

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, August 25, 2011

- I. Call to Order** (7:00 p.m. at the CBJ Assembly Chambers.)
- II. Roll** (Greg Busch, John Bush, Tom Donek, Don Etheridge, Eric Kueffner, Budd Simpson, Michael Williams, Wayne Wilson and Kevin Jardell).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of June 30th, 2011 Regular 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. Fisherman's Memorial
Presentation by Port Engineer

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- 2. Contract for Self Propelled Hydraulic Boat Lift.
Presentation by Port Engineer

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- VII. Items for Information/Discussion.**

None

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, August 25, 2011

VIII. Committee and Board Member Reports

1. Operations Committee Meeting – August 16, 2011
2. CIP/Planning Committee Meeting – Cancelled
3. Finance Committee Meeting – August 23, 2011
4. Member Reports

IX. PRAC Representative Report

X. Port Engineer's Report

Mr. Gillette's report is in the packet.

XI. Harbormaster's Report

XII. Port Director's Report

XIII. Assembly Liaison Report

XIV. Committee Administrative Matters

- a. Operations Committee Meeting – September 20, 2011
- b. CIP/Planning Committee Meeting – September 22, 2011
- c. Finance Committee Meeting – September 27, 2011
- d. Board Meeting – September 29, 2011

XV. Executive Session – Harbormaster's Hiring Process

**MOTION: TO ENTER INTO EXECUTIVE SESSION TO DISCUSS HARBORMASTER'S
HIRING PROCESS.**

Public Comment

XVI. Adjournment

CBJ DOCKS & HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, June 30, 2011

I. Call to Order.

Mr. Preston called the Regular Board Meeting to order at 7:00 p.m. in the Assembly Chambers.

II. Roll Call.

The following members were present: Tom Donek, Kevin Jardell, Cheryl Jebe, Greg Busch, Eric Kueffner, Michael Williams, Wayne Wilson and Jim Preston. Absent: Don Etheridge

Also present were the following: Mr. Gillette- Port Engineer, Ms. Danner – City & Borough Assembly Liaison, and Budd Simpson and John Bush – new Board Members effective July 1, 2011.

III. Special Order of Business

1. Presentation by Board Member Kevin Jardell.

Mr. Jardell presented Mr. Preston and Ms. Jebe with Gold Pans on behalf of the Board, and the Docks and Harbors staff, and thanked them for their many years of Harbor Board service.

2. Docks and Harbors Board Officer Selections.

Mr. Preston opened the nomination process for Board Chair.

MOTION By MR. DONEK: TO SELECT MR. JARDELL AS CHAIR AND MR. WILLIAMS AS VICE-CHAIR.

The motion passed without objection.

Mr. Preston requested the Port Secretary notify the Board members not present tonight of the appointment. He also instructed the new Board members to contact Mr. Jardell on committee preferences.

IV. Approval of Agenda.

Mr. Preston added an Action Item #4 – Letters to our Local Delegates.

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

The motion passed without objection.

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V. Approval of Previous Meeting Minutes.

May 17, 2011 Port Director Recruitment Committee Meeting Minutes- No Objection

May 26, 2011 Regular Board Meeting Minutes – Ms. Jebe had two clerical corrections and the minutes were approved as amended.

June 2, 2011 Special Board Meeting Minutes – No Objection

VI. Public Participation on Non-Agenda Items (not to exceed 5 minutes per person, or twenty minutes total time).

Dennis Watson, Juneau, AK, wanted to thank Mr. Preston for all his years on the Harbor Board and commented on some other issues. He said he does not see the Charter Boats will have any concerns with loading passengers during the Auke Bay Harbor construction. The passenger loading facility can be moved to the other side. Mr. Watson said there is a problem at the new commercial loading ramp. He said there needs to be a sign that states it is out of order. Also, he still wants to see the actual costs for the maintenance at DeHart's, including the crane/haul out inspection.

VII. Items for Action

1. Noise Ordinance Letter to Planning Commission

Mr. Williams said CIP Committee wanted staff to draft a letter about the proposed noise ordinance to the Planning Commission stating their concerns on the crane use, ramp use, and certain commercial areas. There are a lot of different sides to the noise issues. This could have a big impact on Juneau's commercial area.

Mr. Gillette said there are three things that could have a major impact on Docks and Harbors facilities.

1. The Auke Bay Commercial Loading facility is already over the 53db that the planning commission is proposing. Under general operating sounds, the facility with traffic going by is at 55db.

2. Getting a clear clarification of what is covered under the Interstate Commerce. Mr. Gillette said he was told, loading and unloading passengers, is the same as, loading and unloading freight from a barge. He is still looking into that. It is also important to find out whether fishing commerce is included in this.

3. Construction - Docks and Harbors has some big projects coming, downtown cruise ship dock, Statter Harbor, and Douglas Harbor. These projects could have some impact on neighboring residential property. Given the short off season window we are able to work in, because of the summer season and in-water work restrictions for Fish & Game reasons, we may have to work late hours in the off season to get the projects finished.

Mr. Gillette said the Noise Ordinance is not finalized yet and the Committee wanted to make sure Docks and Harbors had some input in at this level.

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VII. Items for Action (continued)

Board Questions

None

Public Comments

None

Board Comments/Deliberation

None

MOTION by MS. JEBE: TO APPROVE SUBMITTAL OF THE COMMENT LETTER TO THE PLANNING COMMISSION AND ASK UNANIMOUS CONSENT.

Motion passed without objection

2. Small Boat Harbor Transient Moorage Reservations

Mr. Donek said this was an idea that Mr. Benner and Mr. Stone came up with after attending the Seattle Boat show and the Trawler Fest in Anacortes. There was a lot of interest in being able to have a reservation in the Harbor so a visiting boater had a definite place to tie up their boat. The only reservations taken now are on the IVF or the breakwater, and those are for larger vessels. This proposal is to set up a system to be able to take reservations for the smaller boats. There are a lot of people wanting to have a reservation and it could double Docks and Harbors moorage fees.

If a boater comes to Juneau right now and stay somewhere in the Harbor system, they pay \$.50 per foot per night. Under the advance reservation plan, a boater will pay \$1.00 per foot per night.

Mr. Donek said this is a good way to advertise Juneau and get more people to come here with the comfort of having a reservation to park their boat.

The areas in consideration are the Norway Point float (the float would need some work), some of the side tie area in Aurora Harbor, and open hot berths in the Harbor system.

Board Questions

Mr. Bush asked if someone reserved and paid in advance, would they be given the better rate?

Mr. Donek said no, this is more of a convenience.

Mr. Simpson asked if the Norway Point float has power?

Mr. Donek said no.

Mr. Simpson asked if most of the transient moorage boaters are looking for power.

Mr. Donek said yes.

Mr. Simpson asked if Docks and Harbors has ever looked at the cost of getting power on that float?

Mr. Gillette said he was not aware of that.

Public Comments

None

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VII. Items for Action (continued)

Board Comments/Deliberation

Mr. Jardell wanted to make it known that this is not displacing people at Statter Harbor, but using the space already available and unused. Docks and Harbors is looking forward to having this advance reservation system available for next year.

Mr. Donek said the majority of the people are looking at downtown and not Statter Harbor.

MOTION By MR. BUSCH: TO APPROVE THE SMALL BOAT HARBOR TRANSCIENT MOORAGE RESERVATION PLAN FORWARDED FROM THE FINANCE COMMITTEE AND DIRECT STAFF TO DEVELOP REGULATIONS AND RATE PLANS FOR PRESENTATION AND ACTION FOR FUTURE FINANCE MEETING AND ASK UNANIMOUS CONSENT.

Motion passed without objection

3. DeHart's Replacement Floats Fee Proposal.

Mr. Williams said the CIP Committee broke this up into two separate motions to send to the Assembly for approval. Motion A is to approve an estimate from PND to do the Geotech work.

Board Questions

None

Public Comments

None

Board Comments/Deliberation

None

MOTION A By MR. WILLIAMS: TO RECOMMEND THAT THE BOARD FORWARD TO THE ASSEMBLY FOR APPROVAL OF \$325,045 TO PND ENGINEERING FOR GEOTECH INVESTIGATIONS AT STATTER HARBOR AND ASK UNANIMOUS CONSENT.

