

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, April 17th, 2019

- I. Call to Order** (5:00 p.m. at the Port Field Office)
- II. Roll Call** Don Etheridge, Bob Janes, Budd Simpson, David McCasland, James Becker, Bob Westmann, Christopher Dimond, Mark Ridgway and Weston Eiler.
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)
- V. Approval of Wednesday, March 20th, 2019 Operations/Planning Meetings Minutes**
- VI. Consent Agenda** - None
- VII. Unfinished Business** - None
- VIII. New Business**

- 1. Transfer \$35K to H51-110 Visitor Information Kiosk Replacement Project
Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO TRANSFER \$35,000 FROM THE DOCKS FUND BALANCE TO H51-110 VISITOR INFORMATION KIOSK REPLACEMENT PROJECT.

- IX. Items for Information/Discussion**
 - 1. Territorial Sportsmen Inc – Resolution
Presentation by the Port Director

Committee Discussion/Public Comment
 - 2. Launch Ramp Regulations
Presentation by the Port Director

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Committee Discussion/Public Comment

3. Lumberman - Update
Presentation by the Port Director

Committee Discussion/Public Comment

4. Waterfront Policy Working Group – Update
Presentaton by Port Director

Committee Discussion/Public Comment

5. Harris/Aurora Harbors Historic Determination
Presentaton by Port Engineer

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting- **Wednesday, May 22nd, 2019.**

XII. Adjournment

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I. Call to Order

Mr. Eiler called the meeting to order at 5:00pm in the CBJ Assembly Chambers.

II. Roll Call

The following members were present: Don Etheridge, Bob Janes, Budd Simpson, David McCasland, Bob Wostmann, Christopher Dimond (via phone), and Weston Eiler.

Absent: James Becker and Mark Ridgway.

Also present: Carl Uchtyl – Port Director, David Borg – Harbormaster, Matthew Creswell – Deputy Harbormaster, Loren Jones – Assembly Member, Jennifer Mannix – CBJ Risk Manager, George Schaaf - Director of Parks and Rec, and Michele Elfers – Deputy Director of Parks and Rec.

III. Approval of Agenda

MOTION BY MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items

Erik Wiseman – Douglas, Alaska

Mr. Wiseman said he lives on a boat in Douglas Harbor and he is here petitioning the Board to make a few changes to that harbor. He has lived in several communities in Southeast Alaska including Prince of Wales, Ketchikan, and Petersburg. He said the facilities in Juneau are outstanding. They are well maintained and the personnel are exemplary both in their performance and their attitude on the floats and in the office. We've had an increase in crime in Douglas Harbor. We've had break-ins to boats, break-ins to cars, and gas thefts in the parking lot. Mr. Wiseman is asking to have cameras and lighting in the parking lot, cameras on the floats, and cameras in the storage area. Also, the wind gets so strong in Douglas that sometimes it picks up rocks and breaks windows in vehicles. If it were paved that wouldn't happen. There's a process that's a little more economical than paving and results in a paved type surface and it's called oiling. He doesn't know if that can be done so close to the water but those are his requests. One problem that was mentioned by staff is a lot of overhead for people monitoring cameras. There are sophisticated cameras now that have motion detection and varying degrees of sensitivity. If you have to have personnel come in every day and look through a bunch of these clips it would be expensive. He recommended having it be event driven. If there is a report of a boat being broken into, someone can then look through the clips of the motion detection for that time frame only. That would cut down on a lot of

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the overhead. The police don't have much to work with when we call them. If we had these cameras, the harbor could submit the footage to the police. People are smart enough to wear hoodies and disguise themselves, but if you have the parking lot data and the data from the floats, then you may see them leaving in a certain vehicle. These cameras would be really helpful. Another problem mentioned by staff was that if the footage is viewable publicly on the internet, that would be an easier way for crooks to monitor your comings and goings. We don't want to do that. The Harbor Department did an excellent job replacing the floats, dredging the harbor, and extending the parking lot. Cameras would be a minor percentage of that cost and he really thinks it would improve things. Mr. Wiseman presented the Board with 27 letters from Douglas Harbor residents and patrons requesting cameras and paving at Douglas Harbor.

Eran Jenkins – Juneau, Alaska

Mr. Jenkins said he works for Goldbelt. He has installed dozens of cameras in the last few years and he can help with design or implementation on a volunteer basis. There are many different types of systems with different costs. He's noticed over the years that the cost of installation roughly matches the cost of the camera. He said it would not be that difficult to put cameras down there. Cameras are great but signs seem to have an effect too. People buy fake cameras and put up big signs that say "Security Camera in Use" and a lot of times that's enough of a deterrent and the burglars will skip that spot. Mr. Jenkins said if he can help he will.

V. Approval of Wednesday, February 20th Operations/Planning Meetings Minutes

MOTION By MR. ETHERIDGE: TO APPROVE THE FEBRUARY 20TH, 2019 OPERATIONS/PLANNING COMMITTEE MEETING MINUTES AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VI. Consent Agenda - None

VII. Unfinished Business

1. People's Wharf Lease Amendment #2

Mr. Uchytel directed everyone's attention to page 15 in the packet. That is the existing lease agreement that we have with Bill Heumann for his building, People's Wharf. Over the last couple of years what's in blue have been use permits that we've issued to Mr. Heumann who subleases to Tracy's Crab Shack. This past December the Board gave direction to move forward at the request of Mr. Heumann to add the additional space on page 16. We're moving from use permits to the actual lease. Amendment #2 would add 705 square feet to Bill Heumann's lease. It would be seasonal from mid-April to mid-October. Part of the process is to have it appraised. Horan and Company appraised it and came up with a value of \$14,805 or \$21 per square foot. Mr. Uchytel has been working with the Law Department to get the language finalized. Tonight he would like to move forward with an acceptance of the appraisal and then hopefully by next Thursday we'll

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have the language crafted and approved through Law to bring forward to the Board for Lease Amendment #2.

Committee Questions

Mr. Eiler clarified that the action item before the committee this evening is to approve a lease amendment which reflects the new appraisal. The revised lease agreement would then be before the Board at a future meeting.

Mr. Uchytel said that is correct. There is some discussion with the CDD Director about whether there will be additional use permits required. There is potential for other Planning Commission type activity, so Law is sorting that out.

Mr. Eiler asked if this appraisal has been shared with the lessee?

Mr. Uchytel said Mr. Heumann is sailing, but he receives email from Mr. Heumann periodically and Mr. Heumann does have this appraisal available to him.

Mr. Simpson asked Mr. Uchytel to clarify if this amendment incorporates the existing areas that are under lease or permit so it's all one thing or is it piecemeal from the others?

Mr. Uchytel said it includes the use permits that the Board has given the last two years, it's under one lease agreement and based on the discussions he's had with Mr. Heumann and how Mr. Horan appraised this, it would be seasonal in use, not for expansion of his building, but only for outdoor seating. This is very limited in scope. A couple years ago the Assembly passed a resolution in support of outdoor beverage and food services in rights of way. That's how 400 linear feet was accounted for the last couple years, through an outdoor permit from the City Manager's Office. Moving forward, the City Manager has authorized us to manage that portion of the right of way under this lease agreement.

Mr. Janes asked how the proposed lease amount compares with the CBJ lease that already exists per square foot?

Mr. Uchytel said everything in red on page 25 of the packet is appraised at \$21 per square foot.

Mr. Janes asked if the \$14,805 is for the entire area, both parcels?

Mr. Uchytel said that is correct.

Mr. McCasland asked when this lease would be approved? Tourism is starting soon.

Mr. Uchytel said assuming the Docks and Harbors Board approves this and approves the language that Law is working on, he'd like to bring it before the Assembly on April 1st.

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Mr. McCasland asked if that would be the final say?

Mr. Uchytel said a lease amendment only requires one Assembly meeting, so the only other hurdle could be if the Planning Commission has to approve it.

Public Comment

Tracy LaBarge, owner of Traci's Crab Shack - Douglas, Alaska

Ms. LaBarge thanked the Board for the work they've done on this for the last two or three years. She would like to keep the lease agreement open for amendments in the future. She would like to be open year-round but she wouldn't need seating during the winter, she would just need one propane tank.

Committee Discussion/Action

**MOTION By MR. ETHERIDGE: TO APPROVE PEOPLE'S WHARF
TIDELAND LEASE AMENDMENT #2 FOR AN ADDITIONAL 705 SF AT A
RATE OF \$14,805 PER YEAR AND ASK UNANIMOUS CONSENT**

Mr. Eiler object, and asked staff if the lessee has confirmed receipt of the lease amendment?

Mr. Uchytel said he has sent it to Mr. Heumann. He has not asked if Mr. Heumann agrees with the amount.

Mr. Eiler clarified that by approving this appraisal, the Board is not precluding future actions on the proposed amended lease.

Mr. Uchytel said that is correct. Mr. Uchytel got an email from Mr. Heumann today. Mr. Uchytel told him we are waiting on some language from Law and he asked for two days to review it. He will have an opportunity to see the language plus this lease rent proposal.

Mr. Eiler withdrew his objection and the motion passed with no objection.

VIII. New Business

1. Amending the CBJ Codes Related to Planning Commission Review of CBJ Real Property Transactions

Loren Jones, CBJ Assembly Member – Juneau, Alaska

Mr. Jones said there is a memo from Law on page 59 in the packet. He has asked permission from the Assembly to look at the process by which leases are approved. In general, the Assembly is approached from the Manager or from Lands regarding leases. Over the past six months, he has observed the Planning Commission putting conditions on leases which he thought the Assembly had already established conditions for. What

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this ordinance would do, if it ever gets introduced, would be to replace every mention of the Planning Commission related to leases with the Lands Committee. Basically what it does is it keeps the disposal of land via leases within the hands of the Assembly and the Assembly Committees as opposed to going before the Lands Committee for their approval, going to the Assembly and getting their approval for the Manager to negotiate, then going to the Planning Commission, going back to the Lands Committee, then to the Assembly. This would just eliminate the step of going to the Planning Commission. He told the Committee when they took a look at this that he would bring it to the Docks and Harbors Board and the Planning Commission before the Assembly takes it up at a Committee of the Whole meeting and before they decide whether the Assembly would actually introduce the ordinance for hearing.

