

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 28th, 2015

- I. Call to Order** (5:00 pm in the CBJ Assembly Chambers)
- II. Roll Call** (Budd Simpson, Bob Janes, John Bush, David Summers, David Logan)
- 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 time)
- V. Approval of April 22nd, 2015 Operations/Planning Meetings Minutes**
- VI. Consent Agenda - NONE**
 - A. Public Request for Consent Agenda Changes**
 - B. Board Members Requests for Consent Agenda Changes**
 - C. Items for Action**

VII. Unfinished Business - NONE

VIII. New Business

- 1. Auke Bay Speed Zone Restriction
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING.

- 2. Harbor Fee Regulation Change – Recreational boat launch fees (05 CBJAC 20.060)
Presentation by Port Director

Board Questions

Public Comment

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Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING.

IX. Items for Information

1. Douglas Harbor Parking Lot Design Considerations/Trade-Offs
Presentation by Port Engineer
2. Amalga Harbor Fish Cleaning Station - Update
Presentation by Port Engineer
3. Former-Thane Ore House Lease – Request for Proposal Process
Presentation by Port Director
4. CBJ Appeal of Planning Commission Decision
Presentation by Port Engineer

X. Staff, Committee and Member Reports

XI. Committee Administrative Matters - Next Meeting: Wednesday, June 17th, 2015

XII. Adjournment

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I. Call to Order.

Mr. Simpson called the meeting to order at 6:00 p.m. in the US Customs/Port Field Conference Room.

II. Roll.

The following members were in attendance: Robert Janes, David Logan, Dave Summers, and Budd Simpson.

Absent: John Bush

Also in attendance were: Carl Uchytel – Port Director, Dave Borg – Harbormaster,

III. Approval of Agenda.

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

The motion passed with no objection.

IV. Public Participation for non-agenda items - None

V. Approval of March 18th, 2015 OPS/Planning Meeting minutes.

Hearing no objection the March 18th, 2015 OPS/Planning Meeting minutes were approved as presented.

VI. Consent Agenda

A. Public Request for Consent Agenda Changes – None

B. Committee Members Requests for Consent Agenda Changes – Mr. Logan wanted to Remove #1 – moved to item #1 on unfinished business.

C. Items for Action

1. Statter Harbor Parking – This item moved to unfinished business #1.

2. Staff Labor Fees (05 CBJAC 20.140)

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

MOTION By MR. LOGAN: TO APPROVE ITEM #2 ON THE CONSENT AGENDA AND ASK FOR UNANIMOUS CONSENT.

VII. Unfinished Business

1. Statter Harbor Parking

Recommendation: New Launch Ramp Facility

i. Rate

1. \$5/day

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2. \$1/hourly
 3. 10-day maximum in season
 4. Applies to either vehicles or vehicles plus trailers
 5. Limited number of monthly parking will be managed and issued by the Port Director or representative at \$100/month.
- ii. Off season discounted rate (Oct-April)
1. \$50/month
- Existing Harbor Office Parking
- i. Rate
1. \$5/day
 2. \$1/hourly
 3. 10-day maximum in season
 4. \$100 monthly rate w/limited number of parking not over 20.
 5. No trailers
 6. Reserved Statter Harbor moorage patrons will receive one year-round parking pass included in moorage cost. This does not guarantee parking.
- ii. Off season discounted rate (Oct-April)
1. \$50/month

Mr. Logan asked why the daily parking fee is still at \$5.00?

Mr. Simpson said the consensus of the Committee was because this is a whole new parking lot/system to stay at the \$5.00 rate and see how that goes. It can be adjusted later if it needs adjusting.

Mr. Logan said the other fees have rate increases scheduled in, does this rate have that? This fee was to encourage turnover.

Mr. Simpson said he agrees with the need for turnover, but the Committee did not want the rate doubled. Adding a CPI adjustment to this rate is difficult when you are trying to stay with even dollars. The intent from the Committee would be to adjust the rate on a case by case basis with this \$5.00 rate not being a fixed number but a starting point.

Mr. Logan said he disagrees with not having a CPI adjustment annually because he wants to address this as little as possible. He would like something added that the rate could be adjusted with Board approval.

Mr. Donek said it is too early to try to put a rate in place at this point and adjusted over the years. He recommended to leave the rate at \$5.00 for now.

Mr. Logan said he will vote against that.

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Mr. Simpson asked if there were any other issues with the Statter Harbor Parking rates?

Public Comment- None

Committee Discussion/Action

MOTION By MR. JANES: TO APPROVE THE STATTER HARBOR PARKING AS PRESENTED AND ASK UNANIMOUS CONSENT.

Mr. Simpson said this will go to the Finance Committee and the Regular Board next.

Motion passed with no objection.

2. Aurora Harbor Rebuild Project - Installation of phone and Cable TV.

Mr. Gillette said originally we were not going to put in the cable for phone and TV, but with all the comments, staff was directed to look at installation. Staff contacted ACS and they said they will not provide service in the Harbor. GCI is looking at it and he met with them today. Staff is trying to keep the cost down by telling the contractor not to finalize the floats yet, unfortunately the main float has already been finished.

Mr. Simpson asked to explain to the Committee what that means.

Mr. Gillette said the main floats and the head floats have cable trays that run down the center of the floats and that is where the power cables are. The communication cables can also go into that cable tray and GCI only has one cable that works for the cable, phone, and internet. Along the head float, there are places in the decking that is not fastened down yet so they can feed their power cables. The contractor has been asked to hold off on permanently fastening the decking until after the cable, phone and internet lines are figured out. GCI understands the issue and would like to provide service. The engineers got this information today and are engineering what they need for their system. The GCI Corporate office will decide if this would be cost effective for them to install this. Mr. Gillette said the GCI decision will take some time. The plan currently is to identify the key locations where they could pull their cable through, we would put a pull rope in the system, and the boards would be temporarily screwed in place for safety. After GCI gives us their decision, the lines could be installed using the pull ropes, and the boards could be permanently installed at that time.

Committee Questions –

Mr. Logan asked if cable was going to be run throughout the Harbor?

Mr. Gillette said they would like to run the cables on A, B, C, and D floats in the new section. This will go out the main floats and close to the power pedestals. It is in Docks & Harbors best interest to keep items off the dock and neat.

Mr. Logan asked what other Harbors do we have cable service in?

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Mr. Gillette said Harris and Old Douglas.

Mr. Logan asked what the cost will be for Docks & Harbors?

Mr. Gillette said GCI was told if they want to provide service to their customers they need to follow our rules and there is no cost to Docks & Harbors at this time. He is unsure what the Corporate office will say that they will cover the whole expense.

Mr. Logan asked Mr. Gillette if he anticipated any long term expense for the cable for Docks & Harbors?

Mr. Gillette said we told GCI if they build it, they will need to maintain it.

Mr. Summers was confirming that ACS said they were not interested with this installation.

Mr. Gillette said yes.

Mr. Summers asked how long did GCI need to make the decision?

Mr. Gillette said GCI said it could take a couple of months to make a decision.

Mr. Summers suggested that GCI could come back and say they decide not to do this.

Mr. Gillette said they could come back and say they didn't want to serve the Harbor because it is not cost effective, unless Docks & Harbors wants to participate. At that point we could discuss options. Mr. Gillette said looking ahead, they would be interested in installing lines for the next phase, and staff would like to work with them early to have this cable installed in the electrical tray.

Mr. Janes recommended to give GCI a date that the information was needed so it doesn't hold up the contractor.

Mr. Gillette said after talking with GCI it doesn't sound like the decision will be made before the contractor is finished. We will have some cost to put everything back together after the wires are installed.