Motion passed without objection.

Mr. Williams said Motion B is to move along on the design, development, permitting, final design and bid phase for Statter Harbor floats 1 & 2. This will be bringing DeHart's Marina over into the Statter Harbor Plan and moving along the process to start working at Statter Harbor.

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VII. Items for Action (continued)

Ms. Jebe said in the prior motion it should read who is doing the work and who the money is going to be awarded to. She also wanted to know if this was an initial design and bid.

Mr. Gillette said this is for final design, bid documents and services during the bidding process for floats 1 & 2, which is DeHarts replacement. Docks and Harbors already has a contract in place with PND for the repairs to the existing Statter Harbor and this will be added on so it can be done all as one package.

Mr. Preston said this is like an addendum to the existing contract.

Ms. Jebe asked if the bid was already in place.

Mr. Gillette said it was already approved through the Board to go forward with the design and bid package element for the moorage repairs to Statter Harbor, now that Docks and Harbors has the money to move forward with the additional new floats, the entire project can be bid as one project. The RFP that went out for this project was in January 2008 and it identified three phases of work.

Phase I. Preliminary design, budget development, and Environmental Assessment.

Phase II. Work with CBJ on leases and conveyance of land that was needed for the project and start permitting those approvals

Phase III. Detailed design

Ms. Jebe asked if this should have gone out to bid again.

Mr. Gillette said it clearly states in the RFP that the awarded bidder would go through with all phases of the process, and it references the Statter Harbor master plan that was adopted in 2005 which does show the new moorage facility to replace DeHart's.

Ms. Jebe asked if the bid was awarded with a specific dollar amount?

Mr. Gillette said the RFP was awarded based on experience, and when the firm is selected, you then negotiate the fee. A fee has been negotiated for the first two phases, and now we are negotiating a fee for phase three.

MOTION B By MR. WILLIAMS: TO RECOMMEND THAT THE BOARD FORWARD TO THE ASSEMBLY FOR APPROVAL OF \$285,900 TO PND ENGINEERING FOR DESIGN DEVELOPMENT, PERMITTING, FINAL DESIGN AND BID PHASE SERVICE FOR STATTER HARBOR FLOATS 1 & 2 AND ASK UNANIMOUS CONSENT.

Motion passed without objection.

4. Letters to our Local Delegates.

Mr. Preston said with the awarding of the funds received for Docks and Harbor projects, he wanted to send thank you letters to our local delegates for their hard work and support. He read a draft letter to the Board for approval.

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VII. Items for Action (continued)

Board Questions

Mr. Simpson suggested sending a letter to the Governor also.

Public Comment

Chip Thoma, Juneau, AK, thanked Mr. Preston and Ms. Jebe for there time on the Board. He said he was gratified with the Governors Veto's this week and sees all kinds of opportunity in the future for big projects to be funded. He suggested Docks and Harbors getting more involved and working with our delegates to get similar projects funded, with the exception of more cruise ship money.

Board Comments/Deliberations

Mr. Williams said it would be a good idea to include the Governor in the letters.

MOTION By MS. JEBE: TO SUBMIT LETTERS TO OUR LOCAL LEGISLATORS AND GOVERNOR THANKING THEM FOR ALL THEIR SUPPORT AND BRINGING HOME FUNDING FOR OUR PROJECTS AND ASK UNANIMOUS CONSENT.

Motion passed without objections.

VIII. Items for Information/Discussion.
None

IX. Committee and Board Member Reports.

1. Operations Committee Meeting- June 21, 2011

Mr Busch reported the Committee discussed parking plans for Statter Harbor. This will still need some work.

Mr. Busch said Mr. Benner discussed the USCG Cutter lease. The current lease expired in 2000 and they have not been charged since then. Mr. Benner has contacted the USCG contracting officer to begin paying the standard Statter Harbor moorage rate.

Mr. Busch said Mr. Benner reported the Harbor passed their CG inspections, and the staff is now working on non-moving letters. He has been invited to attend and will be the guest speaker at the Alaska Association of Harbor masters meeting held in Sitka on August 12th. The Docks and Harbors public auction will be held on July 13th.

Mr. Busch said the regulations regarding live-a-boards will be discussed at a future meeting that is currently under review by the law department.

Mr. Busch said that Mr. Benner did say he would have the final DeHart's repair expense calculated and Mr. Busch wanted Mr. Watson to know that this would be available to him when it is finished.

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IX. Committee and Board Member Reports (continued)

2. CIP/Planning Committee Meeting – June 23, 2011

Mr. Williams reported that the DeHart's float fee proposals motion A & B at the meeting were discussed here tonight. The committee talked about the noise ordinance issue and recommended to have a letter drafted and brought to the Board for approval. A representative from the Juneau Alliance gave a 1% for Art presentation, and Mr. Gillette gave an update on the Marine Park Seawalk planning.

3. Finance Committee Meeting – June 28, 2011

Mr. Jardell reported the transient moorage was discussed here tonight. The Committee drafted a transition letter to the patrons of DeHarts, but decided to wait on sending this to gather more information from all the user groups. The mailing will go out to all the current DeHart patrons. The Committee discussed the new flood maps and discussed the impacts this will have on Docks and Harbors facilities.

X. PRAC Representative Report
None

XI. Port Engineer's Report.

Mr. Gillette said his written report did not make it in the packet. He highlighted some important items in his report. The Auke Bay Loading facility did receive the conditional use permit amendment allowing Docks and Harbors to do fuel bunkering. Mr. Gillette answered Mr. Watson's question from earlier in the meeting that the reason the Auke Bay Loading Facility ramp is not being used is because it is under construction. At this time the primary user is using the Statter Harbor ramp. Construction is on time and scheduled to be completed in mid August. On the Douglas Harbor project, a full package of requested information will be ready from our consultants to meet with the Corp of Engineers again in mid September, and hopefully that will bring a conclusion to that process. The FONSI (finding of no significant impact) for Statter Harbor launch ramp is due mid July, then we go into the Corp of Engineers permitting process. The Cruise Ship Dock design is in full force. They are preparing documents for the permit application for the Corp of Engineers and conditional use permit application to Community Development and expect that to be ready in the next couple of weeks.

Mr. Preston asked on the status of the Douglas Breakwater?

Mr. Gillette said that is scheduled to begin installation on August 16th.

XII. Harbor Master's Report.
None

XIII. Port Director's Report.
None

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XIV. Assembly Liaison Report

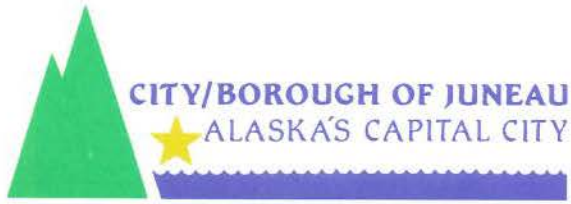
Ms. Danner reported the FEMA flood maps are high on her priority list. She spoke with Rod Swope on this issue. This was initially presented at a Community Development meeting in September 2010. This was discussed at the Planning Commission meeting on May 24th 2011. This still needs to be looked into. Ms. Danner thanked Mr. Preston and Ms. Jebe for serving on the Docks and Harbors Board. She congratulated Mr. Jardell and Mr. Williams for their willingness to serve as Chair and Vice-Chair, and welcomed the new Board members.

XV. Committee Administrative Matters.

1. Operations Committee Meeting – July 19, 2011
5:00 p.m. at the Aurora Harbor Office
2. CIP/Planning Committee Meeting – July 21, 2011
5:00 p.m. in the CBJ Assembly Chambers
3. Finance Committee Meeting – July 26, 2011
5:00 p.m. at CBJ Room 224
4. Regular Board Meeting – July 28, 2011
7:00 p.m. in the CBJ Assembly Chambers

XVI. Adjournment.

The Regular Board Meeting adjourned at 8:13 p.m.