Committee Questions – None

Public Comment

Dennis Watson – Juneau, Alaska

Mr. Watson asked what about allowable uses and special uses of property that would require approval by the Planning Commission? If it goes through the Lands Committee and it comes back to you, and you go ahead and approve the lease, what happens when you are asked how you allowed that transaction to go through if the intended use doesn't comply with City ordinances?

Mr. Jones said this is only dealing with the lease of the land. If a lease is approved and then what gets put on that property requires a conditional use permit, the lessee still has to go through that process with the Planning Commission.

Committee Discussion/Action

Mr. Simpson said anything that tends to clarify and simplify these processes is a good idea, so he would support this.

MOTION By MR. MCCASLAND: TO SUPPORT PROPOSED ORDINANCE CHANGES PERTAINING TO THE PLANNING COMMISSION REVIEW OF PROPERTY TRANSACTIONS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Budget Supplemental

Mr. Uchytel said Harbormaster Borg and Supervisor of Port Operations Scott Hinton gave a presentation last October asking for two additional Port Seasonal Employees. That was approved in January, so now we just need to increase our FY19 Docks budget for the additional \$35,000 we anticipate this will cost for April, May, and June. The Board has already approved the bodies, this is just approving the budget for those bodies.

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Committee Questions

Mr. Janes asked if these appropriations come out of our general fund? Are they associated with docking fees or anything like that?

Mr. Uchytel said our FY19 Docks budget is built around revenues collected from the moorage fees, port maintenance fees, loading zones, and vendor booths. There are also some marine passenger fees in there. This just gives us the authority to spend a little more which reduces the amount of revenue that will go into our Docks fund balance on July 1st.

Public Comment- None

Committee Discussion/Action

MOTION By MR. JANES: THAT THE FY2019 DOCKS BUDGET BE INCREASED BY \$35,000 THROUGH THE SUPPLEMENTAL PROCESS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

3. Proposed Insurance Change to Regulations

Mr. Uchytel said Jennifer Mannix, CBJ Risk Manager, sent him an email a few weeks ago saying there are some changes we should make in our regulations pertaining to insurance. He asked her to come in and talk to the Board. We'll bring this to the Assembly at the appropriate time in the future.

Ms. Mannix said there are an array of different commercial use permits issue by the CBJ from departments such as Docks and Harbors and Parks and Rec. We are not very consistent with how we handle insurance. She would like to make the insurance requirements more consistent across all of our CBJ facilities. She doesn't think the regulation is the place to specifically prescribe what type of insurance should be required and definitely not the limits. We should have a standard requirement but depending on the use and depending on the proposed type of permit she thinks it should be flexible. A lot of this language makes the regulation more general, then she can work with staff to come up with specifics for each type of permit. The prescribed insurance language "public liability coverage" is not always what is appropriate and we're not requiring the correct type of insurance depending on the type of activity. For instance, for vessels for hire, that doesn't really cover anything related to a charter boat. We need to change that. Public liability isn't what we want for loading zone activity either. We want to see the auto coverage, and we're probably getting that through the JPD permitting process. We need to clean the specific permit requirements up, and she doesn't think the regulation is where that should be done, she wants to make the regulation more generic.

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Committee Questions

Mr. Wostmann asked how a member of the public who wants to run a charter boat would find out what his insurance requirements are going to be if it's not spelled out?

Ms. Mannix said she would like to propose a certain level of insurance. She's talked to one of the insurers we've seen on several permits to ask about common limits and common coverages. For charter boats, it would be protection and indemnity coverage and she thinks it would be great to suggest standard requirements. She has a number in her head that would be a good minimum coverage but she would like to get input from the permittees and make sure that's a reasonable coverage. She thinks companies should have a minimum coverage. There is a lot of exposure when you take a lot of clients out over the summer, but she would like to be able to run it by the tour operators that work with Docks and Harbors every year and then make it standard.

Mr. Janes said as a permit holder of several CBJ permits for trails through Parks and Rec and with Docks and Harbors, it seems to him that they have a very clear vision of exactly what they're paying all the time. Is she saying what she wants to do is adjust the rates for a for-hire vessel? He already knows what's there and he's assuming everyone else does too. Are there operators that just don't pay insurance? What are we trying to accomplish?

Ms. Mannix said the vessel for-hire requirement is a good example. Right now it says we're requiring public liability coverage. For a vessel for-hire, that public liability coverage would likely not cover anything that happens on the water for that boat. It really only covers them until they get on the boat. She is not sure the insurance we're requiring is serving our intended purpose. What she is wanting to do is tailor the insurance requirement to the type of permit making it a standard limit and a standard requirement, not a moving target, and making sure that everyone knows about it before the next season so there is plenty of time and so we can make sure it is appropriate for everyone who is getting these permits.

Mr. Janes said he is still confused. He knows exactly what the insurance requirements are through CBJ as an operator. He does not understand what Ms. Mannix is trying to accomplish. What difference would it make for him or any other operator? Maybe there are renegade businesses but that's more of a policing situation.

Mr. Wostmann said as a former charter boat operator, he has some experience in this area. His concern is similar to Mr. Janes'. He really needs to know what his costs are up front. If you're going to make specific requirements, particularly on the amount of insurance he needs, how much of a deductible he's allowed to have, etc., he needs clarity up front before he can make a business commitment. He asked if she envisions each year having a publication available that says in 2020 (for example), insurance requirements for charter boats are going to be as follows so he can take that to his broker and find out how much it's going to cost him?

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Ms. Mannix said what she would foresee is setting, for example, a \$500,000 limit for marine protection and indemnity insurance requirement for a vessel to get a passenger for hire permit. She envisions setting that requirement sometime this summer or fall assuming the regulation is changed, if it's not then we wouldn't, and she wouldn't imagine revisiting it every year. She thinks we would keep it for some time so that it's a standard requirement for a reasonable period of time and giving lots of notice.

Mr. Wostmann asked if this is something he could find on the CBJ website someplace? How would that information get to him so he can have it in a timely fashion?

Ms. Mannix said right now it is in the permit application. She is looking at how we handle it in other public use types of permits. It's not prescribed in the regulation, it's prescribed on the permit application. She would imagine we would put it on there as soon as we were allowed to make that change and then it would remain constant and we would give lots of notice before we changed it, that's very important. She doesn't want this to be changed yearly. An insurance limit can stay the same for awhile.

Mr. Wostmann said a lot of these requirements are not chosen by the operators, they are dictated by financial institutions so Ms. Mannix may want to speak to the lenders as well.

Public Comment - None

Committee Discussion/Action

Mr. Janes said what he would like to see is a spreadsheet that shows what is now, and what it might become at our next available meeting. We could compare these two scenarios and make a more educated decision about where we're headed. He doesn't feel like he knows where we would be heading if he were in support of this right now.

Mr. Eiler clarified the process, inquiring whether these proposed regulations go to the Assembly for approval or whether the Board has authority to enact them directly. Is the Board being asked to endorse a concept proposal or dive in on creation of regulations?

Mr. Uchytel said regulations require Assembly action. At this time we need to coordinate more with other entities in CBJ, Parks and Rec for example, to make sure they are all lined up similarly. We will work in the coming months to answer some of the questions.

Mr. Wostmann said he would like to support the opinion of Mr. Janes and express that he is uncomfortable at this point accepting the changes as proposed without having a better understanding of how this is going to be implemented from the perspective of the user.

Mr. Uchytel said in our permits that we issue, this liability coverage requirement is currently the same whether you're operating a whale watch with 40 people, driving a pedicab, or selling tours in a booth. The question is whether that makes sense or not. What Ms. Mannix is trying to do is get the CBJ family aligned so we're not all doing

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something different. There is no need to have a motion tonight, but it's something that we should address.

NO MOTION.

IX. Items for Information/Discussion

1. Juneau Bike Share Program

Mr. Uchytel said the Alaska Club in Anchorage would like to come to Juneau and set up a bike share program. If you've ever been to Boston or Seattle, they have these bike sharing programs. Typically they're done with an App, and you can rent a bike for a certain amount of time. The Alaska Club coordinated a meeting with Docks and Harbors, Parks and Rec, and Kirby Day. They would like to start this summer. They're looking at approximately 25 bikes throughout the waterfront. They would provide helmets, locks, and information about where to go. There are people that come off the ships that are looking for activities. They think there might be people that would rent the bike, ride out to the glacier and come back. The AJ Dock already has a bike share program there now. It's very simplistic. Somehow you get a key, ride a beach cruiser type bike, then when you drop it off you line it up and leave the key in a drop box. What the Alaska Club is looking to do is have an App which allows you to unlock it. Which could also let the operator know when a bike needs serviced. This is not without issues, yet. The Law Department is working on a dockless vehicle ordinance. If you go down to Seattle or Portland they have these motorized scooters that are dockless so they are littered throughout the City. That is what the Assembly wants to address as early as April 1st. We'd have to resolve some of the issues with this proposal. There was a teleconference first, then an Alaska Club representative from Anchorage came down and met with Matt Creswell, Scott Hinton, Michele Elfers, George Schaaf, and Kirby Day. Kirby Day is on board. Mr. Uchytel presented the locations along the seawalk where the Alaska Club would like to put bikes: near the wedding cake, on the AS approach dock which we would be totally against, near the visitors center, near the library, and down by the Franklin Dock. Notwithstanding what the Assembly does with the dockless vehicle ordinance, at the meeting Matt, Michelle, and Scott came up with some other ideas. This goes back to whether we should allow commercial use along the seawalk. Docks and Harbors staff has reservations about adding more bikes to the seawalk. Parks and Rec has flexibility in managing recreational use permits, but that might be something we would need to manage in the form of a lease if we thought it was the right thing to do.

George Schaaf, Director of Parks and Rec

Mr. Schaaf said this has been a pretty dynamic proposal the last few days. Earlier today he had a meeting with the City Manager and the City Attorney talking about the dockless vehicles and the Assembly is probably going to be considering an ordinance that will put a temporary moratorium on micro-mobility devices which could capture things like bike shares as well. Right now Parks and Rec are in a holding pattern pending Assembly action and further direction from the City Manager's Office.

