a gravel storage area, vehicle wash down, and a City vehicle fueling station. It has been fenced off in recent years and public access discouraged. All operations are slowly being moved to a new site & facility, and the buildings will be cleared and site cleaned up for redevelopment.

Current planning is ongoing for the extension of the Seawalk path along the water's edge, and outboard of Egan Drive. Numerous design iterations have been proposed for a new public park – Bridge Park – at this site through the CBJ Engineering Department and their consultants.

Park Support

The building and park should be considered together and be designed to form a cohesive node along the seawalk. This area would be a key site on the network of features and minor destinations along the waterfront. To reinforce the connection to the site, the building would have a public first floor area that would provide support to the park with public restrooms integrated into the building (as opposed to a separate unsupervised restroom shelter), an open view through the building to the public areas and maritime displays even after hours.

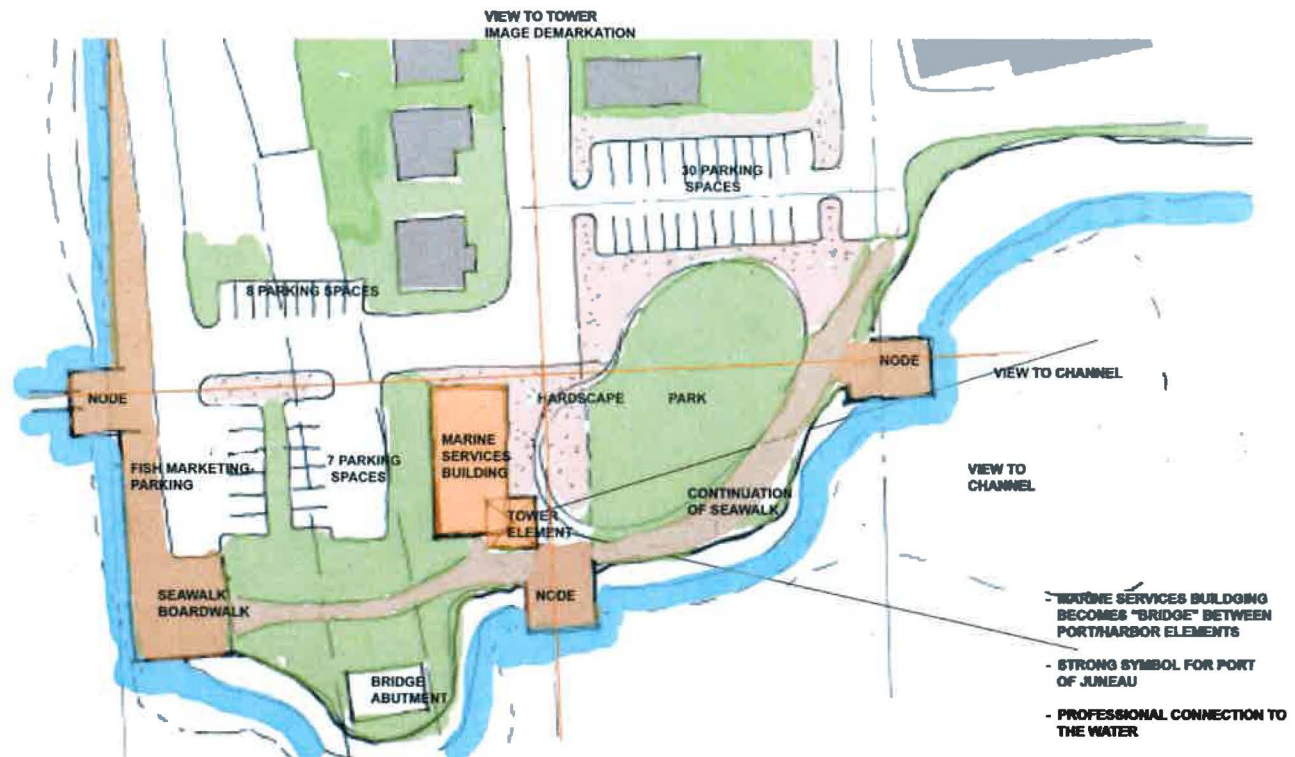
As one of the key built requirements of a public park, this would provide conditioned restroom spaces that could be utilize existing electrical, mechanical, heating and plumbing systems of the Maritime Center. They would operate much like other public CBJ restrooms as in the Municipal Building. A similar situation is that of the Tram Building which has large public restrooms accessed only from the exterior of the building, but still integrated into the main building systems.