Port of Juneau MEMORANDUM

To: Docks and Harbors Board
From: Gary Gillette, Port Engineer
Date: August 18, 2011
Re: Potential Relocation of Alaska Commercial Fisherman's Memorial

The Board of Directors of the Alaska Commercial Fisherman's Memorial have expressed concerns about the potential impact to the Memorial and the annual Blessing of the Fleet event as a result of the construction of the new Port of Juneau Cruise Berths (commonly referred to as 16-B). On September 20, 2010 the CBJ Assembly adopted Resolution 2542 which approved construction of the new cruise berths project. The approval was contingent upon the Docks and Harbors Board "... working closely with the Alaska Commercial Fisherman's Memorial and the commercial fishing community to make a recommendation to the Assembly regarding location, if necessary, of the memorial, along the waterfront, to a mutually acceptable location..."

The Docks and Harbors Department identified four potential sites for relocating the Memorial including Douglas Boat Harbor uplands, Norway Point (near Yacht Club), the former site of the Public Works building under the Douglas Bridge, and along the SeaWalk between Taku Fisheries and the Franklin Dock. Upon review of the suggested sites, the Memorial representatives chose not to further consider Douglas Harbor or the Douglas Bridge sites and asked that a Marine Park site alternative be included.

On May 25, 2011 the Docks and Harbors Department held a public meeting to obtain input on the various options to relocate the Memorial including a "no-move" option. After review of the public comments received at the meeting and two written comments received after the meeting the Memorial Board wrote a letter dated June 28, 2011 (attached) which indicated its preferences for relocation of the Memorial.

The Memorial Board listed three preferences to address the potential impacts of the new Cruise Berths on the Memorial and the annual Blessing of the Fleet. Following is discussion of the three preferences as identified by the Memorial Board:

Preference 1 - that the floating berths (Concept 16B) not be constructed in front of the Memorial. The Assembly has approved the design and funding strategy for the new Cruise Berths. Unless the Assembly directs otherwise the Docks and Harbors Department is moving forward with design and bidding for construction of the project. As the design of the new floating berth system has evolved the area between the new float and the memorial has increased such that it may be possible for a boat to make a pass in front of the Memorial as shown on the attached drawing. The ability of a boat to make a pass would depend on the length, propulsion (single or twin screw), rudder limitations, wind, and tidal variations.

Memorial representatives have considered this option and found that it does not provide adequate access for the Blessing of the Fleet as there would be a variety of vessel types and lengths with differing propulsion and ruddering systems. In addition, tide currents and winds could affect the ability to maneuver in this tight area.

Preference 2 - relocate the Memorial to a location at Marine Park. This option would relocate the Memorial to an area of expansion of the existing Marine Park facility. The Memorial would be located on the water side of a new deck area at the south edge of the park. With the new floating berth configuration and the relocation of the float plane docks there is adequate room for a boat to make a pass in front of the Memorial for the annual Blessing of the Fleet ceremony (see attached drawing). Given that this area is being planned for Marine Park expansion by the Parks and Recreation Departments this option may be of particular interest to the Parks and Recreation Advisory Committee.

Preference 3 - relocate the Memorial to a location along the SeaWalk between the Intermediate Vessel Float and the Franklin Dock only if there is a guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel. This option would relocate the Memorial to a place along the new SeaWalk between Taku Fisheries and the Franklin Dock. An existing deck area juts out from the SeaWalk that would be expanded to accommodate the Memorial. The proposed deck expansion by the Memorial representatives would restrict access to the inside of the Intermediate Vessel Float thus it has been moved back to accommodate the size and type of vessel utilizing the float. With the new configuration there is adequate room for a boat to make a pass in front of the Memorial for the annual Blessing of the Fleet (see attached drawing). The Memorial Board's preference stated that this location would be acceptable if there was a "guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel." The Franklin Dock is privately owned thus the Docks and Harbor Board has no control over future development that might occur on that property. If this location is determined to be the best overall option negotiations would need to occur with the owners regarding future development.

According to its website, the Fisherman's Memorial is:

"Dedicated to the men and women who have given their lives to the Alaska commercial fishing industry." and;

"The purpose of this Memorial is to demonstrate support for the commercial fishing industry by individuals, families, and businesses; to salute the economic and social importance of that industry within the State of Alaska; to remember those commercial fishermen and women who have died; to provide a quiet place for remembrance and reflection; and to serve as a location for the annual Blessing of the Commercial Fishing Fleet on the first Saturday morning in May."

With this in mind it appears that all three locations (Existing, Marine Park, and SeaWalk) generally meet the intent and purpose of the Memorial's mission to some degree or another. As with any project in this highly used area there are tradeoffs from one option to another.

The Parks and Recreation Advisory Committee considered the move issue at a special meeting on August 16, 2011 and took public testimony. There was testimony both for and against moving the

Memorial. The committee considered the comments it heard and approved a motion to ----- (awaiting for exact language from P&R). At the meeting Assembly member Ruth Danner asked if the floating berths could be moved northward to allow for direct boat access in front of the Memorial for the Blessing of the Fleet procession. The attached drawings show that there is not enough room at the north end to move the berths and provide direct boat access in front of the Memorial.

Ultimately the Assembly will approve any relocation of the Memorial with consideration of a recommendation from the Harbor Board, input from the Parks and Recreation Advisory Committee, and comments by the public. The tentative schedule of meetings in the review process is:

- Regular Meeting of the Docks and Harbors Board
August 25, 2011 at 7pm in the Assembly Chambers
- Regular Meeting of the Assembly Committee of the Whole
August 29, 2011 at 6pm in the Assembly Chambers

Attachments:

- Fisherman's Memorial Board Letter
- Drawing of "No-Move" Option
- Drawing of "Marine Park" Option
- Drawing of "SeaWalk" Option
- Drawings showing moving berths northward

ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

*P. O. Box 20092
Juneau, Alaska 99802*

June 28, 2011

Mr. Gary H. Gillette, Architect & Port Engineer
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Mr. Gillette:

The Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau thanks you for your efforts in soliciting public comments and organizing a public meeting on the impacts of Cruise Ship Dock 16B's configuration on the Fishermen's Memorial. You asked us to consider public comments we received and heard, and provide you with the position of the Board on the possible relocation of the Memorial because of the construction of 16B.

The Board's first preference is that Dock 16B not be constructed in front of the Memorial. If 16B is constructed in front of the Memorial, the Board's preference is that the Memorial be relocated so that it continues to have open access to the water, is downtown, and can be visited and viewed by fishermen, Juneau citizens, and visitors. Among the alternative locations for the Memorial, the Board's first preference is the location along the waterfront at Marine Park, which should include a full view plain of Gastineau Channel, a tideland easement, and an easement offshore to preserve open access between the water and the Memorial for the annual Blessing of the Fleet and Dedication of Names. The Board's second preference for relocation is between the Intermediate Vessel Float and the AJ Dock, but only if there is a guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel. The other options posed by the City were unacceptable to the Board because of geographic, navigation, logistical, or isolation problems and limitations.

We received two written comments: one suggested a mobile memorial and one suggested leaving the Memorial where it is. The Memorial Board carefully considered these comments. Before addressing them, we summarize relevant background information.

The Memorial was constructed where it is because: 1) it is on the waterfront in an area of historic fishing activity, 2) it provided a permanent location as an interpretative, educational site for an important part of Juneau's history, 3) it demonstrates the City's support of commercial fishing and provides information on the costs and benefits of commercial fishing, 4) it provides a place for reflection and remembrance for friends and family of deceased fishermen, 5) it is the location of the annual Dedication of Names and Blessing of the Fleet, and 6) there are shops, restaurants, restrooms, and parking immediately available.

The Blessing and Dedication is an annual event that is now known nationally. Families and friends of fishermen from around the country have names on the Memorial and participate in

the annual Blessing and Dedication. Dock 16B will divorce the Blessing from the Dedication of Names, which are two integral parts of a single, annual ceremony. The Twisted Fish now hosts a free brunch after the Blessing, and this provides an opportunity for community bonding with the commercial fishing community. Visitors, fishermen, and locals know where the Memorial is and can visit it. Restrooms and parking are available. Moving the Memorial to the Board's preferred location will maintain each one of these attributes.