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Mr. Uchtyl said he would like to eventually bring a bike share program to Aurora, Harris, and Douglas Harbors so our patrons that come into town could ride a bike to Foodland, get groceries, and bring them back. He'd like to make it work if it can be done in a safe and smart manner.

Committee Discussion/Public Comment

Mr. Wostmann said he has some experience with this and some fairly substantial reservations. He was in Seattle last week, walking down Ballard Avenue in the evening and he must have seen 75 lime colored bikes littered around every intersection. Some were neatly parked and some were lying in the middle of the road. While we are not talking about nearly as many bikes as they have in Seattle, he thinks there is a real potential for this becoming a maintenance problem. Without a rigorous and enforceable process for the operator to collect those bikes and redistribute them, it really becomes a nuisance. We have a relatively limited amount of space with a lot of people walking through it and if we've got bikes littered around it could turn into a real issue.

Mr. Etheridge asked if that would be a lease and if so, wouldn't it have to be a competitive lease?

Mr. Schaaf said Parks and Recreation can issue special use permits for different kinds of commercial uses. They can impose restrictions and conditions on those permits and calculate the fees on a case by case basis. It is at the Director's discretion to issue those permits. They allow us to respond to proposals that we couldn't foresee in ordinance or regulation.

Mr. Etheridge asked if Parks and Rec would issue the permits to use Docks & Harbors' dock space and charge for that?

Mr. Uchtyl said potentially, right now it's just an idea.

Mr. Etheridge asked if we are going to be stumbling over bikes?

Mr. Uchtyl said he is aware of the situation with the lime bikes, but one alternative he is aware of in Boston are docked bikes. You have to take them and put them into a dock to end your rental. If that's the direction the Assembly goes with this ordinance, we might be able to say if the Alaska Club is serious about doing this, these are the conditions they have to play by. When he had the teleconference one of the things he found interesting from the Alaska Club was that in the summer they have an excess labor pool that they think they can use to drive their initiative. They have the personnel to chase bikes and deal with it.

Mr. Janes said he knows Ms. Elfers has a lot of experience with the seawalk because she was involved with it for many years. Mr. Janes rides his bike down there a lot. Even with

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his skills, he has come close to running over some people on that dock. There are times when it is just mayhem. As this grows and becomes potentially more busy, is it possible to put a 5 foot marked bike lane on the inside of the seawalk that would keep most pedestrians off of it?

Ms. Elfers said that's a really good idea. When we first started building the seawalk in 2005, in our seawalk code we have 16 foot width as our standard dimension. At the time, that seemed like a perfectly appropriate width. Now, looking back, you put in some benches, add a few more larger cruise ships, and it's probably too narrow. We have started to increase the width of the seawalk. Of course that costs money so have you to balance that, but we've found that with the number of people it's pretty busy and 16 feet might be too small. Another thing we've always envisioned on the seawalk is that there is multi-use. We've always envisioned biking. She's actually surprised we haven't had a proposal like this until now. As the seawalk increases in its connectivity, which Overstreet Park has really done, it's made it connect to Douglas, and as we get all these pieces in front of Marine Park and Merchants Wharf people are going to want to ride it. Once you have that connectivity we're going to see a lot more different types of use. Whether or not anything happens with this proposal, it's great for conversations like this. How are we going to accommodate use between Docks and Harbors, Parks and Rec, and all the people that want to use it in different ways? This is going to be an ongoing conversation and we should look, as we're designing future sections, at width and possibly accommodating a bike lane.

Mr. Eiler questioned the wisdom of having the seawalk area be the location for this type of pilot program. He inquired about the capacity Park and Rec Department might have at areas such as Marine Park or Pocket Park. He suggested that the city should look at making the parking garage multi-modal, or at least think about how that structure could be augmented to accommodate services such as this.

2. North Douglas Launch Ramp

Mr. Uchytel presented the drawing on page 74 of the packet. It's an idea of what we could do out at North Douglas. We told PND what we wanted, they brought back a sketch, we said no, we want it bigger. This one has 100 truck and trailer spots. It's 350,000 cubic yards of fill. It's nothing more than thinking about the future or thinking about how to bring amenities to our user groups. PND put a number together of \$20 million. The caveat is we have \$7.5 million in rock that would come from a local quarry. There is a possibility that something could be worked out with the Kensington Mine so that number could go down quite substantially. He's shared this drawing and has not heard back from the manager at Kensington. He has also sent it to ADF&G folks that have given us grants in the past and asked what the chances are for future funding. It's a big idea. We can bring it up at a future Strategic Planning session, but there is nothing to move forward at this time.

Committee Discussion/Public Comment

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Mr. Simpson asked if Mr. Uchytel knows how much the State gets from that federal sport fishing equipment excise tax? It seems we have gotten some grants out of that for launch ramps before.

Mr. Uchytel said we got \$115,000 for Taku Harbor repairs last year. If we can make it work we're going to get \$280,000 for the Amalga Harbor Fish Cleaning Station, we got \$3.5 million for the Auke Bay Launch Ramp. There is money. He doesn't know if there is a cap or how they apportion that money from the federal government.

Mr. Simpson said for an Auke Bay sized project we're talking about real money so he's just wondering if there is a decent sized pot out there with the other state revenue problems, this is federal money coming in from outside and it's dedicated.

Mr. Uchytel said he will report back when Paul Cyr from ADF&G gets back to him. The good thing about ADF&G money is even though it comes from a state agency it's considered federal funds that we can leverage for DOT matching grant money. You can't typically match state money with state money for the DOT grant, but he thinks they consider this federal money so who knows. It's the first step in a long journey.

Mr. Eiler said it would be helpful to have a visual lay-over/comparison showing how this design changes the current boat launch facility. He questioned what went into the design. Is it a standing plan that staff have had on a shelf? Does it reflect any stakeholder or public comment about what should be featured in enhancements to the facility?

Mr. Uchytel said we have a document from 1983 that had a new boat harbor at this location. A few years back there was a Board member that thought we weren't doing enough for North Douglas. There deep water there presents challenges. We talked about bringing power for some lighting and got a quote for about \$50,000. There are people that are very passionate about North Douglas. There are probably people that will think this is out of scale, and we can have those conversations at the appropriate time. What really drove this was somebody mentioning to Mr. Uchytel that Kensington has more waste rock than they can use.

3. CLIAA Lawsuit Settlement

Mr. Uchytel said last Friday, the Assembly introduced the Settlement Agreement and they'll take public testimony this Friday at five o'clock. The settlement is in the packet. He thinks it's a good deal for CBJ and Docks and Harbors. The language in the resolution talks about an amicable solution. He gave kudos to the City Manager for staying the course even though he was pressured quite heavily to settle, he didn't want to do any harm to the other cruise communities. We recognize that tourism is a regional issue, it's not a Juneau issue, and there are things in the settlement that refer to having a practical resolution that doesn't harm other communities. The settlement doesn't place blame and it really talks about bringing the parties together. We are going to be more proactive with

CBJ DOCKS & HARBORS BOARD
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the cruise lines themselves. For the most part Docks & Harbors deal with Drew Green and Kirby Day. Mr. Uchytel is going to draft letters to the CEOs of all the cruise lines and say when they come through to stop by and we'd like to show them what we're doing in the harbor. We'd like to be closer to the cruise lines. What the lawsuit really wanted was to remove and have declared unconstitutional the local head taxes- the port development fee and the marine passenger fees. That didn't happen. Basically the agreement says we can continue to spend the marine passenger fees to support the enterprise of the vessel. Prior to settlement, what CLIAA really didn't like was CBJ using head tax money for the general operations of the City. Every year there is about \$1.4 million that goes into the City coffers. The City provides CCFR, ambulances, police, streets, etc. and there is an overhead to it that's not easily identifiable. There will be an independent accounting study of whether it's really \$1.4 million that's being expended in support of the cruise vessels. The other thing you'll see in the settlement is they are creating some geographic boundaries. In Zone A we can basically do what we want as far as building and billing goes. In the shoulder areas, they want a little more input into what goes on in those areas. Statter Harbor is a go, they cemented in the agreement that it will move forward, but they want 25% of the funding to come from other sources. Barbara Sheinberg did a study that said 85% of everybody that walks down the dock at Statter is off a cruise ship so we had planned for a 85%/15% split, but they will only allow 75% of the funding to come from passenger fees. The other 25% will come from other sources that are yet to be determined. They're giving us \$450,000 from the lawsuit for Statter Harbor. We think the project is going to be able \$12 million, so we need to come up with about \$3 million. We probably have about \$1.2 million in that "other" bucket moving forward with the next phases of Statter. In our Dock Revenue source we have money that comes from loading zone fees for buses, pedicabs, vendor booths, etc. Mr. Uchytel's colleagues in CBJ think it's ok to use money that we collect from the vendors for the other funding source, so we are no longer tied to using "Harbor" money as part of the match out at Statter. We can use Dock funds, but they don't want us to be billing the ship for moorage and taking that money out to Statter.

Committee Discussion/Public Comment

Mr. Eiler said it would be wise for the Board to refresh our infrastructure needs and goals now that there is more clarity about the use of marine passenger vessel funds. He cited the proposed electrification of the cruise ship berths as an example of other CBJ entities who have ideas about what MPV funds could be used for. He recommended advancing the Board's strategic planning before other priorities and projects are dictated to us or compete for scarce infrastructure funds.

Mr. Uchytel said City Manager Rorie Watt is going to have to put together the Marine Passenger Fee List for 2020. Docks and Harbors will be fine with whatever he comes up with. At one time he was considering putting a marker in for advancing the study for electrification. We did have a study done on what it would cost. We also had a meeting with AEL&P and they said the document was pretty good. It is a very complicated issue to power more than one ship in Juneau.

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Mr. Eiler requested staff arrange for a presentation on this matter at the May Ops/Planning Committee meeting.