Site development options

We have identified five site layout options using a basic building layout and footprint. The required parking lot layout is shown including spaces required for this building and the adjacent fish market or park use. Potential tour bus staging and parking scenarios are shown.



OPTION - A



This option places the building parallel to the bridge and adjacent to the park edge. It provides for a strong image up the channel, good views to and from the site. It anchors the end of the street with the vertical tower element and engages the park and seawalk. A hardscape paved area in front of the building enhances the main entry, makes a connection to the dock node element terminating the street. The primary daylight access and view windows would be along the long east edge of the building.

The image of the building in this location is a strong symbol of the Port of Juneau. Its location is prominent when seen from the channel, boat harbors, proposed fish market dock, and the cruise ship basin. The tower would be seen as a marker when looking up the street from the highway.

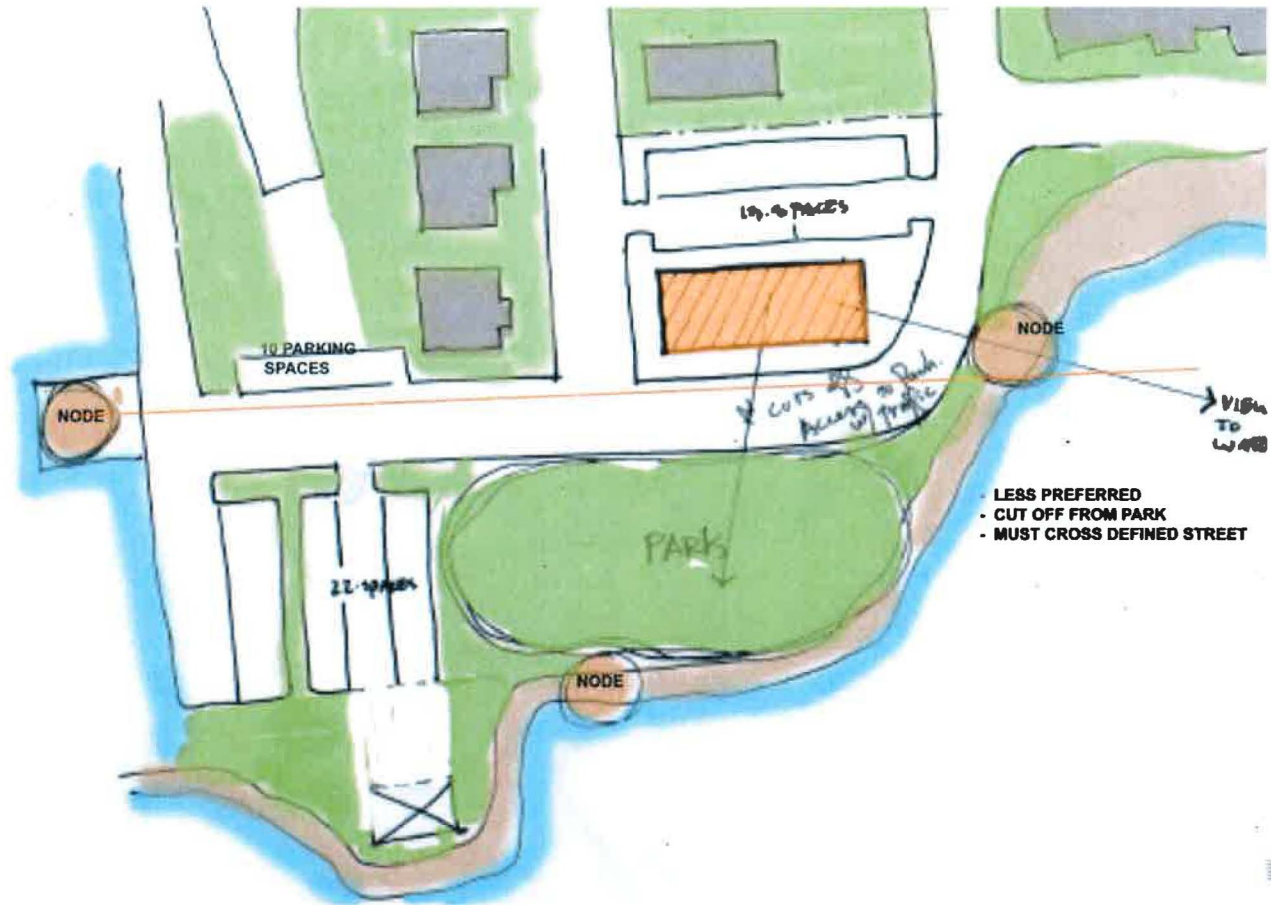
Parking is off to the side and in the back of the building, tucked under the bridge, combining it with potential fish market parking on the Harris Harbor side. This freed up a larger portion of the site for the park area along the water's edge, with the building as a backdrop to the southeast facing park along the seawalk.