Mr. Logan said at this point those costs are going to be incurred because we are on hold until GCI makes a decision.

Mr. Gillette said yes.

Public Comment –

Chris Ruschmann, Juneau, Alaska

He asked if there was going to be a lease cost for GCI's cable to run along the dock?

Mr. Gillette said he is unsure, he would need to talk to the Port Director and CBJ Law Department.

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Russel Peterson, Juneau Alaska.

He said he found out today that pacemakers require a twisted pair phone line and can't work over wireless. Phone and cable are the last wires run in new construction because they are the most delicate. You can't use any wireless security camera footage as evidence in court. It will be thrown out because it is not secure, and the images can be altered. He said he will pay upfront for the cable installation and anyone wanting to hook up would pay him \$100.00. He said this is a good investment for this infrastructure.

Savannah Worley, Juneau, Alaska

She said she has wireless security system at her house and the court will take the footage as evidence.

Committee Discussion/Action

Mr. Logan asked if Mr. Gillette needed anything from the Committee?

Mr. Gillette said unless you disapprove of the temporary decking, he said staff will just work with the contractor until GCI comes back with a decision.

Mr. Janes said he would like to know more about someone with a pace maker needing direct wire and not wireless.

Mr. Donek asked what is Docks & Harbors options if GCI backs out?

Mr. Gillette said at this point GCI is interested.

NO MOTION NEEDED AT THIS TIME.

VIII. New Business

1. Limitation of Access to Utility Easement/End of Fritz Cove Road.

Mr. Uchytel said this request came from Mr. Domke. He requested CBJ take control of this area and close it off to motorized trailer boat launch. What does the Committee want to do at the end of Fritz Cove?

Committee Questions

Mr. Logan asked if Mr. Uchytel talked to the CBJ Law department to see if Docks & Harbors has liability for people using this area to launch their boats?

Mr. Uchytel said he has not asked that question.

Mr. Logan said he assumes Docks & Harbors would be liable.

Mr. Donek asked what the problem is at this site?

Mr. Janes asked if the problem is for motorized boat use or non-motorized use?

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Mr. Uchtyl said Mr. Domke's letter refers to motorized boat launch use.

Mr. Summers said if Docks & Harbors were to put a launch ramp in at this site, there would need to be a public process, and there was no public process currently. He asked what has been done to stop the access for people to launch their boats? He asked if DOT put large boulders to stop access for boat launching?

Mr. Uchtyl said last year a nearby resident put a chain up and DOT cut the chain.

Mr. Summers asked why DOT cut the chain.

Mr. Uchtyl said because DOT said it was in their right-of-way.

Mr. Simpson asked if Docks & Harbors manages the Fox Farm parking lot?

Mr. Uchtyl said he thought so.

Public Comment –

Loren Domke, Juneau Alaska

He said this would be re-closing the utility easement. This has been closed in the past. Marion Hobbs built a utility easement for Spuhn Island and placed rocks for no access when he was finished. Everything was fine for a while, then guys came along and wanted to launch their boat without buying a launch ramp permit and hauled the rocks out of the way with their pick up. Contractors working on Spuhn Island added rock to this area so they wouldn't get their pickups stuck when they back down to the beach, and now there is regular use. The beach historically is heavily used by the public during nice weather for shore fishing or just sitting on the beach to watch the sunset, and by guys with duck boats, and kayakers that carry their boats. The change recently is the motorized traffic use, and this has not been through a public process and is all done informally. He said he would like to see this closed off again, and suggested bollards would work good. He knows this area would need to remain open for utility access so bollards or a gate would work good and still allow kayakers and other people use access. He also recommended signage. People are using it because there are no signs saying they can't use it.

Mr. Janes asked Mr. Domke where people park their boat trailers after launching?

Mr. Domke said they are left on the side of the road or behind the mail boxes. Typically people don't use the parking lot that is there.

Mr. Logan asked if he knew why they were launching their boats at that location?

Mr. Domke said he doesn't keep track of how long they are gone.

Russell Peterson, Juneau, Alaska

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He said he has a mooring buoy to the left of Smugglers Cove and he would like to see that area non-motorized access use so he can carry a row boat and still row out to his boat.

Committee Discussion/Action

Mr. Janes said this was not designed for motorized use and any access should be by carrying a boat and he is in support of the request.

Mr. Logan asked if there was a mechanism to allow Mr. Domke to donate money to put in bollards?

Mr. Uchytel said it would be easier if Docks & Harbors did this rather than accept a gift from the public.

Mr. Summers said he would like this closed to motorized use.

Mr. Logan said he understands that this will need to be discussed with DOT also. He recommended to discuss this with DOT and get a cost estimate, then revisit this issue.

Mr. Simpson asked if the Committee agreed that this area would be for non-motorized vehicles only. The Committee agreed.

MOTION By MR. LOGAN: TO INVESTIGATE THE COST TO CLOSE THE ACCESS OFF AND DISCUSS WITH DOT AND MAKE SURE THEY KNOW THIS HAS BECOME A DEFACTO LAUNCH RAMP AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

Mr. Simpson said this will come back to this Committee after it is refined before it is finalized.

2. Request for Food Vendor Cart Access to Downtown Wharf.

Mr. Uchytel said this was a request from Mr. Jonah Smith. The first request from Mr. Smith was in 2013 and he wanted to sell food on the docks. Mr. Uchytel said he is not in favor of this, but Mr. Smith wants to have a food cart along the seawalk. Within CBJ, CDD issues permits for food carts along the city streets. If this would be allowed along the seawalk, there would need to be better rules in place. The current food cart ordinance only charges \$50.00 filing fee, and \$150 per month. His concern is the seawalk is still very narrow with yellow fence and a lot of people coming and going. His other concern is that we are selling 4x4 space for \$30,000 and it undercuts other food business along the water.

Committee Questions -

Mr. Donek asked if this would raise any security concerns on the dock?

Mr. Uchytel said no.

Mr. Logan asked if there was a particular location he wanted?

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Mr. Uchytel said somewhere by the Visitor Center.

Mr. Summers suggested to consider this request after 16B is built because of the congestion in the yellow fence area and also look at this carefully to determine a price by looking at other operations in the area. He is not in support of the food cart at this time.

Public Comments -

Russell Peterson, Juneau, Alaska

He suggested to charge a percentage of what the food cart makes.

Mr. Janes recommended to wait until 16B is built and this would give time to review this request further.

Mr. Logan said he has the sense from locals that they want to be on the seawalk. This would be an opportunity to put something that would draw locals in.

Committee Discussion/Action

Mr. Donek suggested to get 16B built first.

Mr. Logan said because these are not permanent, he suggested to try this now to see how it works.

MOTION By MR. LOGAN: CREATE TWO PERMITS FOR TWO FOOD CARTS ON THE SEAWALK AND DEFINE THE AREA OF USE AND HOURS OF OPERATION.

Mr. Uchytel asked if this was for this year?

Mr. Logan said yes.

Motion Fails

MOTION By MR. JANES: TO DEFER ANY FOOD CART PERMITTING ON THE SEAWALK THIS YEAR, LOOK MORE CAREFULLY INTO LOCATION, COST, AND ENCOURAGE USE, AND ASK FOR UNANIMOUS CONSENT.

Mr. Logan objected.

Mr. Logan suggested to ask staff to submit a proposal for this and timeline when they would have a proposal.

Mr. Logan offered a friendly amendment – that the Committee direct staff to come back to the Committee by March of 2016 a proposal for food cart vendors on the Seawalk.

Mr. Janes accepted the friendly amendment.

Motion Passed.