4. Budget Presentation to Assembly

Mr. Uchytel showed the Powerpoint presentation that he brings to the Assembly every year. It includes a staffing chart, list of Board members, and mission and vision statements. It talks about the two enterprise funds and why we do what we do, we're tasked with operating like a private entity. It lists our facilities which include 1,200 slips over 50 miles from Taku Harbor to Echo Cove. We also have several hundred acres of tidelands and 44 leases that we manage. He showed the budget that will be brought to the Assembly for approval. He also presented a list of projects we are currently working on.

Committee Discussion/Public Comment- None

5. Archipelago Project Update

Mr. Uchytel said the PSA between CBJ and Morris has not been signed yet. That will be the next thing to happen. We should be getting the 95% review package this week, and we expect to have the final plans and specs on May 6th. There will be a Project Labor Agreement (in the contract). We have awarded the buy ahead procurement for the steel piling to Mike Sturrock with Island Contractors and that's moving ahead. Best case scenario, we expect the contractor to be mobilized around July 1st. One of the issues Morris Communications is dealing with is removal of the foundation of the old Cold Storage. That will cost several hundred thousand dollars to remove and they want to do that as soon as possible. We don't quite have the permits in hand for pile driving but the first part of the work is out of the water so that's not an issue.

Committee Discussion/Public Comment

Mr. Etheridge asked when we will be putting it out to bid?

Mr. Uchytel said we'll have the final plan and specs from PND Engineers on May 6th so shortly thereafter, as soon as we can.

Mr. Eiler asked for a presentation on what it will look like at the May Ops/Planning Committee meeting so when people around town ask, we can tell them.

Mr. Uchytel said there will be no uplands, that's phase two. This will just be the deck over. We are still trying to figure out if the covered area will be in phase one or phase two.

6. Harbor Maps for Safety Ladders & Life Ring Locations

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Mr. Uchtyl said we have taken very positive steps in our asset management. We are using Lucity software to better manage our facilities. We had an intern go out and create a GIS map that can provide locations for many different items- zinc anodes, benches, bollards, etc. Mr. Uchtyl was asked where our life rings are, so he presented maps of the harbors and showed the layers displaying locations of life rings and rescue ladders. He said in looking at the maps, we identified areas of Aurora and Statter Harbors that have no life rings, so we are going to correct that.

Committee Discussion/Public Comment

Mr. Wostmann asked if we have any better insight yet as to what a per unit cost might be for ladders?

Mr. Uchtyl said he believes the cost for a chain “Up and Out” ladder is \$400.

Mr. Dimond said when he was reading up on this there was talk of doing this at a couple of harbors or a couple of locations at a time. Do we potentially open ourselves up for a lawsuit if someone falls in at a harbor and we’ve not installed these at that harbor but we have at another harbor?

Mr. Uchtyl said when Mr. David Little perished in Harris Harbor, Risk Management contacted Alliant Insurance Services and they said there was no liability on the City’s part.

Mr. Dimond said his concern would be if someone were to say we provided services at one harbor and not another harbor where a potential incident happened.

Mr. Uchtyl said staff have wrestled with locations, how many to put in, whether we have to do them all at once, and whether we protect ourselves more by not doing any. We have decided with Aurora Harbor Phase III we need to put them in.

Mr. Etheridge said in discussions with Risk Management, he recollects the Board was told we were more liable if we had ladders and they were damaged and couldn’t be used than we were if we didn’t have ladders.

Mr. Eiler suggested the Board consider if there are standard features which should be included in future new construction plans such as safety ladders, cameras, and zinc anodes.

X. Staff & Member Reports

Mr. Borg said the North Douglas floats went in today. We got the ramp cleaned up and squared away so we are up and running out there. Global Diving went out and pumped about 8,000 gallons of water out of the Lumberman. They did notice a problem with the attachment point where we had the anchor installed. Mr. Borg talked with Amak Towing

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the other day and we are looking at making some repairs to that so she stays put. We are working on a Request for Information from local salvors to get an idea of what we might be able to do with it. We completed our seasonal hiring and we have 11 new employees. The summer season starts April 1st and we are looking forward to having everyone on board. We had an incident last month with the anodes hanging up our docks on E, F, and G floats in Aurora Harbor. Alaska Commercial Divers is going to be coming down in the next couple of weeks to make temporary repairs. There will be more permanent repairs sometime in August. Basically what we had was a minus 5.56 tide, which is lower than we've seen in many years. We didn't suffer any damage, which is good. We don't expect to have any more of those tides before it's fixed.

Mr. Eiler asked staff to give a brief presentation on the concept of installing security cameras at docks and harbors facilities at a committee meeting in the near future.

XI. Committee Administrative Matters

Next Operations/Planning Committee Meeting- **Wednesday, April 17th, 2019.**

XII. Adjournment- The meeting was adjourned at 7:03pm.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl J. Uchytel*
Carl Uchytel, Port Director

To: Docks & Harbors Board

Thru: Docks & Harbors Operations-Planning Committee

Date: April 12th, 2019

Re: DOCKS FUND BALANCE TRANSFER REQUEST – VISITORS
INFORMATION KIOSK REPLACEMENT

1. The Visitors Information Kiosk Replacement project is currently under construction. During the course of excavation for the foundation and drainage system, unknown underground utilities including phone, data, and electrical vaults and cabling were discovered. The management of these systems within the design required additional work to prepare the site for the completion of the project.

2. The Docks Fund Balance is currently \$2.1M. I request approval of an appropriation ordinance to transfer \$35,000 from the Docks Fund Balance for construction of a new visitor information kiosk.

3. The following ordinance is scheduled for introduction at the April 22nd regular Assembly meeting:

Ordinance 2018-11(AJ) An Ordinance Appropriating to the Manager the Sum of up to \$35,000 as Funding for Visitor Information Kiosk Replacement Capital Improvement Project; Funding Provided by the Dock Fund's Fund Balance.

#



Post Office Box 32712 • Juneau, Alaska 99803

Telephone: (907) 789-2399 • Fax: (907) 586-6020

PND Engineers, Inc.
9360 Glacier Hwy., Ste 100
Juneau, AK 99801

April 10, 2019

RE: Amalga Harbor Project

To Whom It May Concern:

The Juneau-based Territorial Sportsmen, Inc. (TSI) was established in 1945 and currently includes about 1,100 members. Over the past seven decades, TSI has raised money for scholarships awarded to Juneau students heading to college or trade schools. Funds have been raised through TSI's annual Golden North Salmon Derby and its annual spring banquet. To date, TSI has awarded over \$1.8 million in scholarships. TSI has also raised money for and supported youth shooting sports, including local hunter education efforts.

TSI strongly supports outdoor recreational activities and has undertaken the construction of several cabins in remote parts of northern Southeast Alaska for public use and enjoyment. TSI has also lobbied for recreational access and for laws and regulations that benefit fish and wildlife populations and a broad variety of public uses and benefits, including boating access and opportunities.

At its April 8th meeting, TSI's Board of Directors discussed the proposed Amalga Harbor dock project. Two of our board members attended CBJ and PND's April 2nd public meeting at the Mendenhall Valley library to learn more about the issues and to listen to public testimony. Over the past several weeks, members of our board have also spoken with staff at ADF&G, DEC, and Alaska Glacier Seafoods, as well as with several members of the Juneau fishing and boating community. Additionally, they have conducted online research into Best Management Practices and the disposition of fish carcasses in several harbors throughout Alaska.

Based on information gleaned through research, discussions, and the public meeting, TSI's Board of Directors prepared and passed a resolution regarding the Amalga Harbor project. A copy of the resolution (TSI-R-2019-001) is attached for your information.

Sportsmen Promoting Conservation of Alaska's Fish and Wildlife Since 1945

Given the listed factors, the resolution asks CBJ and ADF&G to remove the existing fish cleaning station at Amalga Harbor and make it illegal to clean fish or dump fish carcasses in the harbor. The resolution further asks that CBJ and ADF&G monitor the Amalga Harbor float activity in the absence of the fish cleaning station to determine whether the issue of boater congestion remains a problem. If so, the resolution asks CBJ and ADF&G to assess what further action would be needed to eliminate any lingering congestion issues. Further, given the well-known narrow and unsafe entrance to Amalga Harbor, the resolution asks CBJ and ADF&G to use D-J Access funds to remove the submerged rock hazard at the south entrance to the harbor. And finally, the resolution asks CBJ to look into the possibility of developing a land-based fish cleaning station at Statter Harbor or elsewhere if other places are deemed better suited (where there is water, power, space, and staff) to accommodate anglers trailering boats from Amalga Harbor, Echo Cove, or elsewhere.

Thank you for considering TSI's input on this important access issue. Please let us know if you have questions about our position.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ryan Beason', with a long horizontal flourish extending to the right.

Ryan Beason
Vice president, TSI

*A copy of this letter and resolution has also been submitted electronically to
bivanowicz@pndengineers.com*

**A RESOLUTION BY
THE TERRITORIAL SPORTSMEN, INC. BOARD OF DIRECTORS
(TSI – R – 2019 – 001)**

WHEREAS the Amalga Harbor launch ramp and dock were originally built for launching and retrieving boats, **AND**

WHEREAS the original Amalga dock did not include a fish cleaning station, **AND**

WHEREAS a fish cleaning station was installed unilaterally by ADF&G several years after the dock was installed, in response to anglers cleaning fish on the dock, **AND**

WHEREAS no study or assessment of impacts was done at the time the fish cleaning station was installed, **AND**

WHEREAS ADFG has indicated that up to 40% of the Juneau-area sport-caught ground fish come through Amalga Harbor, resulting in a large number of carcasses, **AND**

WHEREAS Moeser's May 21, 2015 Amalga Fish Cleaning Station Project Feasibility report indicated that, "by measurement and observation at low tide, there was not sufficient area to either extend the existing float or locate a separate float for the fish cleaning activity within the basin," **AND**

WHEREAS Amalga Harbor is small and isolated and does not have tidal flushing capabilities to eliminate fish carcasses, **AND**

WHEREAS there are multiple guidelines, management measures, and Best Management Practices regarding the management of fish waste in marinas and harbors, including those by EPA, ADEC, NOAA, the Alaska Harbor Association, and Alaska Clean Harbors, **AND**

WHEREAS the proposed alternative for the Amalga Harbor dock fails to follow this guidance and flies in the face of the stated objectives, **AND**