Nodes are identified to tie the streets / urban fabric into the water's edge, to terminate primary street axis, and serve as resting or pausing areas along the seawalk. The building then is the hub between the park to the east and the proposed fish marketing dock to the west, adjacent to Harris Harbor.

Roadways: In this scheme, Harbor Way continues through the site under the bridge, connecting Harris Harbor to the State of Alaska office parking areas along West 8th & West 9th streets. The larger, 30-space parking lot allows for incidental traffic to flow through but should not read as a primary street or traffic connection.



OPTION – B



This scenario pulled the building back away from the park side of the site, placing it adjacent to a smaller, 15-space parking lot, with the roadway running in front of the building to connect between Harris Harbor and the State parking lots.

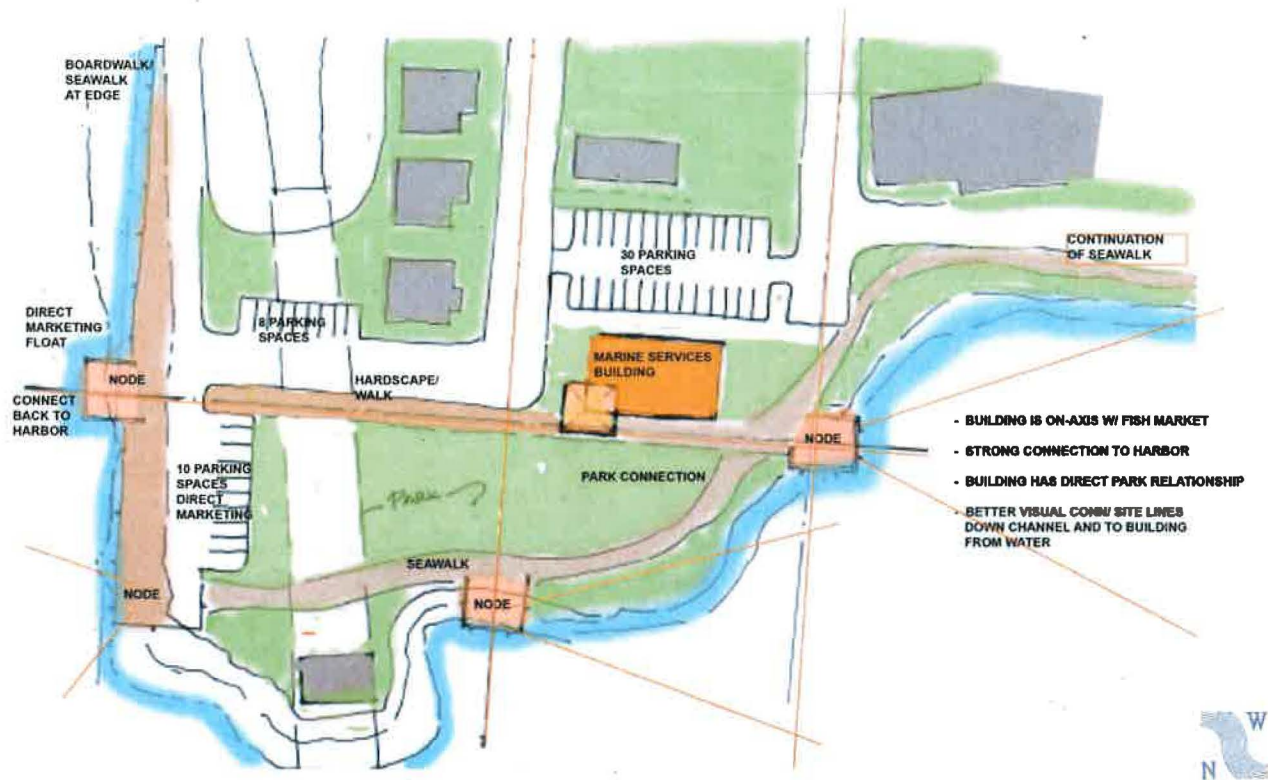
This was the least preferred solution. After discussing this option, it was decided that having the road pass in front of the building – between the building and the park – caused some concern as it had less of a connection to the seawalk, park, waterfront, and channel. The roadway traffic presented more of an impediment or pedestrian hazard as people used the building services in conjunction with the park. While it opened up the park under the bridge, the building lost some of the importance it should have as a public building to differentiate it from the neighboring residential buildings. The building became more connected to the hotel/apartment house patterns in the area rather than a more distinctive, public, waterfront building.