With respect to the two comments, a mobile memorial would allow the memorial to be placed in the Fourth of July parade, but a mobile memorial presents more problems than it solves.¹ Leaving the Memorial where it is after 16B is constructed would divorce the Blessing from the Dedication of Names. Instead of one location for what is now a single event, the Blessing and Dedication would be separated physically, spatially, and emotionally. The Blessing would have to take place on one of 16B's docks with separate speakers, clergy, flowers, participants, and infrastructure temporarily located on one of 16B's docks. The time and distance between that event and the Dedication would mean the Dedication would occur separately from the Blessing. The entire synergy and cohesion that has always existed between the Dedication and Blessing would be lost if the Memorial were not relocated as part of 16B in order to maintain the integrity of the historic purposes for having the Memorial with a combined Dedication and Blessing occurring at the same time, place, and location.

The Board is cognizant of the emotional attachment that many, including the Board, has to the Memorial's present location. The Board warned from the outset that 16B would create many problems, and that moving the Memorial is not something that the Board or many others wanted to do. The Board indicated that some names on the Memorial have no other tangible expression of a valuable life because those individuals were lost at sea. Thus, the Board has been sensitive to the concern that the Board initially raised that moving the Memorial would be akin to moving a graveyard, with all the attendant emotional upheaval and angst associated with that

¹ The suggestion of a mobile memorial raises several questions. Where would the mobile memorial be stored when not moving? Who would be in charge of moving it? Where would it be during the Blessing? Where would the Blessing be? Would it be granite and of the same size as it is now? What trailer and truck would be purchased and maintained to keep it mobile? Who would be licensed to move it? What additional insurance requirements would be needed? What permits from DOT and the City would be required for a mobile memorial? How would visitors and locals visit it if they didn't know where it was, or if were moved from place to place? The idea of a mobile memorial based on a mobile Vietnam Memorial Wall (see www.movingwall.org), which is a half-size replica of the permanent Vietnam Veterans Memorial, is difficult to apply in a single, small, isolated community, compared to the mobile Vietnam Memorial travelling around the entire United States. A mobile fishermen's memorial would be extremely difficult to model on that concept because, based on information from the mobile memorial's website, it must be operated, maintained, and funded by many volunteers, and requires a substantial amount of planning and preparation and "countless other tasks." The Fishermen's Memorial does not have a similar kind of volunteer or financial base to maintain and implement a similar mobile memorial.

kind of an action.

We have communicated with the City's Parks and Recreation staff and believe that its interests in Marine Park and maintaining view plains to the water from shore there can be maintained and enhanced with the implementation of this preference. The Memorial will continue to work with Docks and Harbors, Community Development, Engineering, and Parks and Recreation, and the commercial fishing community to insure that our goals are implemented efficiently, openly, and sensitively.

The Board has looked at this matter with the goal of maintaining the entire array of purposes associated with the Memorial's conception, location, and long-term strategic purposes. In providing you with the Memorial Board's position on this matter, we desire to insure that the reasons for having the Memorial along the Juneau waterfront extend into the future. We understand that this issue will require several things from everyone:

- That we all work together carefully with those emotionally attached to the present location of the Memorial.
- That we all maintain the integrity of the conceptual framework for having the Memorial.
- That we enhance the long-term future of the Memorial, which will extend beyond all of our lives.
- That we work with all relevant CBJ officials and Departments to insure that their interests and the constituencies they represent handle this matter sensitively.

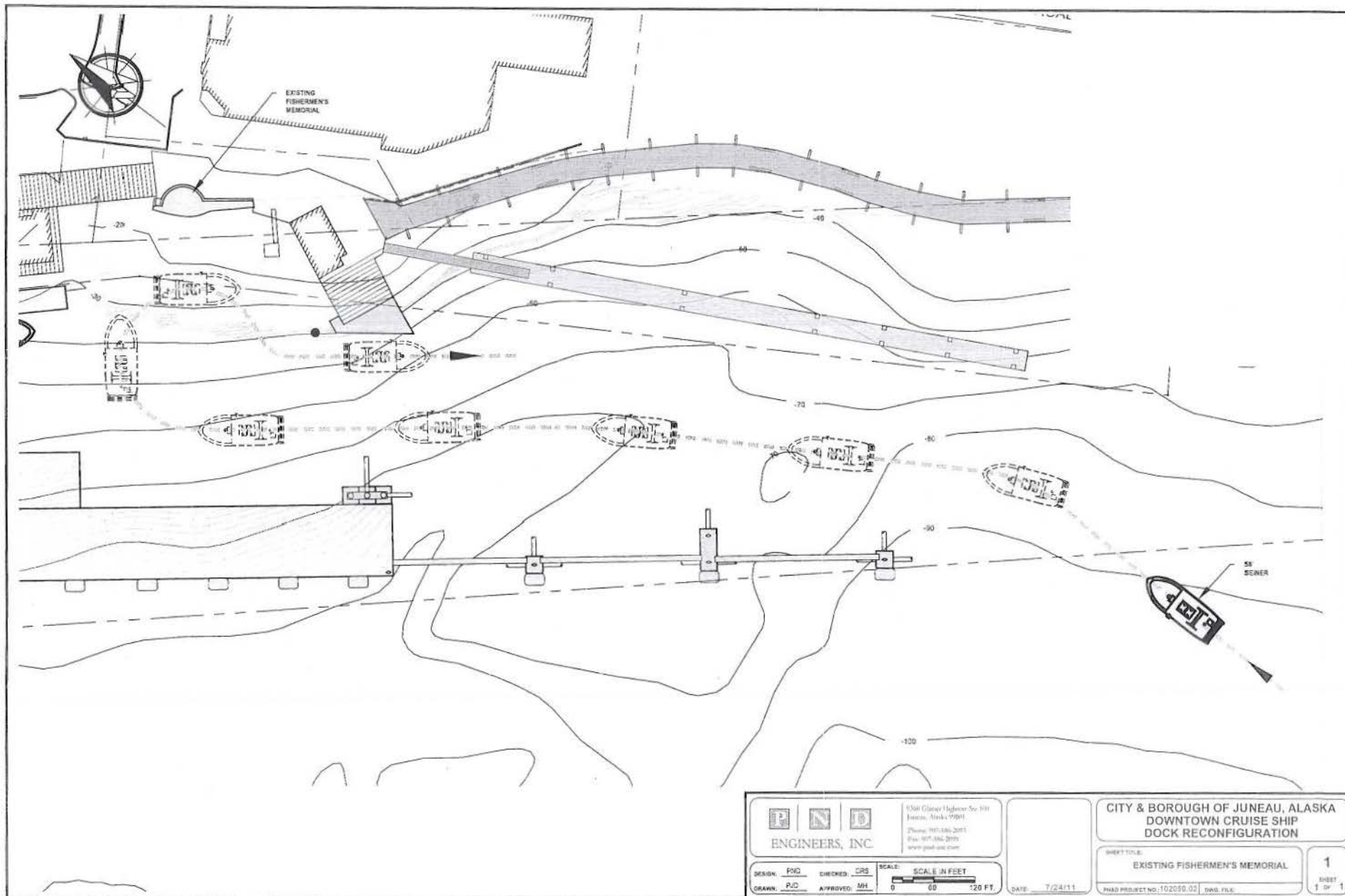
In sum, the Board's position is that 16B not be constructed in front of the Memorial. If 16B is constructed in front of the Memorial, then the Board asks that the Memorial be relocated to achieve the purposes of the Memorial. The Board's first priority is that the Memorial be relocated to the Marine Park on the waterfront with a tideland easement, and an open access easement to insure unobstructed access to Gastineau Channel for the annual blessing.

Thank you for this opportunity to provide our comments.