WHEREAS pursuant to the Coastal Zone Act Reauthorization Amendments, the EPA set forth Management Measures for point source pollution in coastal waters that must be included in the State's coastal zone management plans, **AND**

WHEREAS the Fish Waste Management Measures under Marina and Boat Operation and Maintenance reads, "promote sound fish waste management through a combination of fish-cleaning restrictions, public education, and proper disposal of fish waste, **AND**

WHEREAS several Best Management Practices were developed by coastal states in response to this directive, all of which call for the elimination or reduction of fish waste within harbors, or providing collection points where fish waste can be hauled off and disposed of in deep water, landfills, or compost facilities, **AND**

WHEREAS CBJ has indicated that it is unable to collect and transport fish carcasses to deep water where flushing can occur, **AND**

WHEREAS the existing fish cleaning station produces unflushed carcasses, as well as congestion for boaters waiting to launch and retrieve boats, **AND**

WHEREAS unflushed carcasses create a food source for local food-conditioned bears, **AND**

WHEREAS CBJ and ADF&G have worked tirelessly for years to eliminate bear attractants in and around Juneau, **AND**

WHEREAS Amalga Harbor may be too small to accommodate additional dock installations without exacerbating boat crowding and congestion, **AND**

WHEREAS seine skiffs associated with DIPAC's chum fishery are expected to tie to the existing, or any lengthened, Amalga Harbor dock for extended periods during the seine fishery, **AND**

WHEREAS Juneau recreational boaters and anglers are interested in resolving the issue of harbor safety and congestion,

BE IT THEREFORE RESOLVED that CBJ and ADF&G remove the existing fish cleaning station from the Amalga dock and disallow any fish cleaning or carcass dumping in Amalga Harbor, **AND**

BE IT FURTHER RESOLVED that CBJ take action to make it illegal to clean fish or dump fish carcasses in Amalga Harbor.

FURTHERMORE, WHEREAS the fish cleaning station is believed to be the primary cause of carcasses in the harbor and boater congestion, **AND**

WHEREAS the value and utility of lengthening the dock is unknown,

BE IT FURTHER RESOLVED that CBJ assess the effectiveness of removing the fish cleaning station for resolving the issues, and, if not remedied, assess what additional steps, including the possibility of extending the dock, should be taken.

FURTHERMORE, WHEREAS submerged rocks at the entrance to Amalga Harbor are a safety hazard and contribute to the congestion of boats within the harbor,

BE IT FURTHER RESOLVED that ADF&G and CBJ use D-J Access funds to remove the rocks and expand the usable safe boating area within the harbor.

FURTHERMORE, WHEREAS Amalga Harbor is not suited to fish cleaning or carcass disposition,

BE IT FURTHER RESOLVED that CBJ assess development of land-based fish cleaning stations in the Statter Harbor parking lot or elsewhere if other locations are deemed better suited (where there is power, water, space, and staff) for use by anglers trailering boats from Amalga, Echo Cove, or elsewhere.

85.20.030 - Boat launch ramp fee and permit required; penalty.

- (a) Any person using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, the Echo Cove Boat Launch, or the Auke Bay Landing Craft Freight Ramp, to launch and recover recreational vessels, or use of the launch ramp for access by off-highway or other vehicles, or for any type of commercial use, must pay the applicable fee as provided by regulation and must display the launch ramp permit provided by docks and harbors upon payment of the fee.
- (b) Use of a boat launch ramp in violation of this section is a violation, subject to a civil fine.

(Serial No. 2007-58, § 2, 9-24-2007; [Serial No. 2013-15\(c\), § 11, 5-13-2013, eff. 6-13-2013](#))

05 CBJAC 20.060 - Recreational boat launch fees.

- (a) *Launch ramp permit required.* A boat trailer owner or vehicle owner (when launching vessels without a trailer) will obtain any and all necessary launch ramp permits for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor is free and does not require a launch ramp permit.
- (b) *Assessment of launch ramp permit fees.* Launch ramp permit fees will be assessed as provided in section (h) of this regulation.
- (c) *Payment of launch ramp permit fees.* An owner may pay the annual launch ramp permit fee at any time during the calendar year. The owner must pay the daily launch ramp fees in advance of use.
- (d) *Application requirements for all launch ramp permits.* An applicant can only purchase a launch ramp permit for trailer(s) or vehicle(s) the applicant owns. Each application for an annual launch ramp permit or supplemental launch ramp permit as provided in these regulations, must affirm the owner's home address by providing a valid driver's license and showing the address on the valid driver's license matches the address indicated on the trailer registration or vehicle registration. Trailers or vehicles with jointly registered owners require the same verification of driver's license address and vehicle or trailer registration address.
- (e) *Permit decal.* Each trailer plate number or vehicle plate number shall be displayed with an indelible marker on the permit decal.
- (f) *Additional launch ramp permits for owners of multiple trailers.*
 - (1) An applicant for a single annual launch ramp permit may obtain up to two supplemental annual launch ramp permits. Administrative fees apply to any and all requested supplemental launch ramp permits.
 - (2) If an applicant seeks to register a fourth trailer, the applicant must purchase an annual launch ramp permit. In purchasing this fourth annual launch ramp permit, the applicant may obtain up to two supplemental annual launch ramp permits. Administrative fees apply to any and all of these requested supplemental launch ramp permits.
 - (3) If an applicant needs additional launch ramp permits beyond the number outlined in (f)(1) and (f)(2) of this section, the applicant must purchase an annual launch ramp permit(s) for each additional trailer.
 - (4) Trailers titled by a business, corporation, partnership, or other legally binding relationship are not entitled to multiple trailer permits under this section.
- (g) *Launch ramp permits for vehicular use of launch ramps by non-trailer vessels.*

- (1) Vessels (including, but not limited to, kayaks, skiffs, canoes, rowboats, paddleboards, sailboats, inflatables and water toys) launched at facilities as outlined in section (a) of this regulation, to include the adjacent parking lots, are required to purchase a launch ramp permit.
 - (2) The launch ramp permit shall be conspicuously adhered to the vehicle in use at the facility.
 - (3) Individual vehicle owners will be provided the opportunity to obtain multiple additional launch ramp permits as provided in section (f) of this regulation. Administrative fees apply for all additional launch ramp permits.
 - (4) There are no additional fees for vehicles using the facilities noted in section (a) of this regulation which are not engaged in launching or recovering vessels.
- (h) *Recreational launch ramp permit fees.* Recreational launch ramp permit fees, including administrative fees, will be assessed as follows:
- Annual (January 1—December 31): \$90.00
- Daily: \$15.00
- Administrative fee for additional permit(s) or lost decal(s): \$5.00 each

([Amended 7-15-2013, eff. 7-23-2013](#) ; [Amended 11-10-2015, eff. 11-17-2015](#))

05 CBJAC 20.070 - Fees for commercial use of boat launches.

- (a) *Definition.* The fees assessed to an owner for using a Douglas Harbor Boat Launch, the Harris Harbor Boat Launch, the North Douglas Boat Launch, a Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, the Auke Bay Loading Facility, and the Echo Cove Boat Launch for any type of commercial use.
- (b) *Fee.* A commercial user of the launch ramps must pay a fee prior to using a launch ramp as follows:

Daily fee: \$30.00

Annual fee (January 1—December 31): \$250.00 per trailer
- (c) *Freight use fee.* In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. The commercial use fee will be as follows:

Commercial Use Fee:

\$60.00 for the first hour; and

\$30.00 for each additional hour
- (d) *Freight staging fee.* A person staging freight shall pay a fee of \$25.00 per 24-hour period per 1,000 square feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.
- (e) *Special fee for launch ramp tour activities.* Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

(Amended 4-11-2005, eff. 4-19-2005; Amended 1-9-2006, eff. 1-17-2006; Amended 3-5-2007, eff. 3-13-2007; Amended 12-14-2009, eff. 12-22-2009; [Amended 7-15-2013, eff. 7-23-2013](#) ; [Amended 8-10-2015, eff. 8-18-2015](#) ; [Amended 11-10-2015, eff. 11-17-2015](#) ; [Amended 7-31-2017, eff. 8-8-2017](#))

05 CBJAC 20.080 - Passenger-for-hire fee.

- (a) *Definition.* The fee assessed to a person conducting passenger-for-hire activities at Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.
- (b) *Relationship to other fees.* This fee applies in addition to other fees set out in 05 CBJAC 020, except as follows:
 - (1) A person paying moorage fees for reservations moorage at Statter Harbor as set out in 05 CBJAC 25.040 shall not be required to pay this fee;
 - (2) A person paying freight use fees as set out in 05 CBJAC 20.070 shall not be required to pay this fee if the passengers are loaded at a launch ramp;
 - (3) A person conducting passenger-for-hire activities at the Douglas Boat Harbor Launch Ramps, North Douglas Launch Ramp, Amalga Harbor Launch Ramp, Tee Harbor Launch Ramp, and Echo Cove Launch Ramp are assessed fees as set out 05 CBJAC 01 in lieu of this fee; and
 - (4) A person conducting passenger-for-hire activities at the Intermediate Vessel Float or the Marine Park Lightering Float are assessed moorage fees as set out in 05 CBJAC 15 in lieu of this fee.
- (c) *Requirements.* The owner of a vessel must apply to and obtain a permit from the Harbormaster in order to conduct passenger-for-hire activities at Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.
- (d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:
 - (1) Calendar year 2015 permit: \$300.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$400.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: \$500.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
 - (2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.
- (e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:
 - (1) Calendar year 2015 permit: \$50.00 per vessel plus \$1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$100.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: \$150.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

- (2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.
- (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(Amended 4-11-2005, eff. 4-19-2005; Amended 12-5-2005, eff. 12-12-2005; Amended 4-24-2006, eff. 5-2-2006; [Amended 7-15-2013, eff. 7-23-2013](#) ; [Amended 4-1-2015, eff. 4-8-2015](#))

05 CBJAC 45.035 - Freight use of launch ramp facilities.

- (a) *Definition.* Under this section, freight use means any activity other than launching or recovering a recreational vessel at the Douglas Harbor Boat Launch, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch.
- (b) *Approval required.* No person may conduct commercial freight loading operations without the approval of the Harbormaster. Operators shall provide at least 24-hour advance notice of intended use, unless such notice is waived by the Harbormaster.
- (c) *Payment of fees.* Operators shall pay fees as set out in 05 CBJAC 20.070.
- (d) *Summer restriction.* From May 1 to September 30, freight use is prohibited from noon on Friday to 10:00 pm on Sunday or 10:00 pm on Monday if Monday is a holiday.
- (e) *Winter restriction.* From October 1 to April 30, freight use is prohibited that unreasonably interferes with the recreational use of the launch ramp is prohibited.
- (f) *Statter Harbor restriction.* Freight use may not occur on more than one lane of the launch ramp. No freight is allowed if the tidal stage is less than four feet.