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IX. Items for Information/Discussion

1. Snowcloud wireless internet (Southeast Communication Services)

Presentation by Marc Luchini and Chris Ruschmann

Mr. Luchini said Mr. Ruschmann and himself are the founders of Southeast Communication Services and the Snowcloud Internet Service. He said they wanted to come and introduce themselves and tell about some of the services they offer, be able to address concerns the public has with wireless, and give basic information. He said currently the Snowcloud is providing service for customers in Auke Bay, Harris and Aurora, which has been on and off since 2012. There is no installation fee and a very quick and easy set up. He showed a device that would be placed on the boat and mounted on the railing of the boat. The cables are all enclosed and on the boat. He wanted it known that they have never been in contact with Docks & Harbors to not wire the Harbors to promote their business. Their customers are thoroughly happy with their service, and he went over some of the services they offer. He said they do offer secure wireless service, which is a point to point wireless to their access points from their towers to the device that he brought to show. The routers are secured with WPA2 ES encryption, which has never been hacked. The security vulnerability is in the simple passwords. He said they recommend a 20 character limit password making it very difficult to figure out. Some of our customers not in the Harbors include, State of Alaska Fish & Game, Department of Labor, Prospector, Drift Wood, Wild Flower Court, all places that need secure internet service. There are currently a little over 30 users in the Harbor system, Harris, Aurora, Douglas and Statter. We also have over a 100 residential users. We are continually adding towers and increasing our services. He said he lives in Douglas, right across from the Harbor, and he knows a lot of Douglas Harbor users that are ready to switch to Snowcloud, but he said they need access. He said they are not trying to replace ACS or GCI, but be able to offer another service. This will not cost Docks & Harbors any money, and the power consumption is minimal.

Mr. Logan asked if Snowcloud was offered to other Harbors in Southeast?

Mr. Ruschmann said there are plans, but they are focused on Juneau first.

2. Abby's Kitchen

Tom Roha said he met with Docks & Harbors staff to find out what he needs to do to build a restaurant along the Dock street right of way in Douglas. His proposal is to lease property from Docks & Harbors to build a Restaurant. The process would be to have the right of way vacated and start a lease with Docks & Harbors. He showed some preliminary sketches of the proposed building.

Mr. Summers asked if this would be a year around operation?

Mr. Roha said yes.

Mr. Janes asked what is Docks & Harbors losing from this proposal?

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Mr. Uchytel said it would be less trailer parking, and Docks & Harbors is required to provide 100 parking spaces for a two lane launch ramp.

Mr. Gillette said when the master plan for trailer parking was completed, the standard parking space was 10' x 40'. The new standards are 12' x 50', and staff would need to make sure we have enough parking spaces.

Mr. Donek said the parking would be his main concern?

Mr. Gillette said we have enough car parking, the truck trailer parking is the issue. He went over the map and described the parking issues.

Mr. Simpson said after this area is paved and striped, showing people how to park, there could be more parking spaces. He asked what is the process to move forward with a request like this?

Mr. Gillette said the ordinance for the vacation of the right of way says the majority of the land owners adjacent to the right of way are the only ones allowed to apply. It would just be Docks & Harbors applying because we own on both sides. This is an application to the planning commission, and then the Planning Commission seeks information from various Departments on utilities and uses. This will take some effort and is a process.

Mr. Simpson asked what this area is zoned?

Mr. Gillette said the restaurant is in the zoning table and would just need a conditional use permit.

Mr. Uchytel said this will need to be a public/bid type process.

Mr. Janes said this is a great use idea for this space that is not used, and it would be awful for a process to stop this plan. He wants to be fair to the process but fair to the idea also.

3. Little Rock Dump

Howard Lockwood, Juneau, AK

The subject is the Zone change request by the City Engineer public works department to change the official zoning on ATS 556A adjacent to the waste water treatment plant from Waterfront Industrial to Industrial. He said this has been going on for about a month and has attended all the meetings. This was presented by the Public Works Director Rorie Watt, and Beth McKibben from City Planning Department. He said Juneau Port Development has a lease on that property and he was not been consulted officially, but at the meeting he attended, he shared his concerns about the zone change. He said he provided a handout during public participation at the meeting and the Commission voted nine to zero in support of the opposition. He said if this were to change to Industrial, Hotel, Motels, floating structures for seasonal commercial recreation would not be allowed. If this happens, Docks & Harbors would not be able to benefit financially from the Mega-Yacht Harbor. He said he is now working directly with Rorie Watt and Hal Hart from Planning

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Department to organize an exact zoning to allow for property development in that area. He wants a positive platform to conduct business. The zoning ordinance has certain provisions but it is in conflict with the comprehensive plan. He will have a more thorough report for the full Board. Mr. Lockwood said this has to be resolved at this stage of the business.

Mr. Simpson said it sounds like there is no support from the Planning Commission for the zone change.

Mr. Uchytel said the request for re-zoning did not pass, so there is no new news to bring to the Board next week.

Mr. Lockwood said the Board needs to know the reason for the zone change is to put a waste incinerator in. If the Board is not interested in hearing about this, he will just continue to work on it. He asked if the Board supports the Harbor project?

Mr. Uchytel said there is no opposition from the Board or the Port Director for the Mega Yacht Harbor.

Mr. Janes said he is not in favor of an Incinerator on the waterfront next to a Mega Yacht.

Mr. Logan asked if this came through the Board?

Mr. Uchytel said yes, CDD presented at the last Board meeting.

Mr. Simpson said if this came up again, the Board would like to notified.

Mr. Logan said he would like to know zoning changes on all the Docks & Harbors managed property.

Mr. Lockwood asked if the Committee wants him to report his progress monthly?

Mr. Simpson said yes to any Committee. If some action needs to be made, the Committee will refer it to the full Board.

Mr. Watson said the zoning change was turned down because it was using waterfront.

X. Staff, Committee and Member Reports

Mr. Uchytel said when he presented Docks & Harbors budget to the Assembly. One issue was why isn't there restrooms at Harris Harbor. He said he explained Docks & Harbors has a master plan and plan to readdress that issue.

Mr. Simpson said the restrooms were shut down because they were used as housing for homeless.