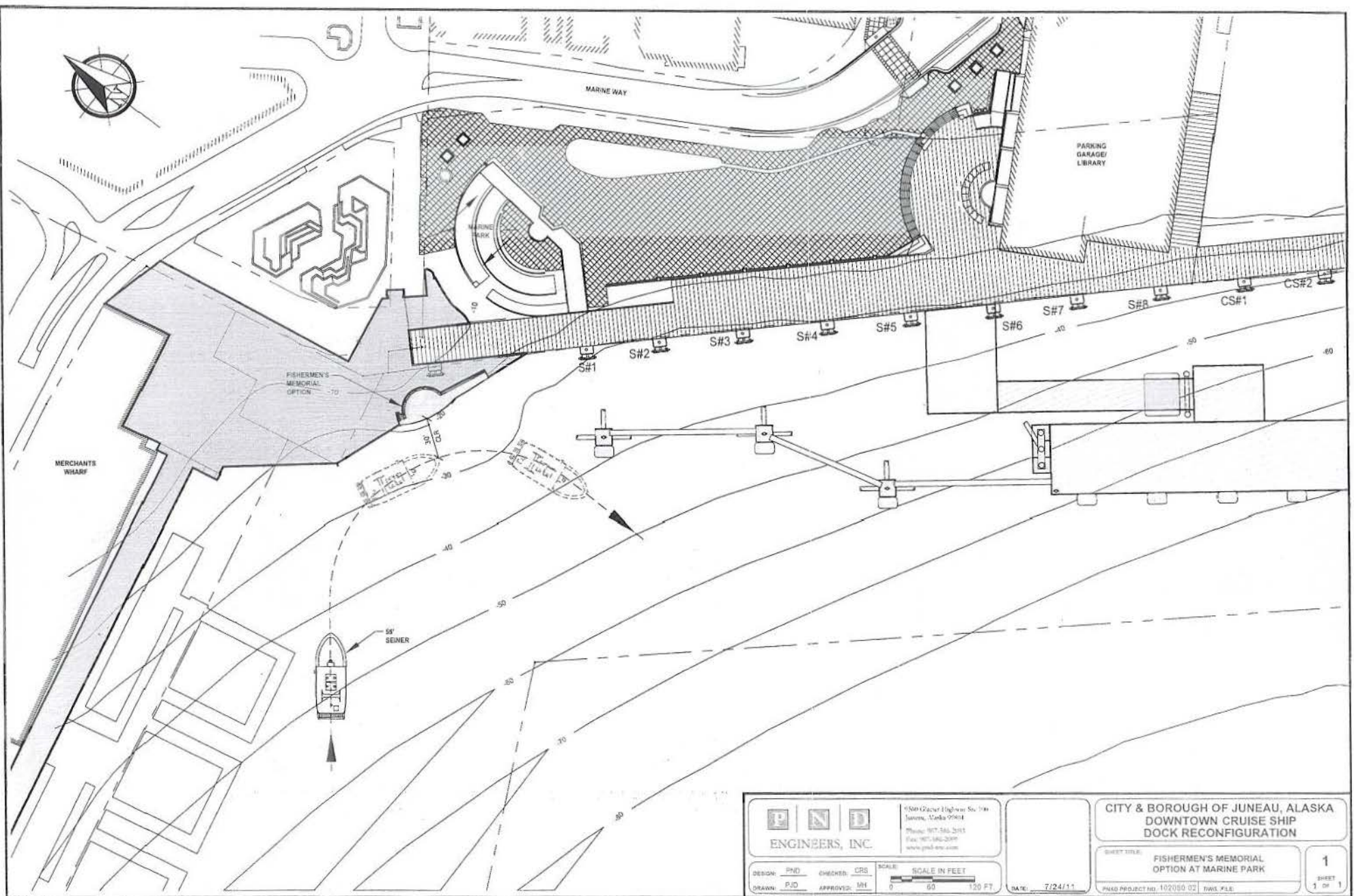
Sincerely yours,

Alaska Commercial Fishermen's Memorial in Juneau and its Board of Directors: Bruce B. Weyhrauch, Ted Merrell, Bob Millard, Linnea Osborne, Tom Gemmell, Melissa Museth, Tisa Becker

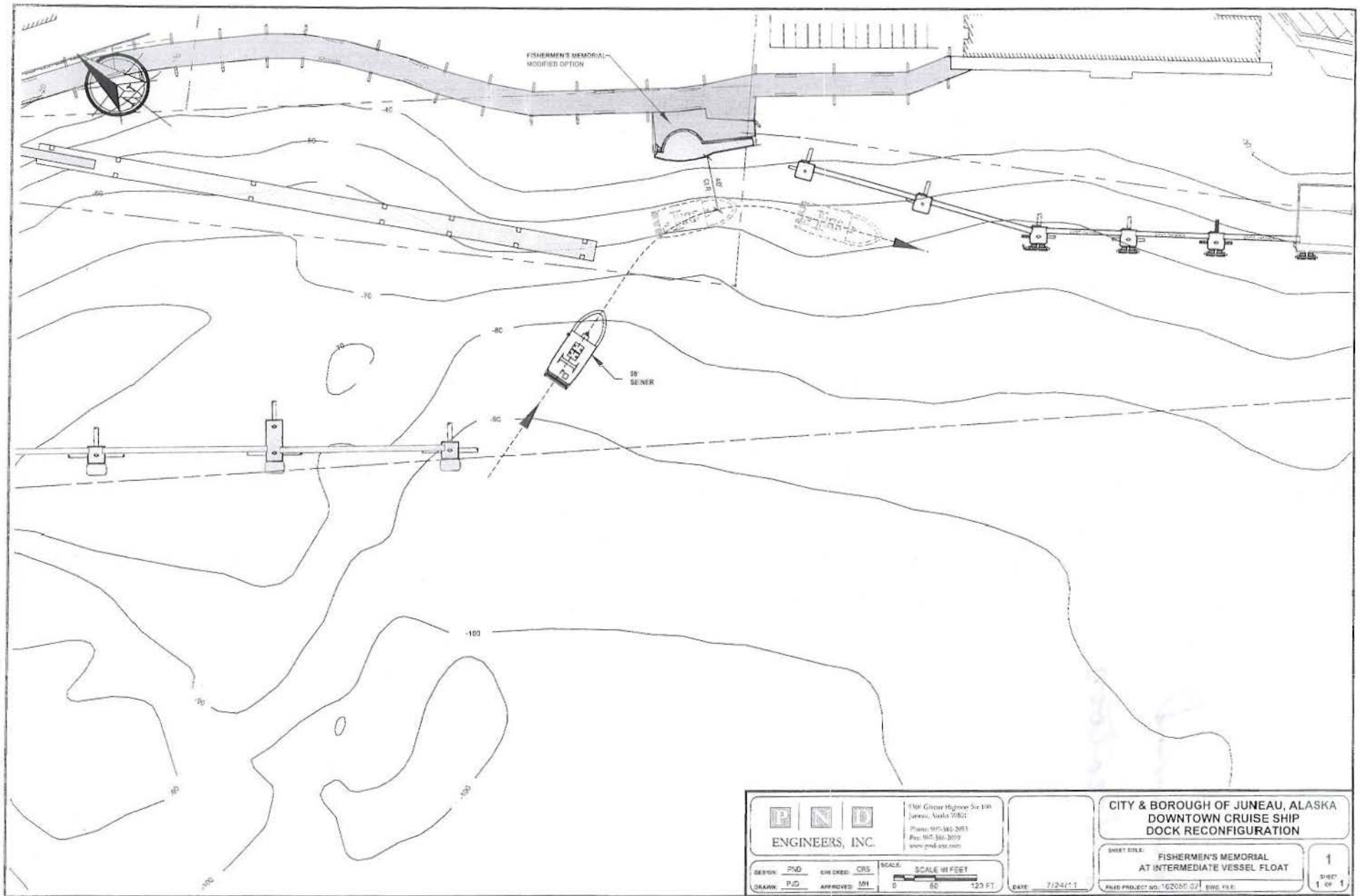
C: Assembly Members, & Engineering, Community Development, and Parks & Rec. Depts.