(Added 3-5-2007, eff. 3-13-2007)



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 6898
JOINT BASE ELMENDORF-RICHARDSON, AK 99506-0898

CEPOA-PM-C-ER

APR 24 2019

Ms. Judith Bittner
State Historic Preservation Officer
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The U.S. Army Corps of Engineers, Alaska District (USACE) plans to conduct future operational maintenance dredging and repair at two small boat harbors in Juneau, Alaska. In compliance with Section 106 of the National Historic Preservation Act of 1966 [36 CFR § 800.4(c)], the USACE has evaluated the historic significance of the Harris Harbor (JUN-1291) and Aurora Harbor (JUN-1292). Please find attached the USACE's determination that these harbors are **not eligible** for the National Register of Historic Places (NRHP). Per 36 CFR § 800.4(c)(2), the USACE seeks your concurrence on that the Harris Harbor (JUN-1291) and Aurora Harbor (JUN-1292) are **not eligible** for the NRHP. If you have any questions about the project, please contact Kelly Eldridge by phone at (907) 753-2672 or email at kelly.a.eldridge@usace.army.mil.

Sincerely,

Kelly A. Eldridge
Archaeologist
Environmental Resources Section

Cc:

Don Etheridge, Chair, Docks and Harbors Board, City and Borough of Juneau
Gary Gillette, Board of Directors, Gastineau Channel Historical Society



®

**US Army Corps
of Engineers**

Alaska District

**Civil Works
Operations and Maintenance**

Determinations of Eligibility for Harris Harbor (JUN-1291) and Aurora Harbor (JUN-1292) in Juneau, Alaska



April 2019

Statement of Confidentiality

To protect fragile, vulnerable, or threatened cultural sites from disturbance, access to site-specific information from the Alaska Heritage Resources Survey is restricted or confidential. Distribution of those portions of this report that identify the location of cultural resources is to be limited to those with a legitimate need to know, such as appropriate personnel from the U.S. Army Corps of Engineers, Alaska State Historic Preservation Office, tribal entities, and other authorized researchers. Restricted or confidential information is withheld from public records disclosure per Alaska state law (AS 40.25.110) and the Federal Freedom of Information Act (PL 89-554). Information about site inventory may be restricted pursuant to AS 40.25.120(a)(4), Alaska State Parks Policy and Procedure No. 50200, the National Historic Preservation Act (PL 89-665; 54 USC § 300101), and the Archaeological Resources Protection Act (PL 96-95).

Executive Summary

The Harris and Aurora Harbors are located along the Gastineau Channel in Juneau, Alaska. This report discusses the history of the harbors and evaluates their historic significance in compliance with Section 106 of the National Historic Preservation Act [36 CFR § 800.4(c)]. After applying the National Register criteria (36 CFR § 63) to the Harris Harbor (JUN-1291), the Alaska District, U.S. Army Corps of Engineers (USACE) has determined that it does not meet the requirements of the National Register Criteria for Evaluation. The USACE has also determined that the Aurora Harbor (JUN-1292) does not meet the requirements of the National Register Criteria for Evaluation. These two harbors are **not eligible** for the National Register of Historic Places. This report has been prepared to support project planning and provide relevant cultural resources documentation for future Federal undertakings.

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1.0 Introduction

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (formerly 16 USC § 470, now 54 USC § 300101 et seq.) and its implementing regulations require all Federal agencies to identify historic properties within an undertaking's area of potential effect [36 CFR § 800.4(b)]. The purpose of this report is to evaluate the historic significance of the Aurora Harbor and the Harris Harbor in preparation for future U.S. Army Corps of Engineers (USACE) undertakings under the Civil Works Operations and Maintenance Program [36 CFR § 800.4(c)]. Both harbors are located in Juneau, Alaska (Section 22, T41S, R67E, USGS Quad Juneau B-2 SE, Copper River Meridian; Figure 1).

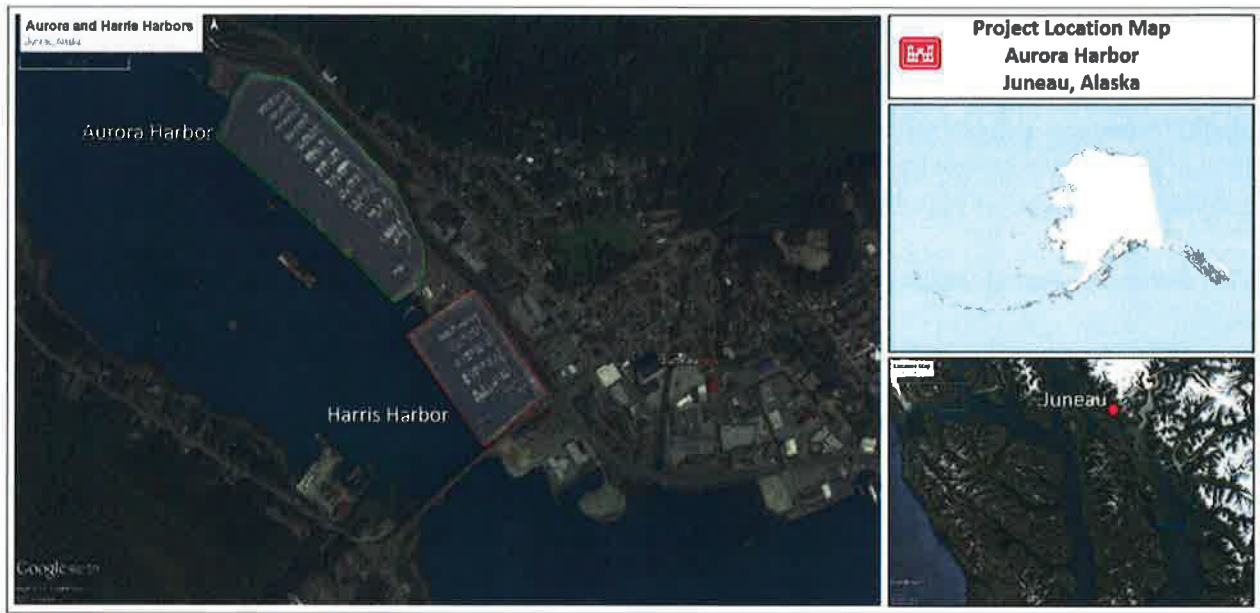


Figure 1. Location of Aurora and Harris Harbors in Juneau, Alaska.

2.0 Historic Context

The City of Juneau was incorporated in 1900; however, the area was already inhabited by the Áak'w Kwáan, and Euroamericans had been drawn to the region for decades. In 1880, Alaska's first major gold strike occurred when Joe Juneau and Richard Harris, with the assistance of local Tlingit, found gold in the Silver Bow Basin (Stefansson 1959; Haycox 2002). Subsequent gold mining spurred the development of the area, eventually resulting in the settlement of Juneau and Douglas. By 1890, the two communities boasted a combined five hotels, three lodging houses, two restaurants, 36 saloons, two drug stores, 13 general merchandise stores, two grocery stores, two barbers, a steam laundry, two stove and tinware stores, a shoe shop, two breweries, two jewelers, two fur and curio shops, two cigar factories, and a slaughterhouse and meat market. At the time of its incorporation, Juneau became the center of Federal activity in the Alaska Territory (Haycox 2002).

In the 1930s, Juneau supported a population of about 5,000 people, and was the primary supply and transfer point for a dozen gold mining and cannery settlements in the area (Jacobs and Woodman 1976). During World War II, Juneau served as a transshipment point for military

supplies and troop transports moving from Seattle, Washington, to Kodiak Island and the Aleutian Islands. In 1942, Juneau served a key role during the establishment of a military barge terminal in Excursion Inlet, 38 miles northwest of Juneau. Emphasis on temporary use of the harbor facilities at Juneau resulted in an expansion of the existing government dock including the purchase of the Fenner dock to secure additional space and buildings for use as warehouses. The upgrades were authorized on July 26, 1942 and were completed in early April of 1943. Juneau continued to serve as a transshipment point for materials needed for the war effort until the close of World War II in August 1945 (Mighetto and Homstad 1997).

In 1949, command of Army Corps of Engineers activity in Alaska was moved from Seattle to Fort Richardson in Anchorage. The newly-formed U.S. Army Corps of Engineers, Alaska District assumed responsibility for support of military and civil construction projects throughout the state and, in particular, the development of navigation improvements. The years following World War II can be characterized as a period of rapid growth and expansion of infrastructure related to water ways in the state (Mighetto and Homstad 1997). Between 1950 and 1960, Alaska's population grew by over 100,000 people; this decade represents the largest decade jump in Alaska's population between 1930 and 1970 (Ramirez et al 2016).

2.1 Harbors and Breakwaters

Breakwaters are some of the earliest coastal structures to appear in the archaeological record. They were built to protect harbor entrances from wave energy and, in some cases, to aid in the defense of harbors. Breakwater construction has been recorded as early as 79 AD off the coast of Germany (Hill 2015). The first known "modern" breakwater was constructed at Cherbourg, France in 1784. The Cherbourg breakwater was constructed of wooden frames set in a cone shape which were then filled with stone (Tanimoto and Goda 2015).