XI. Committee Administrative Matters

Next Operations/Planning Committee Meeting is scheduled for May 20th 2015

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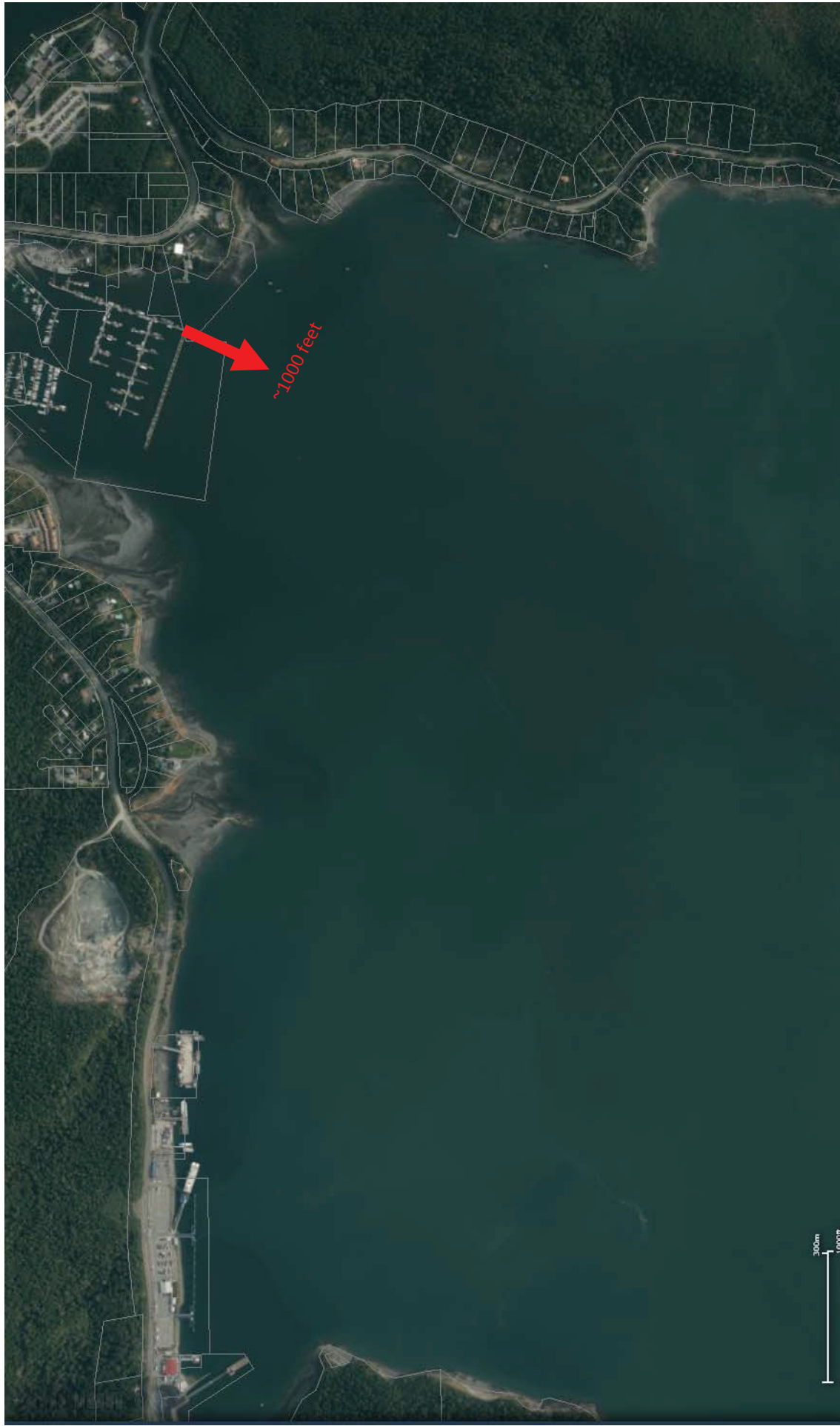
XII. Adjournment

The OPS/Planning Committee adjourned at 8:00 pm.

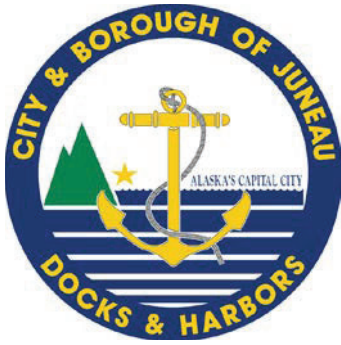
05 CBJAC 45.040 - Speed limits.

- (a) Prohibition. No person shall operate a vessel at a speed greater than
- (1) Four knots within any small boat harbor, including Douglas Small Boat Harbor, Harris Small Boat Harbor, Aurora Boat Basin, and landward of the Auke Bay Breakwater;
 - (2) Five knots in Gastineau Channel within the following areas:
 - (A) Reserved;
 - (B) The portion of the Juneau Harbor which is northeast of a range line that starts at the existing radio antenna atop the Juneau Federal Building marked on chart 17315 at position 58°18.086'N, 134°25.234' W proceeding along a bearing of 135°T to a speed limit dayboard mounted atop a steel pile dolphin group at the AJ Cruise Ship Dock in position 58°17.366'N, 134°23.866'W;
 - (C) From the Douglas Bridge on the southerly end to the navigational aid known as the "Mendenhall Bar Channel Marker #5" at position 59°19.1'N, 134°27.4'W on the northerly end; and
 - (3) Five knots in Auke Bay within an area bounded on the northerly side by the Auke Bay Breakwater extending seaward approximately 1,000 feet to a range line beginning at a point on east shore of Auke Bay at position 58°22.7'N, 134°38.6'W then bearing 281°T to a point on the west shore of Auke Bay at position 58°22.8N, 134°39.9'W.
- (b) Exceptions. The speed limits in 05 CBJAC 45.040(a)(2) and (3) do not apply to seaplanes, wing-in-ground (WIG) craft, vessels under sail or oar, vessels requiring more speed to adequately perform an emergency, security, or safety activity, and vessels requiring a minimum speed in excess of the limit to maintain safe steerageway.
- (c) Enforceability. This regulation is enforceable as set out in CBJ Ordinance 03.30.

(Added 4-23-2007, eff. 5-1-2007; Amended 12-17-2007, eff. 1-9-2008; Amended 6-23-2008, eff. 7-1-2008; [Amended 1-7-2013, eff. 1-15-2013](#))







Port of Juneau

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From: Carl Uchtyl, Port Director
To: Docks & Harbors Board
Via: Operations-Planning Committee
Finance Committee
Date: May 22nd, 2015
Re: Recreational boat launch fees (05 CBJAC 20.060)

Background: At the May 6th Harbor Fee Review Committee meeting, changes affecting the Recreational Boat Launch fees were considered. In the 2012-13 winter, the Board considered policy changes regarding the interpretation of the regulation. Minutes pertaining to those discussions are provided below:

<http://www.juneau.org/harbors/minutes/20130116020857-m.pdf>

<http://www.juneau.org/harbors/minutes/20121228021118-m.pdf>

The previous rates have been:

05 CBJAC 20.060 - Recreational boat launch fees.

...

(d) Recreational launch ramp fees. Recreational launch ramp fees will be assessed for each calendar year, calendar day, or portion thereof as follows:

Fee Period	July 1, 2005 to December 31, 2005	January 1, 2006 to December 31, 2006	January 1, 2007 to December 31, 2007
Calendar Year	\$50.00	\$70.00	\$90.00
Calendar Day	\$10.00	\$12.00	\$14.00

Regulations of Docks and Harbors
Title 05 Chapter 20 Small Boat Harbor Fees and Charges – Moorage
Title 05 Chapter 40 Small Boat Harbor Moorage Management Regulations

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Current Regulations & Ordinance:

05 CBJAC 20.060 - Recreational boat launch fees.

- (a) *Definition. The fee assessed to an owner 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 Tee 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.*
- (b) *Launch ramp fee period. Launch ramp fees will be assessed on a calendar year or calendar day basis.*
- (c) *Payment deadline. An owner may pay the annual launch ramp fee at anytime during the calendar year. The owner must pay the daily launch ramp fees in advance before the day of use. An owner that has not paid the annual fee will be assessed the daily fee.*
- (d) *Recreational launch ramp fees. Recreational launch ramp fees will be assessed for each calendar year, calendar day, or portion thereof as follows:*

<i>Calendar Year</i>	<i>\$90.00</i>
<i>Calendar Day</i>	<i>\$14.00</i>

Recommendation: The recommendations from the May 6th Harbor Fee Review include the following motions:

- a) Every trailer will be required to have a paid permit that uses one of the ramps and the fee is \$100 annually.
- b) Non trailered vessels will pay full fee of \$100 at the main launch ramps. Free launching at the old Douglas launch ramp, Tee Harbor, and the kayak launch ramp at Amalga.

#

Public comments received via email regarding

Launch Ramp Permit Fees:

From: Mark Stopha

Sent: Wednesday, May 27, 2015 12:58 PM

To: Jennifer Shinn

Subject: Re: RE: PSA- Docks & Harbors Ops/Planning Meeting- May 28th, 2015

I will not be in town for the meeting. Please enter this into the public comments. I am opposed to the 100 launch fee for each trailer a person has. The fee should cover use of the launch ramp for the year, regardless of which of your vessels you launch on any given day.