No-Move Option

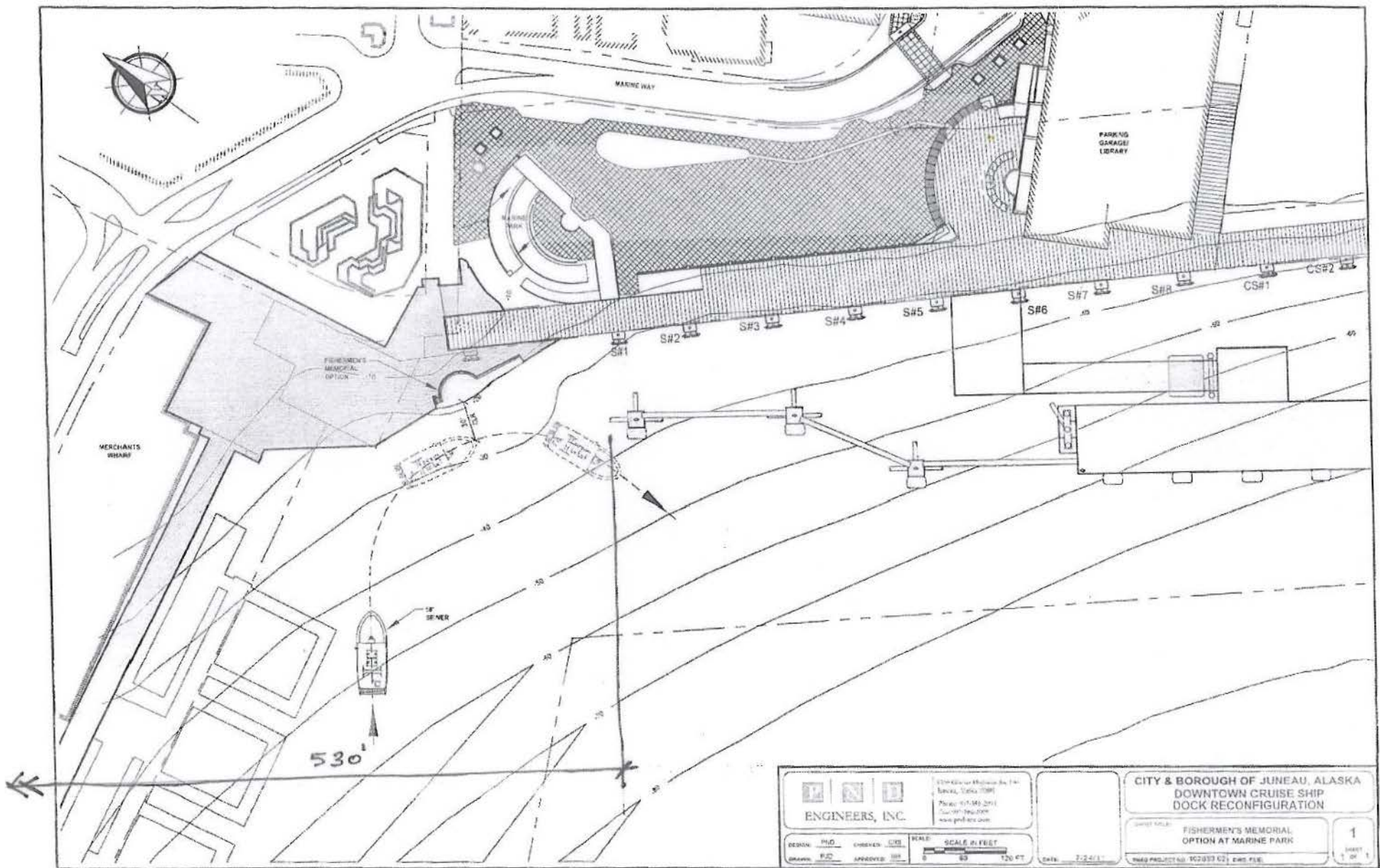


Marine Park Option

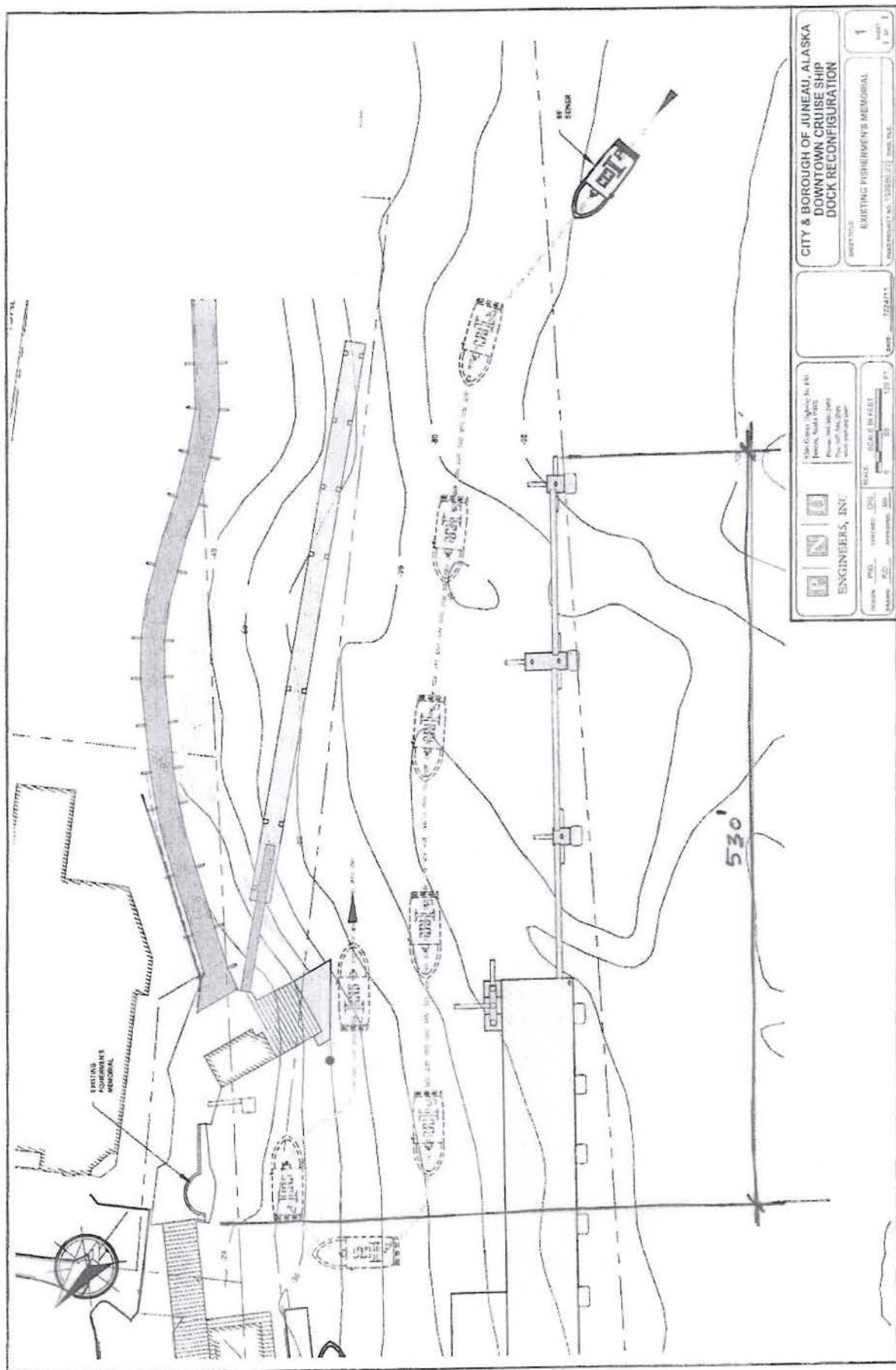


		1301 Glacier Highway Ste 100 Juneau, Alaska 99801 Phone: 907-585-2853 Fax: 907-585-2855 www.pnd-ase.com		CITY & BOROUGH OF JUNEAU, ALASKA DOWNTOWN CRUISE SHIP DOCK RECONFIGURATION	
DESIGN: PND DRAWN: PND	CHECKED: CRS APPROVED: MHI	SCALE: 1" = 60'	SCALE IN FEET 0 60 120 FT	DATE: 7/24/11	SHEET: 1 OF 1 FILED PROJECT NO.: 162050.07 EWD: FILE

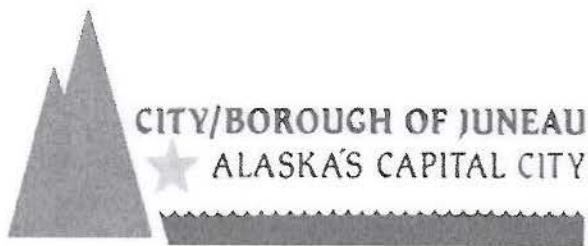
SeaWalk Option



Marine Park Option



No-Move Option



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: August 18, 2011
Re: Self Propelled Hydraulic Boat Lift

At its regular meeting of May 26, 2011 the Docks and Harbors Board directed staff to pursue the purchase of a 45 ton self propelled hydraulic boat lift with TIGER grant funds. The TIGER grant administrator approved the purchase of the equipment because it would enhance the operations of the Auke Bay Loading Facility. A stipulation of the federally funded TIGER grant is that purchases must occur under provisions of the Buy American act. We have identified three manufacturers in the US that appear to meet the Buy American provision. They are Hostar, Brownell, and SeaLift.