The history of harbor and breakwater development in the United States is tied to the economic development of its coasts in association with population growth and the rise of the beach-going middle class during the late 1700s and 1800s. In the 1900s, development of mass public transportation systems and largely affordable automobiles also increased the rate of economic growth of coastal communities. Engineered breakwaters became important as valuable property built in the wake of modernization and expansion was lost to coastal erosion. However, up into the 1930s the construction of these erosion countermeasures and breakwaters was largely left to the states and local communities; as a result, many structures offered negligible protection or exacerbated the problem. In 1930, Public Law 520 was approved by the 71st Congress, authorizing investigations by the U.S. Army Corps of Engineers aimed at understanding coastal erosion and wave currents for the development of effective coastal marine infrastructure (Quinn 1977).

Breakwaters can be attached or detached from the shore and serve to protect inner waters against the effects of heavy seas and winds (DoD 1978). There are three basic configurations of breakwaters: (1) rubble-mound construction, (2) solid vertical walls, and (3) floating wave attenuators. Many breakwaters use a combination of these methods to create an effective barrier. Rubble-mound breakwaters are the most common type of breakwater used for nearshore protection, and a rubble-mound with vertical wall barriers is a common composite design (Sorum 2006).

Rubble-mound breakwaters are simple but robust engineering solutions designed to be reliable and require relatively little maintenance. They consist of a core of sand, gravel, or stone which is placed on the seabed to form the foundation of the structure. Large, irregular rocks known as rubble or riprap are then placed over the core to protect it from wave erosion. The size of the breakwater and the material used to construct it is dependent on the environment and expected wave action. Failures in the structure can include sloughing of riprap, erosion or sinking of core material, or displacement due to heavy wave action (Sorum 2006). Prior to 1950, the majority of the breakwater types in the United States were sloping face rubble-mound structures (Thorndike et al. 1966).

Solid vertical walls are breakwaters generally built of galvanized steel; they form a vertical barrier to counter wave action. Vertical barriers can be permeable or impermeable, and they offer flexibility in design and are resistant to seismic damage. An added benefit of vertical breakwaters is that they consume considerably less space than a traditional rubble-mound breakwater. Using a vertical wall maximizes the useable space in the basin over the traditional rubble-mound breakwater, which requires a 2:1 side slope (Sorum 2006).

3.0 Harris Harbor (JUN-1291)

In the 1930s, the USACE began conducting investigations into the feasibility of navigation improvements in Gastineau Channel. The Seattle District Engineer recommended the construction of an 11.5-acre boat and floatplane basin protected by two rubble-mound breakwaters. In 1935, the Alaska Road Commission completed the construction of the Douglas Bridge across Gastineau Channel, allowing land access between Juneau and Douglas. In 1937, Congress authorized dredging and construction of a breakwater to serve both communities. The USACE completed the dredging of the “Small Boat Basin No. 1” and the construction of its breakwaters in December 1939 (Jacobs and Woodman 1976; Figure 2). The local Cole Brothers construction company built the docks in 1939, using a floating piledriver which they purchased from the Pacific American Fisheries at Excursion Inlet (CBJ 2019a). Today, Harris Harbor has 204 slips for small vessels (CBJ 2019b; Figure 3).

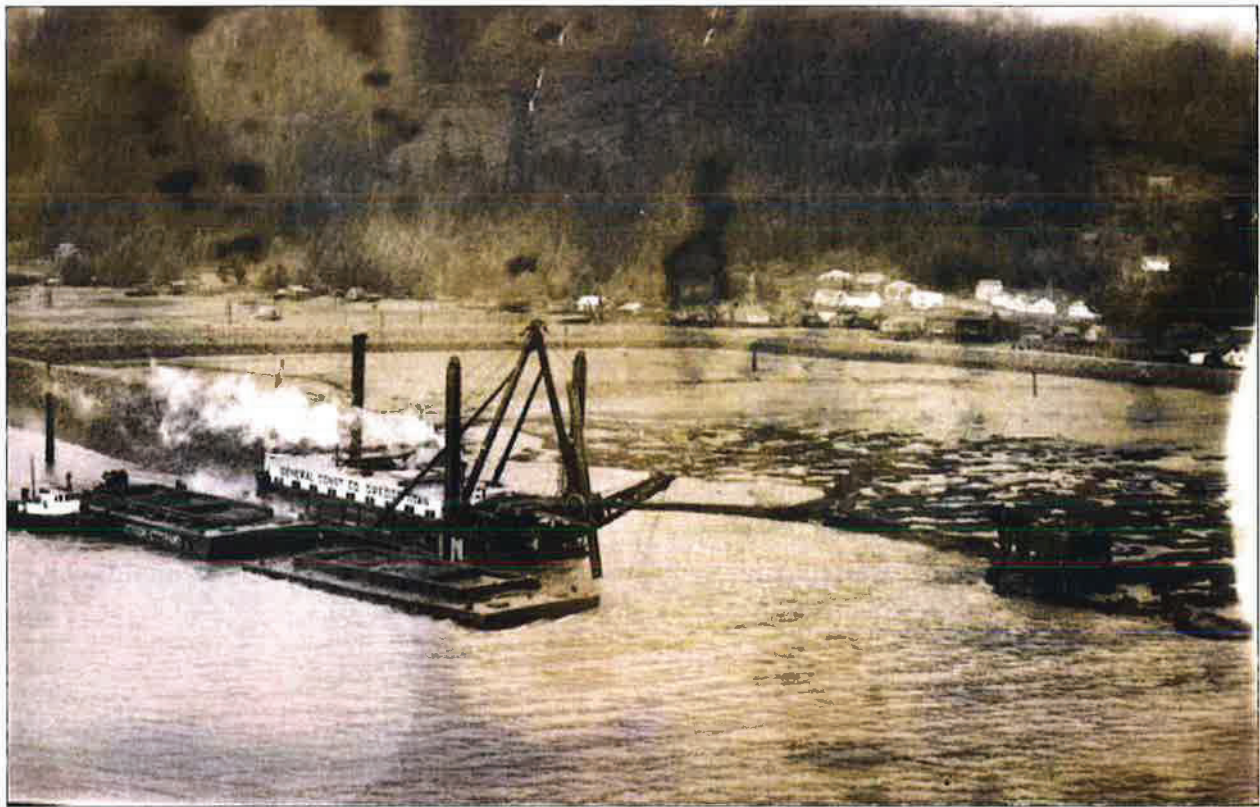


Figure 2. Dredging of Harris Harbor in 1939 (Alaska State Library, ASL-P359-035).



Figure 3. Aerial view of Harris Harbor, Juneau (USACE 2017).

4.0 Aurora Harbor (JUN-1292)

In 1960, the Alaska District Engineer recommended that a second small boat basin be constructed in Juneau (Jacobs and Woodman 1976; Figure 4). The USACE finished dredging the Aurora Harbor basin in March 1963 and the main breakwater was completed in February 1964. Although the initial engineering plans called for a 670-foot (ft) long jetty on the north side of the harbor and a 1,150-ft long wave barrier, during construction the composite rubble-mound and vertical wall wave barrier was extended to 1,500 ft (USACE 1962, 1963).

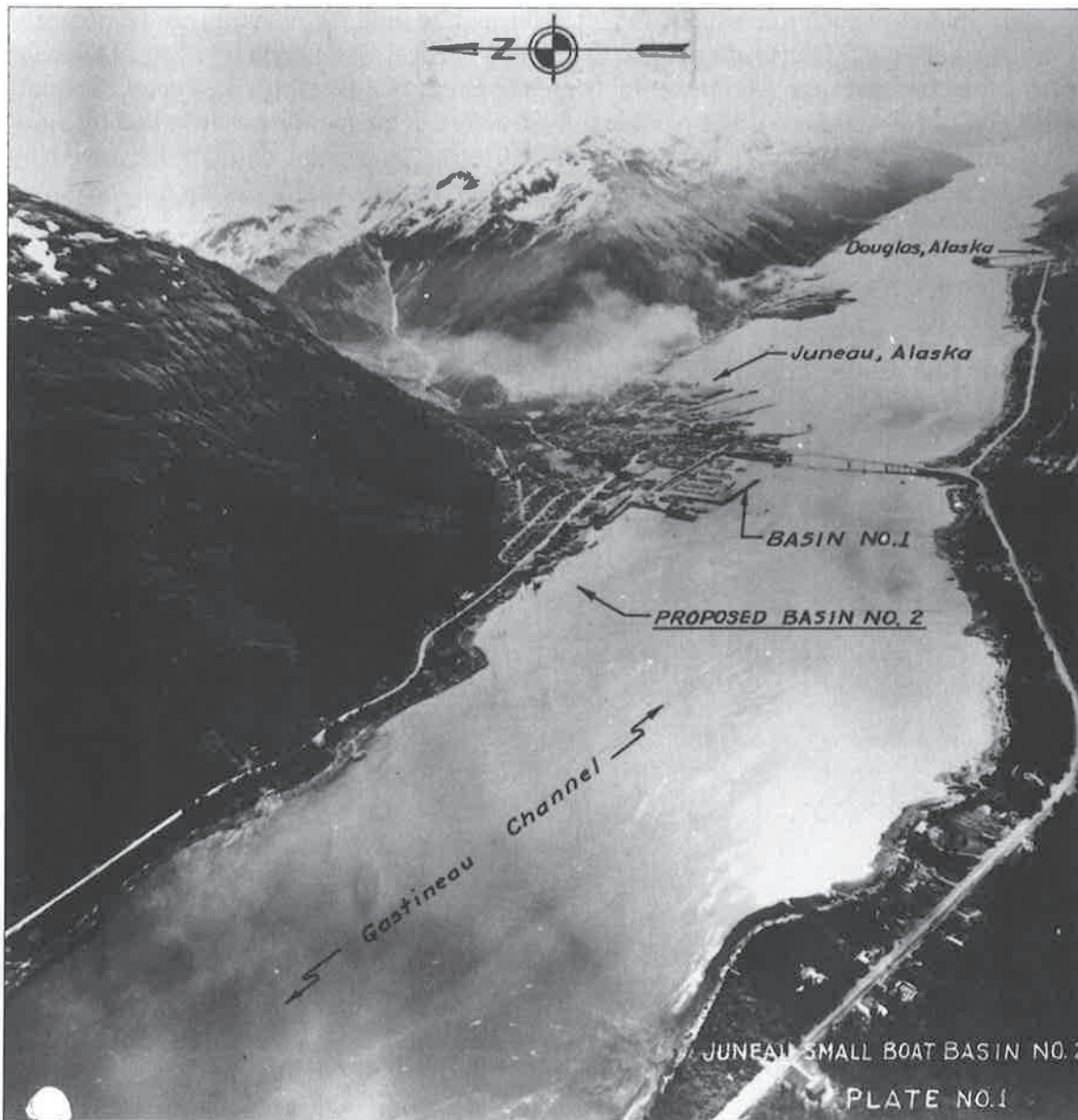


Figure 4. Aerial view of the proposed Aurora Harbor location (USACE 1962).