Sent from Yahoo Mail on Android

From:

Sent: Wednesday, May 27, 2015 2:59 PM

To: Carl Uchytel

Subject: Web Form Mail:Launch ramp permits

Sender: Bob Dilley	Email: Telephone:
Subject: Launch ramp permits	
Message: I heard you are considering changing the current launch ramp permits to where I cannot have two trailers and only purchase one launch permit, receiving the second permit free for my other trailer. I don't think this is fair. I have a larger boat that is harder to launch and retrieve and will often use my small skiff to run out after work to fish for a couple of hours or to check my crab pots. I can only launch one at a time, not both, so why should I have to pay for a second launch permit? If some folks are cheating your system, please figure out a way to deal with them, perhaps make a rule they have to have the same address or last name? Please don't double my price! Thank you. Bob Dilley	

MEMO

Harold Moeser, PE 4113 Taku Blvd
Juneau, Alaska 99801
907.789.0703 • 907.723.2851
Fax: 907.789.0703
Email: haroldm@gci.net

DATE: 5/21/2015

TO: Erich Schaal, P.E., and Deputy Port Engineer

RE: Amalga Harbor Fish Cleaning Station

PROJECT FEASIBILITY DRAFT (as of date above)

This report summarizes information and rational developed to date. Later versions will add new information or restate existing information as new information is collected, analyzed, reviewed and rationalized by Staff and the Public as part of the design development process.

Reviewers please send comments to haroldm@gci.net or call 907-723-2851, or pass comments on through Harbor Staff.

INTRODUCTION TO THE PROJECT

The City and Borough of Juneau owns and operates the Amalga Harbor Launching Ramp Facility constructed with local match funds the Alaska Department of Fish and Game, Division of Sport Fish, Sport Fish Access funds. The facility is a high use area and users have identified a conflict at the facility between fish cleaning and the launch/retrieve activity. To address this issue, an agreement was executed November 21, 2014 between the Alaska Department of Fish and Game, Division of Sport Fish and the City and Borough of Juneau “to determine the most appropriate and feasible floating fish cleaning station that would service boaters at Amalga Harbor”. The agreement provides for a feasibility study, permits and design of a floating cleaning station if determined to be feasible.

DESCRIPTION OF SITE

Adjacent to the Earnest Gruening State Park is the Amalga Launch Ramp, a popular and heavily used facility to access the waters of north end of Stephens Passage, south end of Lynn Canal and Icy Strait. Use is primarily seasonal, spring through late fall, but winter use occurs for hunting, crabbing and fishing. King, Coho and Halibut, Dungeness are the main attraction. Most common size boat using the facility are under 19’ with 40% between 19 and 24 feet¹ and few larger. An adjacent kayak ramp is available for manual launching lighter craft.

The facility, located at the end of Amalga Harbor Road, consist of several acres of parking with a double lane concrete launching ramp divided by an on grade loading float. The end of ramp water depth is at approximately - 4.0 MLLW and -7’ MLLW at the end float. The entire basin is dredged to -10’ MLLW. The extreme tide range is approximately 25’ with a mean tide range of approximately 13.7. Electricity is available and provides area lighting in the ramp area and upland parking. A step down transformer is located at the intersection of access road to the State Park. There is no developed water source on site, and sewer service is permanent two door outhouse with scheduled pumping service. The 268 foot loading float lies between two lanes of the concrete surfaced ramp



beginning at the edge of the staging area and extending out into the basin past the end of the ramp lanes. There is one fish cleaning table at the end of the float. There is no water service available on the float. Each user provides his own bucket.

Fish waste is disposed directly into the water where it eventually is consumed or decayed into the water column and bottom sediment. Crab shells take considerably longer to break down and are visible at low tide year around. Biodegradation of flesh is rapid. Occasionally a fish carcass will appear on the ramp but

¹ CBJ Launch Ramp User Survey and Demand Forecast, November 2010

critters, such as crab, worms, and enzymes consume entrails and there is little visible evidence of accumulation over time. Also, a few naturally returning chum salmon will accumulate, spawn, die and decay in the basin.



The approach into the basin and float, is from the north behind Kishbrock Island and an unnamed islet on the east. The islet is isolated on most high tides but a short isthmus bares at approximately +12' tide connecting it to mainland. Low tide reveal within the sheltered basin exposes considerable tide flats and rock outcroppings around the perimeter significantly reducing the effective basin area. After entering from the north, a ninety degree left turn leads to the small basin containing the float. Protruding more than halfway into the basin and baring at low tide is a peninsular reef blocking a straight line approach to the float. The inner basin is small relative to the amount of use.

There is a private permitted float south of the public float which goes dry at lower tides. There are private parcels with cabins and residences shore side in Amalga Harbor. In addition, Huffman Harbor, immediately adjacent to Amalga Harbor offers a small enclaves of protected waters sheltered by Kishbrock and other small unnamed islands. The more secure Huffman harbor is lined with shore side residences and mooring buoys in the basin. Eagle Harbor, a larger bight just north of Amalga Harbor offers less natural protection than Amalga but is seasonally occupied by fish rearing pens and frequented seasonally by gillnetters, seiners and packers working or waiting for openings.

The islands and rock outcrops surrounding Amalga Harbor offer considerable protection inside the basin proper at lower tides. Exposure to the SE and

Westerly direction is blocked, however from the NW, when the tide rises and the isthmus is submerged, a significant gap exposes the float to incident waves. Wind driven wave conditions in Lynn Canal are notorious. The conditions immediately outside the entrance can be extreme in strong northerly gales. Using a sustained wind speed of 65 knots from 336 degree (true) in Lynn Canal with consideration of the reduced exposure from the Eagle Beach delta, the site will likely experience waves of 5-6 feet at the entrance and the gap to the north at high tide. Summer winds tend to be considerably less intense, but sustained winds of 20 knots would be reasonable threshold for boating activity for small craft using the cleaning facility. Waves inside the basin are negligible except for winds from the NW at high tide, but the lee side of the float makes loading and unloading conditions acceptable.

PROBLEM STATEMENT

AMALGA HARBOR is a busy and congested launch facility. The approach to the float is narrow with a right angle turn and a protruding reef within the small basin. The physical constraints imposed by the small basin, reef protrusion, and the fish cleaning activity at the end of the float congests the float hindering launch and retrieving activity. This is exacerbated at lower tides as the available maneuvering basin decreases significantly in area and the floating length of the loading float is reduced for load/unloading of trailered vessels.