Generally there are two types of self-propelled hydraulic boat lifts: one that lifts boats with small pads spaced along the hull of the vessel and another that has a continuous pneumatic tube running along the hull. Attached are photos showing the different configurations (pad type lift and tube type lift). Two US companies (Hostar and Brownell) manufacture the pad type lift described above while only one company (SeaLift) manufactures the tube type lift. SeaLift designed and patented their design thus they are the only ones that can provide this type.

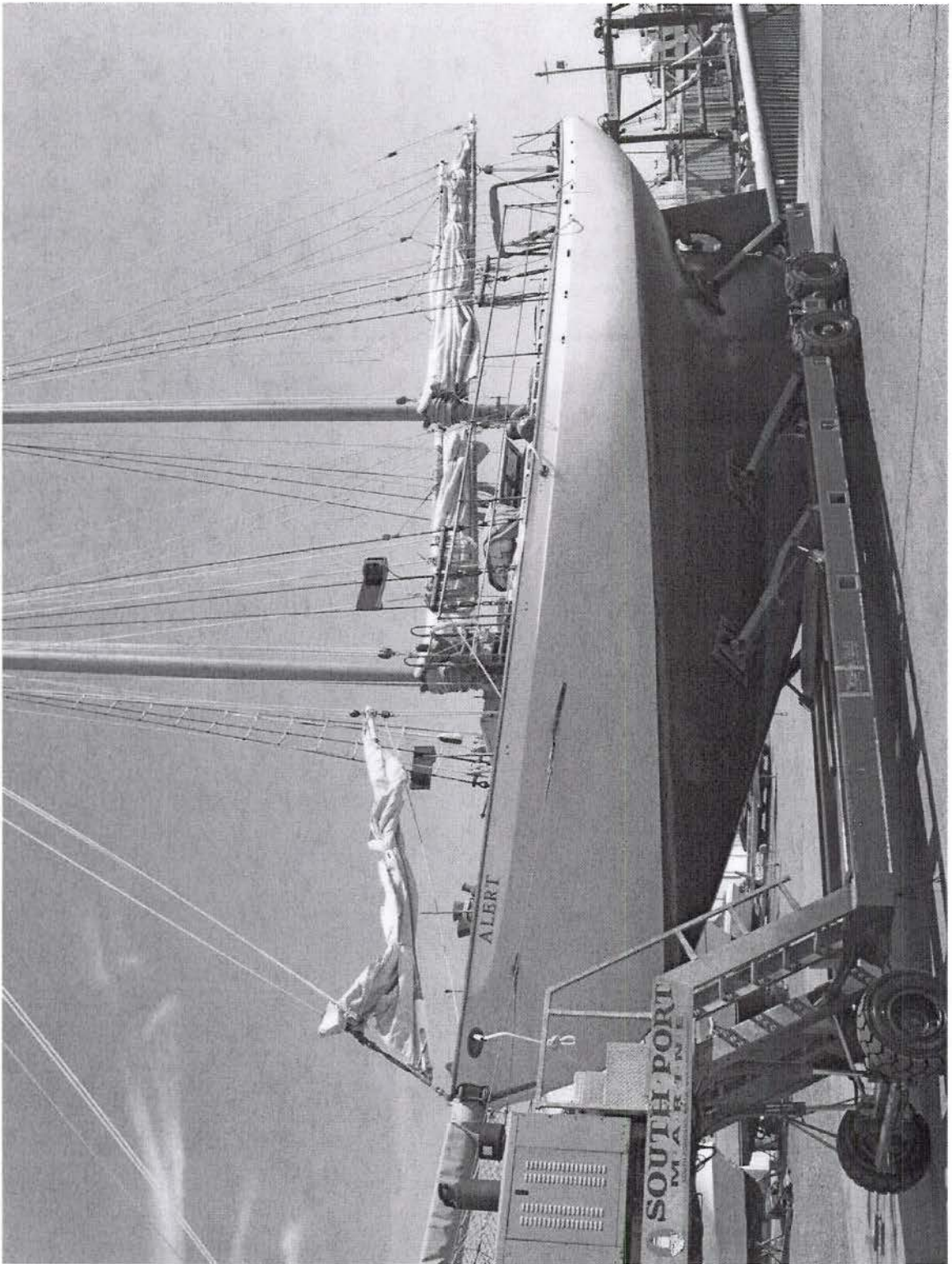
The tube type self-propelled hydraulic boat lift is superior to the others for a number of reasons. A comparison of the two types (pad type vs tube type) is discussed below:

- The tube type lift has a pneumatic tube that runs the length of the lift thereby distributing the lifting force on the boat hull evenly. The pad type lifts the boat at various points along the hull causing higher stress to the hull at those specific points. This could lead to puncturing of the hull especially in the case of older wooden boats of which we have many in our harbors.
- To lift a sail boat the pad type lift must be outfitted with different length pad struts. This results in additional time to set up and perform a sail boat haul out. The tube type lift has an articulated frame thus can lift power boats and sail boats without time consuming re-outfitting. Since lift fees are typically based on time the machine is needed to make the lift, sail boats would cost our customers more money with the pad type lift versus the tube type lift. The tube type lift is more time efficient because it can pick a power boat, turn around and immediately lift a sail boat without down time to re-outfit the machine.
- The pad lift machines have low ground clearance (approximately 10") whereas the articulated frame of the tube type has essentially unlimited ground clearance. This is an important factor since this machine would be used at the Auke Bay Loading Facility. The ramp at the ABLF is steeper than a normal launch ramp to accommodate landing craft, barges and other vessel types in order to be flexible for many users. The tube type lift could clear the vertical curve at the top

of the ramp with no ground clearance concerns. According to one of the pad lift type manufactures there product would clear the upper ramp but the clearance would be much less than the pad type.

- The tube type lift would also lift catamarans easily where it is not clear that the pad type could do so. There are a number of catamarans based in Juneau.
- The pad type lift has a series of crossbeams that must be pulled out approximately six feet beyond the width of the trailer in order to lift or set a boat. These crossbeams require additional time to set in place and take up additional space. This results in a requirement of more space per boat to accommodate storage as there would be essentially a six foot lane on one side of the boat that must remain open in order to move the cross beams in and out. Space at the ABLF is limited thus this feature would reduce the ability to efficiently utilize the yard for storage of boats.