This scheme placed more of the parking areas on the waterfront side. The park is more open, but less defined as an urban park; nodes, paths and patterns become less defined.

If the building is to monitor and serve the park with support spaces such as restrooms and exhibit, then having the defined roadway running between the two areas was not preferred.



OPTION – C



This option set the building along the edge of the park, between parking and green spaces. The roadway of Option B is removed and incidental cross connecting traffic is routed through the parking lot. It fits well into the urban grid, with the tower circulation element visible from several directions. The building is perpendicular to the bridge, and set away from the bridge. The building has a direct connection to the park and is set along a walkway connecting the node of the seawalk and the node of the seafood direct marketing dock. With it pulled forward into the park and away from the housing buildings, it has a strong visual connect to the harbors to the west and cruise ship area to the east and views down the channel.

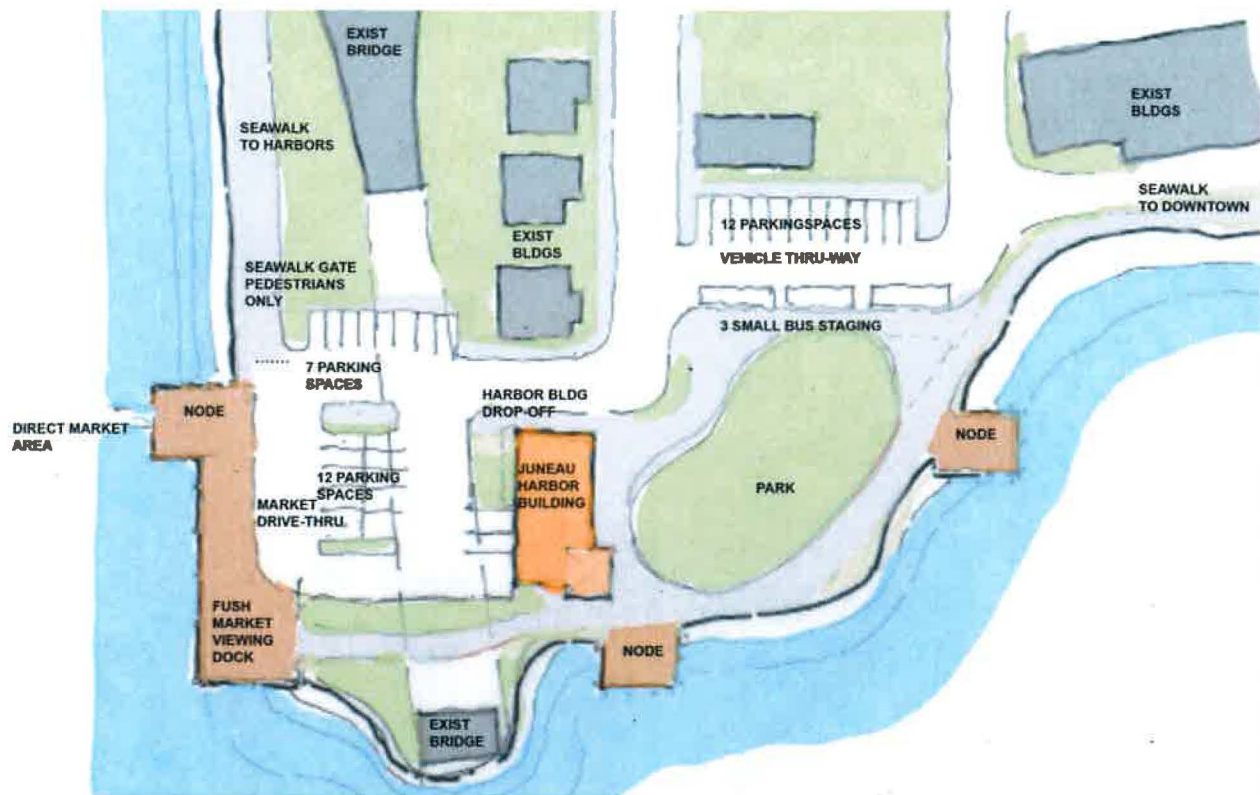
The primary parking area for the building is held back from the park area and on the north side of the building. Vehicle traffic is minimized directly adjacent to building. Building is in a position for direct access from either side into the central exhibit lobby. It has a direct connection to the park for restroom access. Monitoring of the park can be done readily from upper floor tenant spaces.