The objectives of this project are to mitigate the impact of fish cleaning on launch and retrieve activity by increasing the available space on the loading float for launch/retrieve activity, separating waiting lines for fish cleaning and retrieval activities, and providing for increased fish cleaning capacity at an alternate site with acceptable

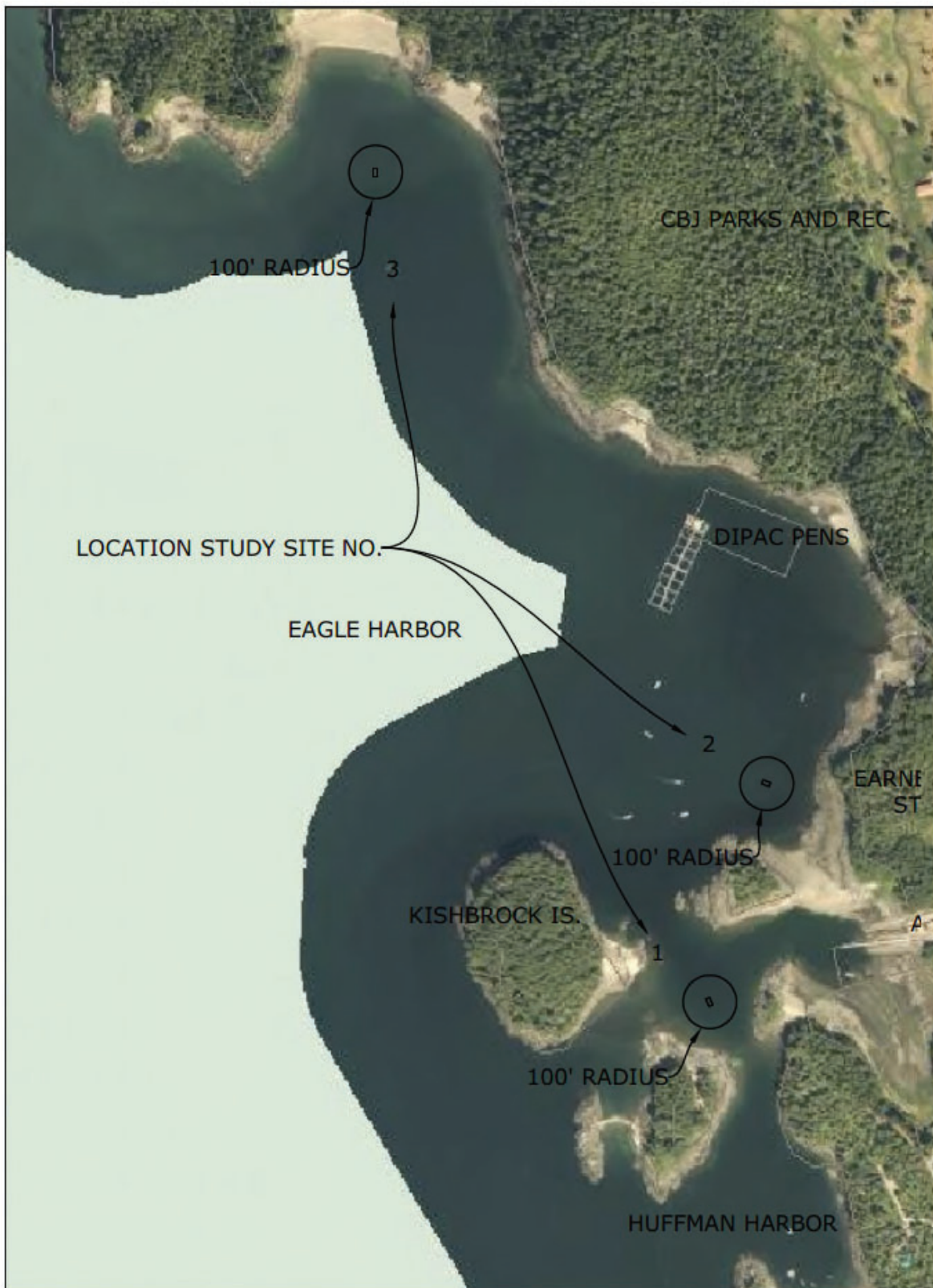
LOCATION STUDY SITES AND FINDINGS

For this LOCATION STUDY a 16x28 foot fish cleaning float is proposed. The 100' radius around the float indicates scale on otherwise hard to discern scale on aerial photos in addition to recommended maneuvering room around the float under water obstruction free zone requirements. This footprint provides sufficient space for 4 or more typical vessels and four cleaning stations and navigation clearance around the float. Amenities provided can be as simple as tables and user provided buckets for water to a more sophisticated off grid solar/battery powered electric pump wash down capability. Depending on depth of water, bottom conditions and exposure specific design elements are not directly addressed in the beyond limited discussion. Schematics will show piling as the preferred securing method, but site conditions may dictate anchoring

The first alternative examined was extending the existing loading float and relocating the fish cleaning activity to the end. This alternative was immediately determined by measurement and observation at low tide that there is not sufficient area to either extend the existing float or locate a separate float for the fish cleaning activity within the basin. Approach maneuvering area is limited and already visibly congested on moderate use days as returning craft enter the basin and wait for space to clear on either side of the loading float. Therefore, this first alternative was eliminated as not feasible and other sites considered outside of the basin or upland in the parking and staging area.

Though the funding agreement provides for feasibility of a floating cleaning station, a shore side station and do nothing alternatives are also discussed.

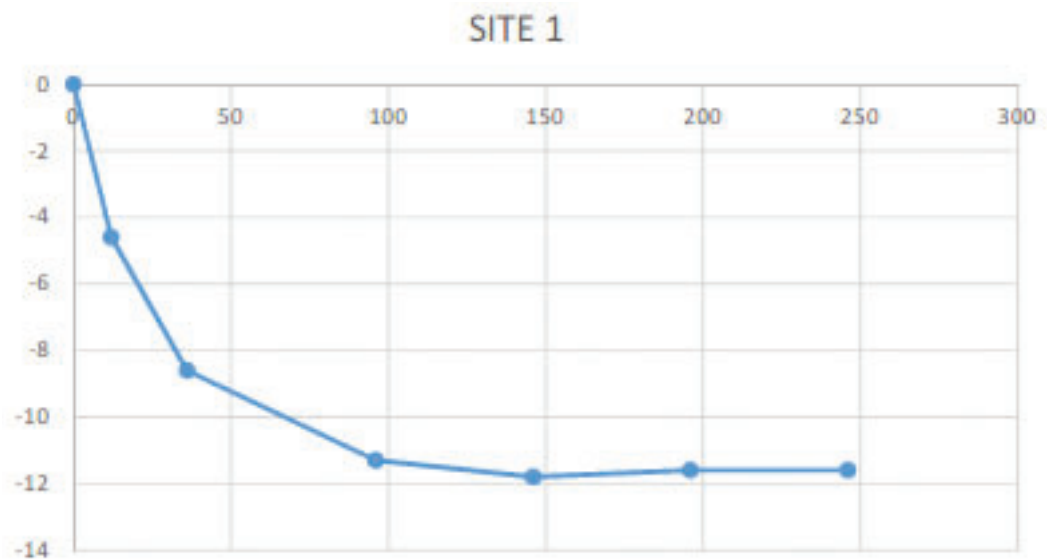
Each study location was examined for wind wave conditions, water depths with bottom profile, and other parameters. . Winter or extreme wind/wave conditions are 65 knot winds (one minute sustained) from the Northwest and Southeast for each location. Summer operating limits for the fish cleaning activity is 20 knot winds from Northwest, Southeast and Southwest directions. The 20 knot threshold is examined as a reasonable upper limit on conditions where small skiffs might still be operating.