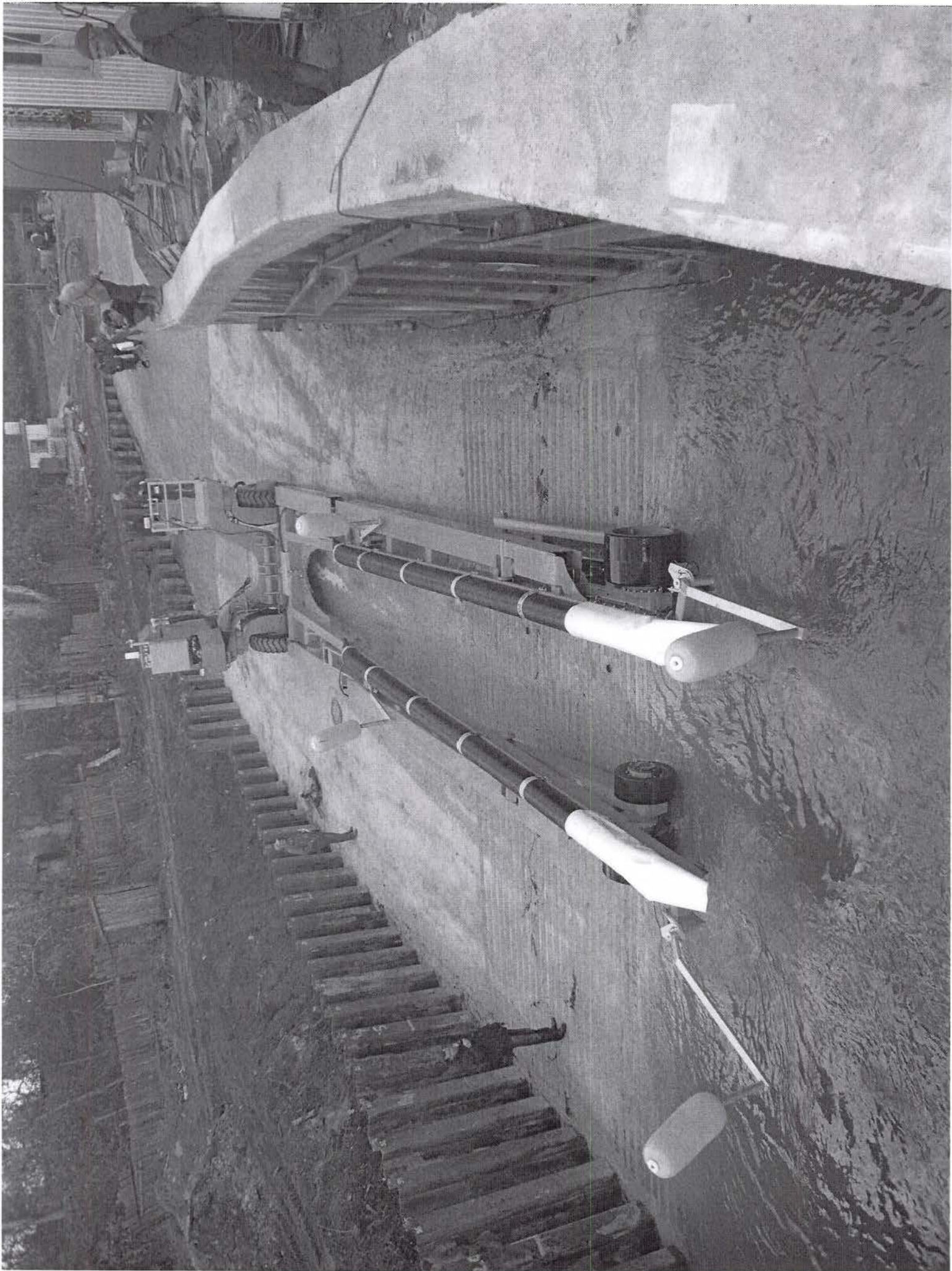
In summary it appears that the tube type lift would best serve the Juneau boating community and be best fitted for service at the Auke Bay Loading Facility. Given the differences between the types of lifts and the proprietary design of the Sea-Lift it would be difficult to bid this product. For these reasons and the above comparative analysis Docks and Harbors Department would like to sole source the Sea-Lift boat lift.











PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer/Architect

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Project	Status	Schedule	Contractor	Notes
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Auke Bay Loading Facility - Phase I				
Conveyance - ADNR Land - Facility	Submitted	Summer 2011		Awaiting completion of survey
Conveyance - ADNR Land - Mitigation	Submitted			Awaiting action by ADNR
Auke Bay Loading Facility - Phase II				
Reporting	On-Going		Staff	
Construction	In Progress	Mar 2011-Aug 2011	SE Earthmovers	
Boom Truck	In Progress	Sept 2011	Anderson	Awaiting delivery date
Hydraulic Trailer			URS	Awaiting purchase decision
Douglas Harbor Floating Breakwater				
Breakwater Installation	Construction	August 16, 2011	Trucano	Corps funded project
Old Douglas Harbor Reconstruction				
Permitting	In Progress	Fall 2011	PND	Awaiting Consultant Reports
Final Engineering and Design	Hold	Fall 2011	PND	Awaiting Corps Permit
Bid	Hold	Spring 2012		
Construction		Fall 2012		Awaiting Corps Permit
Statter Harbor Launch Ramp				
EA Process	In Progress	Spring 2012	PND	Awaiting FONSI
Conveyance - DNR Property at Glacier	In Progress	Fall 2011		Awaiting completion of survey
Conveyance - DNR Tideland	In Progress	Fall 2011		Application Submitted - Awaiting response
Permitting	Hold	Spring 2012	PND	Awaiting completion of EA
Final Engineering and Design	Hold	Fall 2012	PND	Awaiting completion of EA
Bid	Hold	Fall 2012		
Construction		Spring 2013	TBD	Awaiting full funding
Statter Harbor Repairs - Floats 1 & 2				
Permitting - Repairs	Complete	Summer 2011	PND	ACOE Permit Issued July 13, 2011
Permitting - Floats 1&2	In Progress	Fall 2011	PND	
Design	Design	Fall 2011	PND	
Bid	Hold	Winter 2011		
Construction		Fall 2012	PND	Complete Spring 2013
CT Staging Area Improvements				
Final Engineering and Design	In Progress	Spring 2012	PND	
Bid	Hold	Spring 2012		
Construction		Oct 2012-May 2013	PND	

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer/Architect

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Port of Juneau Cruise Berths				
Fishermen's Memorial Issue	In Progress			Awaiting direction by Harbor Board
Final Engineering and Design	In Progress	Summer 2012	PND	
Corps Permit	In Progress	Spring 2012	PND	
Conditional Use Permit	In Progress	Fall 2011		Attended Pre-Application Conference
Bid	Hold	Summer 2012		
RFP for Construction Services	Hold	Summer 2012		
Construction - Phase I		Oct 2013-May 2014		
Construction - Phase II		Oct 2014-May 2015		
Port-Customs-Visitors Buildings				
Phase I - Port-Customs Bldg	Construction	October 1, 2010	NPE	Occupied in May-Awaiting close out
Phase II - Visitor Center	Construction	October 1, 2011	NPE	
1% for Art	In Progress	May 2012		Awaiting contracts with Artists
Visitor Center Demolition		October 2011	NPE	
Cathodic Protection	Design		Tinnea	Reviewing final report and recommendations
Harbor Upland Improvements	Construction	Fall 2010	Admiralty	Awaiting final completion
Aurora Harbor Reconfiguration	Planning			
Municipal Harbor Matching Grant	Planning	Summer 2012		Awaiting award announcements
Cruise Dock Restrooms	Planning		JYL	Awaiting design concepts & cost estimate
Archipelago Property Purchase	In Progress	Summer 2011	Staff	Working with Lands Dept.
Norway Point Net Float	Hold	Plans Complete		No funds to construct - Est. \$50K+/-
New USS Juneau Memorial	Planning			Awaiting site selection process
Norway Point/South Harris Planning	Hold			Awaiting direction by Harbor Board
Bridge Area Plan	Planning			Working with Engineering
Auke Bay Marine Services Study-2011	Planning	Summer 2011	URS	Awaiting final report and cost estimate
Marine Park - SeaWalk Planning	Planning			Working with Engineering
Marine Services Center/Maritime Museum	Planning	Fall 2011	Northwind	Programming
DeHart's Emergency Repairs	Construction	Summer 2011	Staff	Awaiting lift structure assessment
Archipelago Improvements	Hold			Awaiting purchase of property
USDA Grant App - Fish Sales Facility	Hold	Summer 2011	Fisk	Awaiting award announcements