The vertical wall was constructed out of wooden planks and steel lagging as a cost-saving measure. This particular composite design was unique; although a timber-and-steel lagging wall

is a common type of solid vertical wall, they are not usually constructed on *top* of rubble-mound breakwaters. Jacobs and Woodman (1976:64) mention that

“the Alaska District’s design of the breakwater was novel in its extension of a wall of planking supported by steel piling placed on top of the rock mound. The plank wall, designed to resist 100 mph ‘Taku’ winds, was intended to lessen the structural weight of a breakwater that had to be built on soft soils.”

The timber and steel lagging wall is constructed of 3 inch (in) x 12 in creosote-treated wood planks with whalers at each pile which are bolted through to hold the planking on the opposite side. Thirteen horizontal planks are stacked to obtain a vertical wall height of 12 ft. The whaler side of the structure faces the Aurora Basin, while the plank side faces the Gastineau Channel (USACE 1962, 1963; Figure 5). The electric infrastructure at the harbor was installed by the local Wright and Hills Electrical Contractors (CBJ 2019a). The estimated life of the wave barrier was 15 years (USACE 1963); it is currently 55 years old. Today, Aurora Harbor has 449 slips, and is the home of the Juneau Yacht Club (CBJ 2019c; Figure 6).



Figure 5. Composite wave barrier at Aurora Harbor, Juneau (USACE 2019).



Figure 6. Aerial view of Aurora Harbor, Juneau (USACE 2017).

5.0 Considerations of National Register Criteria for Evaluation

Cultural properties (districts, sites, buildings, structures, or objects) may be eligible for the National Register of Historic Places (NRHP) if they meet one or more of the National Register Criteria for Evaluation. The criteria listed in 36 CFR § 60.4 are:

- A. *Events*. Association with events that have made a significant contribution to the broad patterns of history.
- B. *Persons*. Association with the lives of persons significant in the past.
- C. *Design or Construction*. Embodies the distinctive characteristic of a type, period, or method of construction, representing the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. *Information potential*. Yielded or is likely to yield information important in prehistory or history.

As outlined in 36 CFR § 60.4, in order to be considered eligible for the NRHP a property must retain sufficient integrity to convey its significance in American history, architecture, archaeology, engineering, or culture. There are seven aspects of integrity – location, design, setting, materials, workmanship, feeling, and association. The property must also convey its historic identity through retention of essential physical features. Essential physical features enable the property to convey its historic identity; the features represent *why* and *when* a property was significant.

If a property is eligible for the NRHP under Criterion A, it should retain the essential physical features “that made up its character or appearance during the period of its association

with the important event” (NPS 1997:46). And while design and workmanship may not be as vital, the integrity of location, setting, materials, feeling, and association should ideally be retained (NPS 1997:48; Table 3).

If a property is eligible for the NRHP under Criterion C, the structure “must retain most of the physical features that constitute that style or technique” (NPS 1997:46). If it has lost the majority of the features that characterized its style, then the property is not eligible. Under Criterion C, the integrity of design, workmanship, and materials are usually more important than location, setting, feeling, and association (NPS 1997:48; Table 5).

If a property is eligible for the NRHP under Criterion D, the integrity of the structure “is based upon the property’s potential to yield specific data that addresses important research questions” (NPS 1997:46). For “properties eligible under Criterion D, including archeological sites and standing structures studied for their information potential, less attention is given to their overall condition, than if they were being considered under Criteria A, B, or C” (NPS 1997:46). NPS (1997:49) recommends that evaluation of integrity under Criterion D focus “primarily on the location, design, materials, and perhaps workmanship” of the site (Table 3).

5.1 Application of National Register Criteria to Harris Harbor (JUN-1291)

Harris Harbor was completed in 1939; the structure is 80 years old. It is not listed on the Juneau Community Development Department’s Historic Sites & Structures database (CBJ 2019d), nor is it considered to be a key feature to the Juneau Downtown Historic District (Winter & Co. 2009).

Criterion A: Association with Significant Events

To be considered for listing under Criterion A, a property must be associated with an important historic event (NPS 1997:12). Although Harris Harbor was constructed in response to a burgeoning population and economy in southeast Alaska, it was not built in association with any specific, significant historic event. It was used as a harbor of convenience during World War II, but it was not the only harbor in the area to perform that role, nor did it stop serving the general populace. Harris Harbor is not significant for its association or linkage to historic events; therefore, JUN-1291 is **not eligible for the NRHP under Criterion A.**

Criterion B: Association with Lives of Significant Persons

To be considered for listing under Criterion B, a property must be associated with the productive life of an individual whose specific contributions to history can be identified and documented (NPS 1997:15). An archival search, including a search of the “Gastineau Channel Memories” interviews that are archived by the Juneau-Douglas City Museum, revealed no significant persons associated with Harris Harbor (CBJ 2019a). Harris Harbor is not connected to a person of significance in the past; therefore, JUN-1291 is **not eligible for the NRHP under Criterion B.**

Criterion C: Distinctive Characteristics of a Type, Period, or Method of Construction

To be considered for listing under Criterion C, a property must “embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). More specifically, properties associated with design or construction “must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction” (NPS 1997:18). And “a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history” (NPS 1997:18). Harris Harbor was built with the same construction methods that are used to build harbors today. The engineering of the rubble-mound breakwater and the dredging specifications were in use prior to its construction, and continue to be used by hydrological and civil engineers today. Harris Harbor does not embody distinctive construction methods; therefore, JUN-1291 is **not eligible for the NRHP under Criterion C.**

Criterion D: Potential to Yield Important Information in prehistory or History

To be considered for listing under Criterion D, a property must have the potential to answer “important research questions about human history [that] can only be answered by the actual physical material of cultural resources” (NPS 1997:21). Harris Harbor was built using standard plans, common construction methods, and common construction materials. The actual physical materials of the property, the breakwater and docks, are not likely to answer important research questions about the history of Juneau or the history of harbor construction in Alaska. Harris Harbor has no potential to yield specific data that addresses important research questions; therefore, JUN-1291 is **not eligible for the NRHP under Criterion D.**

5.2 Application of National Register Criteria to Aurora Harbor (JUN-1292)

Construction of the Aurora Harbor was completed in 1964; the structure is 55 years old. It is not listed on the Juneau Community Development Department’s Historic Sites & Structures database (CBJ 2019d), nor is it considered to be a key feature to the Juneau Downtown Historic District (Winter & Co. 2009).

Criterion A: Association with Significant Events

To be considered for listing under Criterion A, a property must be associated with an important historic event (NPS 1997:12). Although Aurora Harbor was constructed in response to growing populations in Juneau and Douglas which caused increased vessel traffic in the Gastineau Channel, it was not built in association with any specific, significant historic event. Aurora Harbor is not significant for its association or linkage to historic events; therefore, JUN-1292 is **not eligible for the NRHP under Criterion A.**

Criterion B: Association with Lives of Significant Persons

To be considered for listing under Criterion B, a property must be associated with the productive life of an individual whose specific contributions to history can be identified and documented (NPS 1997:15). An archival search, including a search of the “Gastineau Channel Memories” interviews that are archived by the Juneau-Douglas City Museum, revealed no significant persons associated with Aurora Harbor (CBJ 2019a). Aurora Harbor is not connected to a person of significance in the past; therefore, JUN-1292 is **not eligible for the NRHP under Criterion B**.

Criterion C: Distinctive Characteristics of a Type, Period, or Method of Construction

To be considered for listing under Criterion C, a property must “embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). More specifically, properties associated with design or construction “must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction” (NPS 1997:18). And “a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history” (NPS 1997:18). Although the specific combination of the timber-and-lagging vertical wall and rubble-mound breakwater for the wave barrier is unique, it does not represent a particular type, period, or method of construction. Timber-and lagging vertical walls and rubble-mound breakwaters are common construction methods that continue to be used in harbor construction today. The engineering of the composite wave barrier, the rubble-mound breakwater, and the dredging specifications were in use prior to its construction, and continue to be used by hydrological and civil engineers. Aurora Harbor does not embody a specific historic type, period, or method of construction; therefore, JUN-1292 is **not eligible for the NRHP under Criterion C**.

Criterion D: Potential to Yield Important Information in prehistory or History

To be considered for listing under Criterion D, a property must have the potential to answer “important research questions about human history [that] can only be answered by the actual physical material of cultural resources” (NPS 1997:21). Aurora Harbor was built using standard plans, common construction methods, and common construction materials. The actual physical materials of the property, the breakwater, wave barrier, and docks, are not likely to answer important research questions about the history of Juneau or the history of harbor construction in Alaska. The site is not likely to yield any information that has not already been recorded by extant engineering as-builts and photographic documentation. Aurora Harbor has no potential to yield specific data that addresses important research questions; therefore, JUN-1292 is **not eligible for the NRHP under Criterion D**.

6.0 Conclusion

Harris Harbor and Aurora Harbor, located along the Gastineau Channel in Juneau, Alaska, were constructed in 1939 and 1964, respectively. After applying the National Register criteria (36 CFR § 63) to these cultural resources, it is clear that neither the Harris Harbor (JUN-1291) nor the Aurora Harbor (JUN-1292) meet the requirements of the National Register Criteria for Evaluation. Per 36 CFR § 800.4(c)(2), the Alaska District, USACE requests your concurrence on the determination that these two harbors are **not eligible** for the National Register of Historic Places.

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