Building has a good visual connection to and from the water. It is prominent when viewed up the street and from the water. It is set on axis with the proposed seafood direct marketing float.

The park is longer and linear along the edge of the water and seawalk. An area is available under the bridge for park / play area installations if desired.



OPTION – D



This option placed the building parallel to the bridge, with a larger vehicle parking area behind the building and main park area in front of the building. It lined the building up with the adjacent residential buildings on the street with the tower element sitting forward at one end. The placement kept the building out of the line of the street patterns and nodes at the edge of the water. The parallel placement of the building with the bridge tends to divide the site rather than have the building be a complete integrated piece of the park as with other schemes. (See Option – E)

The building is also not as prominent from numerous views as it sits in this location.

Regarding the site, bus drop off is located along the edge of the smaller parking lot to the east. The parking lot would have a drive through lane to connect it with the State of Alaska office parking.

In this scheme, Harbor Way was abandoned to have only pedestrian Seawalk traffic. Vehicle traffic would loop through the parking lot and back out on 9th Street.



OPTION E



This scheme places the building perpendicular to the bridge and on axis with West 9th Street, allowing for the street hardscape to essentially flow through the lobby area and connect with the terminating dock node on the water's edge. This has the strongest connection to the park site; it has the best park to building integration. The public has access all around the building. It has a more formal walkway on the street side and more organic seawalk pathways on the water side.

Since it is perpendicular to the bridge, the majority of the exterior walls on the upper floors are open for views out. The lower level is visually open to the public; restroom services are available in the building. Monitoring of the park after hours can be done from the central building location. The stair tower becomes an integrated feature of park providing vertical access and a potential enclosed public viewing deck.

As it pulls away from the neighboring buildings, it has an excellent visual connection up and down the channel, and down to the park area.

❑ **This was the preferred site & building arrangement option.**



ADJACENT DEVELOPMENT



Proposed Seafood Direct Marketing Float at Bridge Park: It was proposed that the area adjacent to Bridge Park and Harris Harbor be used for the development of a new dock for use by fishing vessels to sell seafood directly off the boats – known as ‘direct marketing’. This area requires removal of the existing deteriorated airplane float, ramp and piling connection to the shore. A new dock node would be built on shore and a new ramp and larger float constructed on the water. A parking lot area would be created for persons coming to buy fish and other seafood off the boats.

The location of the ramp head would be coordinated with other nodes in the park. Pathways to & from the new dock would be connected into the seawalk path system. A series of signs and onshore features would be used to indicate the availability of fish on the dock if the boats are not directly visible to vehicles on Egan Drive, the main informal advertising avenue for current sales activities at the local harbors.