STUDY SITES 1-2-3

A. LOCATION STUDY SITE 1

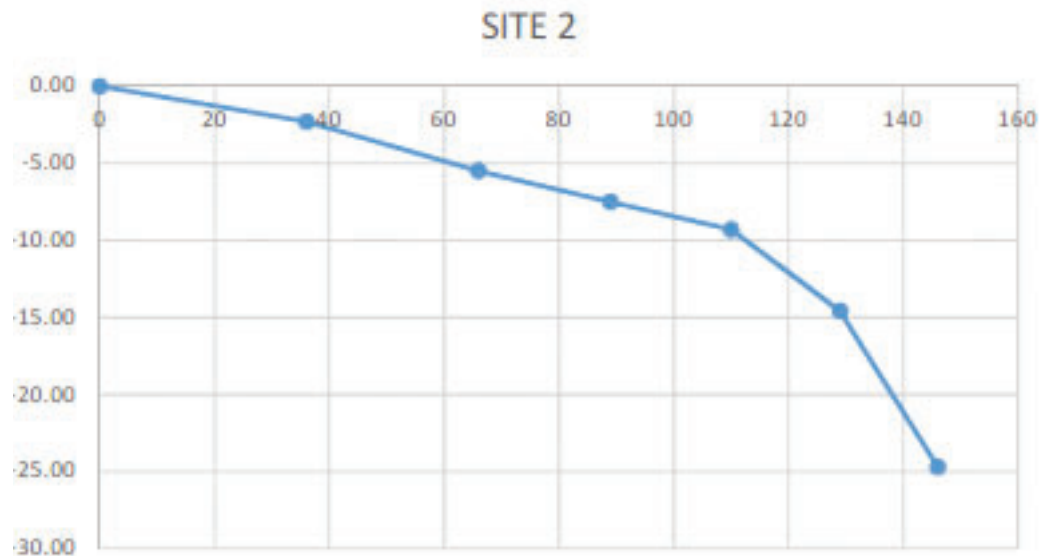
- a. Relocated fish cleaning activity to a remote 16 x 28 foot float within the protected basin behind Kishbrock Island and near the connecting entrance to Huffman Harbor.
- b. Removes cleaning activity from float effectively expanding holding capacity for launch/retrieve-load/unload activity.
- c. Waste disposal into deeper water, relatively open water way improves dispersal of entrails and carcasses.
- d. Secured with anchors or piling bottom depth approx. -11' MLLW.
- e. Location most secure and safe for activity and winter survival. Summer wind/wave conditions would be good at less than 6" and winter 1-2'.
- f. Bottom profile at Site 1



- g. Bottom is muddy sand overburden of unknown depth and generally flat across the site, rock shoreline is steep.
- h. Likely the least cost for construction and annual maintenance.
- i. Tidelands are under control of CBJ.
- j. Corps of Engineers Permit and ADEC 404 Permit required.

B. LOCATION STUDY SITE 2

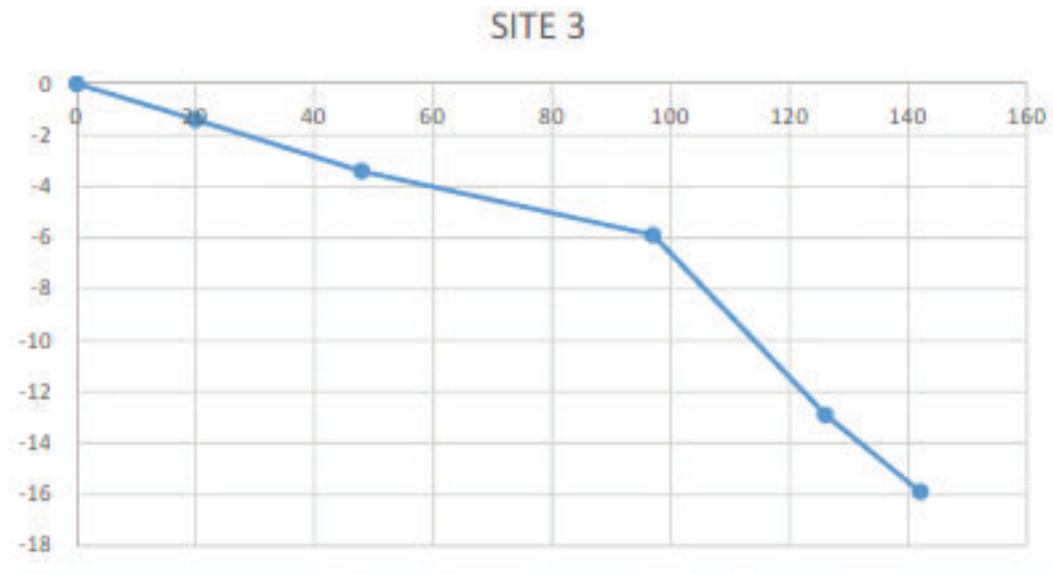
- a. Relocate fish cleaning to a remote 16 x 28 foot float within Eagle Harbor on the East shoreline.
- b. Effectively removes congestion from fish cleaning activity and dedicates 100% of loading float for intended purpose.
- c. Remove biomass waste overload to from shallow water minimal dispersion to deeper water, higher circulation broader dispersal of entrails and carcasses and reduced bottom biological load directly under float.
- d. Float would have to be designed for endurance for Northwest exposure over the winter, and exposed in summer Northwest and Southwest winds offering less than ideal conditions for small skiffs.
- e. Exposure is predominantly NW with summer wind wave conditions of 1.5-3' and winter waves of 5-9'.
- f. Frequent summer southwest winds would be about half 0.7 to 1.3'. Exposure would limit safe use by smaller skiffs.
- g. Bottom profile at Site 2



- h. Bottom is steep and rocky with no discernable overburden. Pile drill/drive may have difficulty starting on slope. Anchoring may be preferred at this site.
- i. Mooring permit required.
- j. Corps of Engineers Permit and ADEC 404 Permit.

C. LOCATION STUDY SITE 3

- a. Relocate fish cleaning to a remote 16 x 28 foot float within Eagle Harbor in the small bight on the northeast shore.
- b. Float would have to be designed for endurance for exposure over the winter, but would also be more exposed in summer winds and less than ideal conditions for small skiffs.
- c. Effectively removes congestion from fish cleaning activity and dedicates 100% of loading float for intended purpose.
- d. Remove biomass waste overload to from shallow water minimal dispersion to deeper water, higher circulation broader dispersal of entrails and carcasses and reduced bottom biological load directly under float.
- e. Location is exposed to Southwest and Westerly directions but more protected from Northerlies. Summer wind wave conditions of 2-4' and winter considerably more.
- f. More exposed to Summer SW winds at 20 knots would experience waves of 1.3 to 2.1'.
- g. Bottom is has a layer gravels with underlying rock at unknown depth.
- h. Higher cost for construction and more annual maintenance than Study Location 1.
- i. Tidelands are under management of CBJ.
- j. Bottom profile at Site 3 from 0.0 MLLW



D. LOCATION STUDY SITE 4

- a. Relocate fish cleaning activity to a new shore side facility.
- b. Removes cleaning activity from the float effectively expanding holding capacity for launch/retrieve-load/unload activity.
- c. Requires substantial upland facility development. Develop water source by drilling well or salt water intake, pumping and pipeline. Disposal system would require considerable grinding,

pumping, pipeline and outfall construction to get waste to acceptable location. The distance and predominance of rock between the upland area and deep water of the site are not ideal for such a construction in addition to the increase operating cost to maintain it.

d. Traffic flow through the Amalga Facility would be modified to accommodate several car-boat trailer combinations to stop, unload fish to cleaning tables then reload fish and out Amalga Harbor Road.

e. Uplands under Docks and Harbors management.

f. NPDES Stormwater Permit



UPLAND LOCATION SITE 4

E. LOCATION STUDY SITE 5

- a. Remove the fish cleaning table from the existing loading float and provide no alternate nearby.
- b. Simplest solution to resolve congestion but removes convenience function from site.
- c. May eliminate some congestion but users may still hold up retrieval activity to clean fish on the float leaving a bigger mess.
- d. Some may take fish to Auke Bay to use cleaning tables.
- e. There may be some continued requests to replace table.
- f. No permits required

F. LOCATION STUDY OPTION DO NOTHING

- a. No action is taken on the problem statement with this alternative.
- b. No further costs will be incurred by Docks and Harbors or Alaska Department of Fish and Game.
- c. The problem may be mitigated by completion of Auke Bay Launching Ramp Project in 2016/17 as users make higher use of that location as expansion improves access and user experience. Higher use of Amalga by users avoiding Statter Harbor because of congestion is mentioned but not quantified in 2010 CBJ User Study²

EVALUATION OF ALTERNATIVES

In addition to addressing the functional aspects of fish cleaning and loading float congestion and efficiency, the proposed project must provide a reasonably tranquil shelter for the small water craft stopping to clean fish before approaching the Amalga Basin. This means alternatives must provide a wind wave climate similar to those experienced within the existing basin and suitable for the smaller skiffs. Standard inner harbor criteria for wave height expected is less than 1' for Marina's and less than 6" for small skiffs. A recommended design wave criteria for reasonably safe operating experience at the proposed facility is less than 6" in summer conditions.