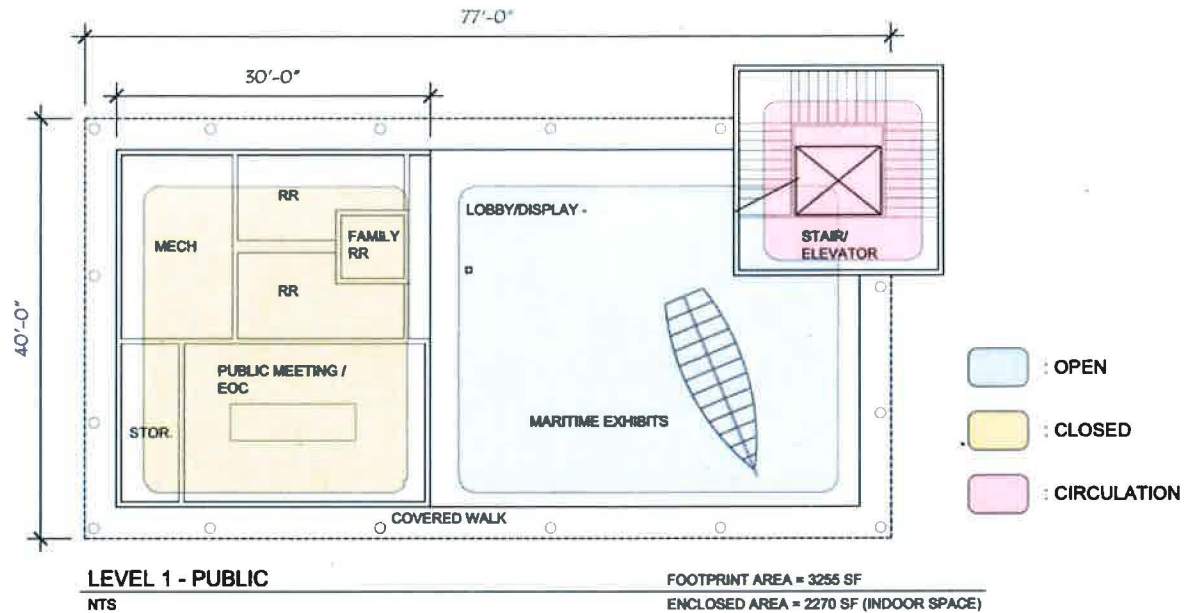
By having the direct marketing sales dock in this location, it provides a destination and additional purpose to the other activities at the park & seawalk trail system to draw people to the area.

Bridge Park & Seawalk: Preliminary planning is ongoing for the park area at this site and for the seawalk connecting this hub with the downtown waterfront walk.

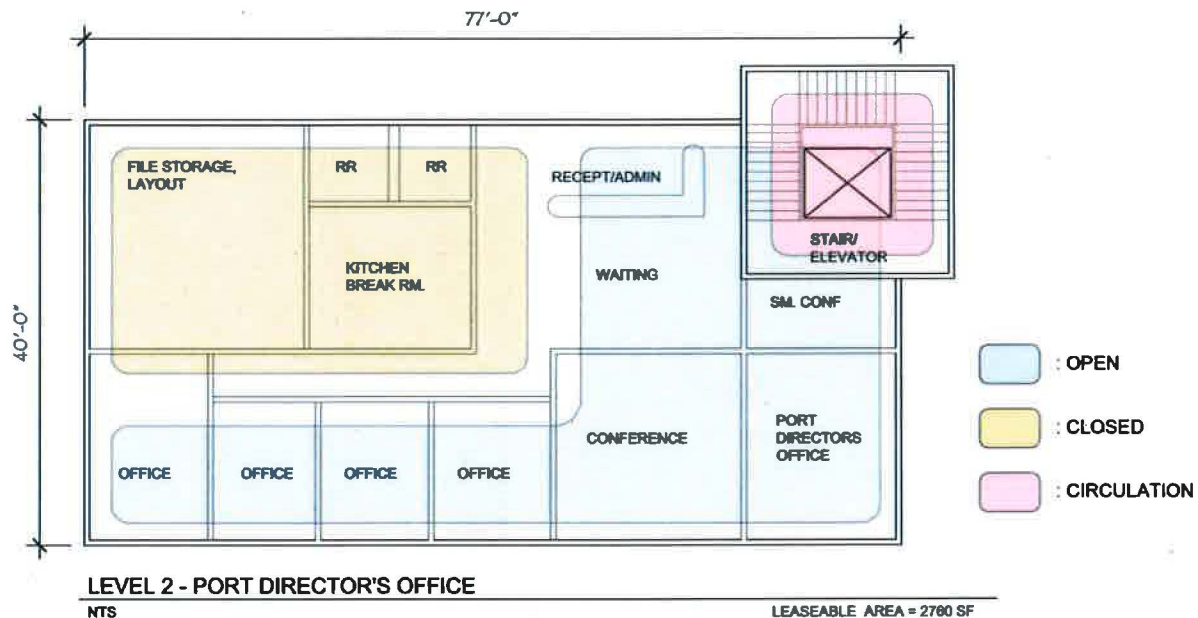


BUILDING DIAGRAMS

The building plan diagrams are included to show a potential initial layout of each floor level. Level 1 has the main public services and main mechanical & electrical systems. Level 2 shows space layout of for the Port Director & Engineering offices of the Docks and Harbors Department. Level 3 shows the leased tenant space with the proposed Marine Exchange of Alaska office layout.



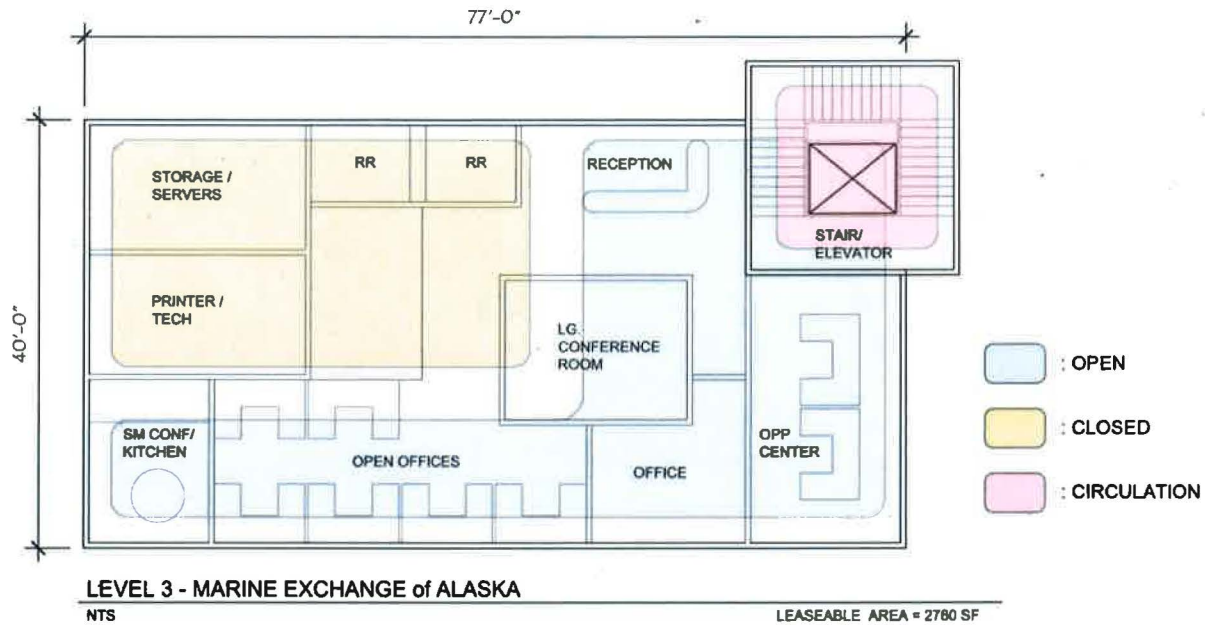
The **main floor level** would house public restrooms for pack use, public lobby with potential maritime exhibits, larger public meeting room that would also serve as the emergency operations center for maritime search & rescue operations and training exercises.



The **second floor** would be tenant office space for use by the CBJ Docks & Harbors, Port Director's offices.



Both the 2nd and 3rd levels would be situated with the more enclosed, service areas toward the bridge end of the building, allowing for the building to open up on the south & east perimeter edges for public and office uses. This should be true with any of the orientations shown on the site plan options.



The **third floor** would be the rentable tenant space with the current proposed tenant/partner being the Marine Exchange of Alaska. This office floor would be similar to the 2nd level with darker, enclosed spaces to the north and offices oriented to the water and light edge on the south and east end of the building.

The circulation stair would allow for public access up to an upper level observation platform at the roof elevation – with views back toward the channel, cruise ship turning basin, across to Douglas & West Juneau, and possibly to the bridge and harbors beyond.

SUMMARY

This has been an analysis of the opportunities presented for a public office building at this site. From this review, we have determined that the site can readily accommodate a building with a footprint up to 3500.sf and that there is adequate room for parking requirements for a building of this size while still allowing for the majority of the site to be developed as a public park.

Constructing a building on this location would also serve the adjacent park and seawalk users during the day, offer a destination and attraction to visitors & locals alike, and provide monitoring of the grounds both day and night.



PARTICIPANTS

Participants in the planning process included the following:

- NorthWind Architects: Gerald Gotschall AIA, James Bibb AIA, Dave Hurley AIA.
- Alaska Marine Exchange: Captain Ed Page, USCG (Ret.)
- CBJ Docks & Harbors: Gary Gillette, Port Engineer
Carl Uchytel, Port Director
Erich Schaal, Deputy Port Engineer



PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer/Architect

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Project	Status	Schedule	Contractor	Notes
Auke Bay Loading Facility - Phase I				
Conveyance - ADNR Land - Facility	Submitted		R&M	Awaiting completion of survey
Conveyance - ADNR Land - Mitigation	Submitted			Transfer bill signed by Governor
Auke Bay Loading Facility - Phase II				
Reporting	On-Going		Staff	
Construction	Complete		SE Earthmovers	Awaiting contract close out
Washdown Pad	Planning			Awaiting TIGER Amendment Decision
Douglas Harbor Floating Breakwater				
Breakwater Installation	Construction	Summer 2012	Trucano	Corps funded project
Old Douglas Harbor Reconstruction				
Permitting	In Progress			Working with Corps Anchorage
Final Engineering and Design	Hold		PND	Awaiting Corps Permit
Bid	Hold			Awaiting Corps Permit
Construction	Hold			Awaiting Corps Permit
Statter Harbor Launch Ramp				
EA Process	Complete		PND	Awaiting FONSI
Conveyance - DNR Property at Glacier	In Progress	Fall 2011	R&M	Awaiting completion of survey
Conveyance - DNR Tideland	In Progress	Fall 2011		Application Submitted - Awaiting response
Corps of Engineers Permit	In Progress	Summer 2012	PND	Awaiting Corps Permit action
Conditional Use Permit	Hold			Awaiting Corps Permit
Final Engineering and Design	Hold	Summer 2012	PND	Awaiting permit approval
Bid	Hold	Fall 2012		Awaiting permit approval
Construction	Hold	Spring 2013	TBD	Awaiting full funding
Statter Harbor Moorage Improvements				
Construction	In Progress	Fall 2012	PPM	Complete Spring 2013
CT Staging Area Improvements - Phase I				
Construction	Hold	Oct 2012	Trucano	Complete Spring 2013
CT Staging Area Improvements - Phase II				
Resolve Sidewalk Issue				Working on Resolution of issue
Final Engineering and Design	In Progress	Spring 2013	PND	Awaiting Bid Documents
Bid	Hold	Spring 2013		
Board Bid Award Approval		Spring 2013		
Assembly Bid Award Approval		Spring 2013		
Construction	Hold	Oct 2013	TBB	Complete Spring 2014

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer/Architect

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Port of Juneau Cruise Berths				
Final Engineering and Design	In Progress	Summer 2012	PND	
Corps Permit Modifications	In Progress	Summer 2012	PND	Awaiting permit modifications submittal
Conditional Use Permit	Approved	Spring 2012		Planning Commission - June 26, 2012
CU Permit Appeal	In Progress			Assembly to meet August 13, 2012
Bid	Hold	Spring 2013		
RFP for Construction Services	Hold	Fall 2012		
Construction - Phase I		TBD	TBB	
Construction - Phase II		TBD	TBB	
1% for Art	Hold			
Port-Customs-Visitors Buildings				
Phase I - Port-Customs Bldg	Complete		NPE	Occupied in May-Awaiting close out
Phase II - Visitor Center	Complete		NPE	Occupied in June-Awaiting close out
1% for Art	In Progress	July 2012		
Cathodic Protection	Design		Tinnea	Awaiting Final Design
Aurora Harbor Re-Build				
Design, Engineering Services	In Progress		PND	
Cruise Dock Restrooms	Planning			Awaiting funding
New USS Juneau Memorial	Planning			Awaiting new site proposal
Bridge Area Plan	Planning			Coordination with Engineering
Marine Park - SeaWalk Planning	Planning			Coordination with Engineering
Juneau Maritime Center	Planning	Spring 2012	Northwind	Presentation to Board on July 16
Douglas and Aurora Electric Meters	Construction	Summer 2012	Anchor	
Shore Rep Booth for Cruise Docks	Planning			Awaiting Design and Cost Estimate
ADA Parking Spaces at Aurora Harbor	Construction	Summer 2013		Awaiting demarkation of ADA spaces