The effectiveness and suitability of alternative sites are measured against the following criteria formulated as project objectives:

- Relieve congestion in the basin and at the end of the existing loading float in Amalga Harbor.
- Provide elsewhere for fish cleaning activity displaced from the loading float.
- Locate so disposal of entails and carcasses have chance of greater dispersion with water depth tidal exchange rates under and around the float site.
- Location must provide wave conditions less than 6" in summer wind conditions in any direction up to 20 knots, an upper bound on most small craft for venturing out in higher wave conditions.

² CBJ Launch Ramp User Survey and Demand Forecast, November 2010

Sites 2 and 3 are located outside the relatively tranquil and natural enclave provided by sheltering island and rock outcroppings inside of Kishbrock and other islands near the entrance to the Amalga Basin. Each has exposure either from the SE, SW or NW that in particular winds, condition would not be satisfactory for tie up, transferring fish and coolers before returning to the dock. Each generally satisfy other project objectives. It is feasible to construct and maintain a floating fish cleaning station secured by piling or anchoring at either location. Cost differences would result from longer piling or anchor gear and robust float construction to survive the exposure. Preparation for summer use will likely include removing debris collected on the deck over the winter and potential damage repair. However, the exposure factor eliminates these from further serious consideration.

Site 4, the upland area alternative, consists of general flow through traffic lanes that lead to the preparation staging area for launch and retrieval activity and exit lanes. The launch and retrieval preparation includes activity to prepare the boat for launch or the boat trailer and vehicle for the highway. Cleaning fish at this stop is not compatible with these activities and require a separation a further along the exit corridor. Assumed are two exit lanes Adding another activity at this point or some point further toward an exit point expands the area required and places a second stopping point in the exit process. This alternative is the most expensive to develop and the cost to operate and maintain would far exceed the other alternatives except the "do nothing alternative". There is sufficient land area within the existing facility boundaries and power is available but the cost to develop a disposal is achievable subject to obtaining appropriate permits. However it is clear the expense of the upland solution is system would be significantly higher than any waterborne solution. The upland alternatives does not smoothly fit into the normal traffic flow at launch facilities in the area where fish are cleaned before retrieval of boats and exiting the preparation area.



RECOMMENDED LOCATION

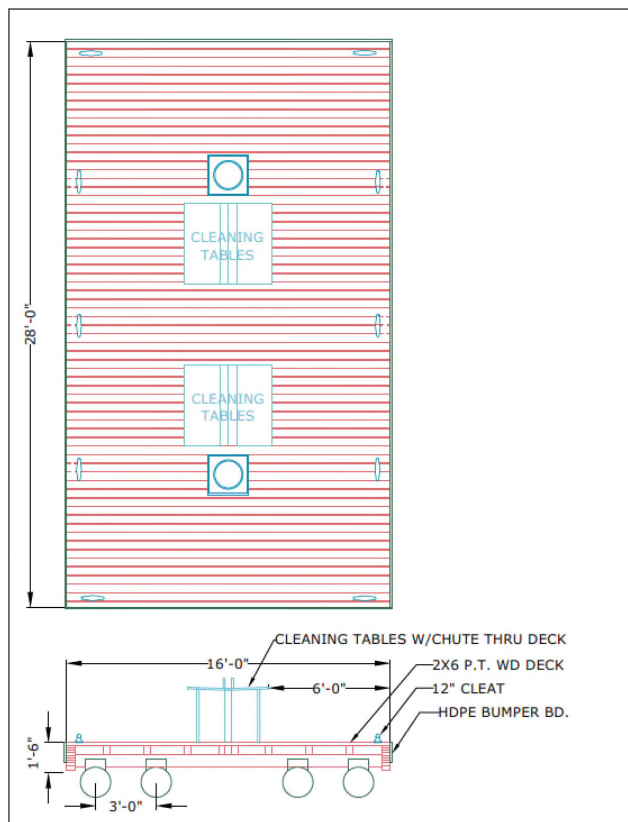
Site 1, located within the naturally occurring protective barriers yields the best water born solution to the problem statement and project objectives. The proximity to the basin and limited exposure in all directions with adequate water depth offer improved circulation reasonably satisfy all the project objectives, while not as good as sites 2 and 3. Water depth is 60% deeper and

tidal currents should be significantly stronger providing enhance flushing as the tide changes. The initial cost of the float will be lower than Site 2 or 3 and debris collection on the deck over winter will significantly less than other more exposed sites.

The upland area consists of general flow through traffic lanes, preparation staging area for launch and retrieval activity and exit lanes. The launch and retrieval preparation includes activity to prepare the boat for launch or the boat trailer and vehicle for the highway. Cleaning fish at this stop is not compatible with these activities and require a separation a further along the exit corridor. Assumed are two exit lanes Adding another activity at this point or some point further toward an exit point expands the area required and places a second stopping point in the exit process. In addition the cost the upland alternative is feasible but the most expensive development and operational cost to maintain. There is sufficient land area within the existing facility boundaries and power is available and disposal is achievable subject to obtaining appropriate permits. However it is clear the expense of the upland solution is significantly higher that the waterborne solution. The upland alternatives does not smoothly fit into the normal traffic flow at launch facilities in the area where fish are cleaned before retrieval of boats and exiting the preparation area.

FLOAT DESIGN

Float size was rationalized by assigning areas to activities expected at a fish cleaning float. At the center of the float are piling and cleaning tables including 30' clear space on three sides of the tables. On the perimeter of the



tables and clear area is a 30" circulation width and a 12' cleat mooring area. Tables aligned either perpendicular or parallel with the float's long axis doesn't significantly change the overall float requirements. Appendix B contains the allocated space parameters. Two paired sets of cleaning tables facing in opposite directions with fish waste deposited at the back of the table through common disposal chute are positioned to have walk around space at ends. The table tops are sloped toward the back splash to contain and control water and waste to be carried to the chute through the deck.

The proposed float construction is a 16 x 28' Timber float with 18" freeboard. Flotation pontoons would be coated polystyrene billets, polyethylene tub pontoons or pipe sections depending on final design decisions.

Wood, steel and concrete are the principle base materials with wood often preferred for smaller floats. Though steel and concrete are sometimes used in larger structures and large scale marina developments, wood is often more competitive than concrete and smaller one off kinds of floats tend to be less

expensive in wood. Concrete requires a high standard of quality control, is heavier and more costly to ship and the building blocks of assembly are equipment intensive but wood ships on a flat with timbers precut and predrilled and generally handled by hand labor with much smaller equipment requirements except for the launch.

Wood is often preferred for its satisfactory performance, generally maintainability, and predictable life in most locations and generally less costly to construct. Wood floats in South East Alaska have a long history of satisfactory performance. A wood float is recommended as the most cost effective, simplest to maintain and consistent with other facilities in the Juneau Harbor System.

The float would be fixed in place with two steel piling driven and or place in drilled pile sockets in sound rock if necessary. It is estimated that a float of this nature with cleaning tables in place would cost between \$150,000 and \$200,000 depending much on driving conditions.

Harold Moeser P.E.

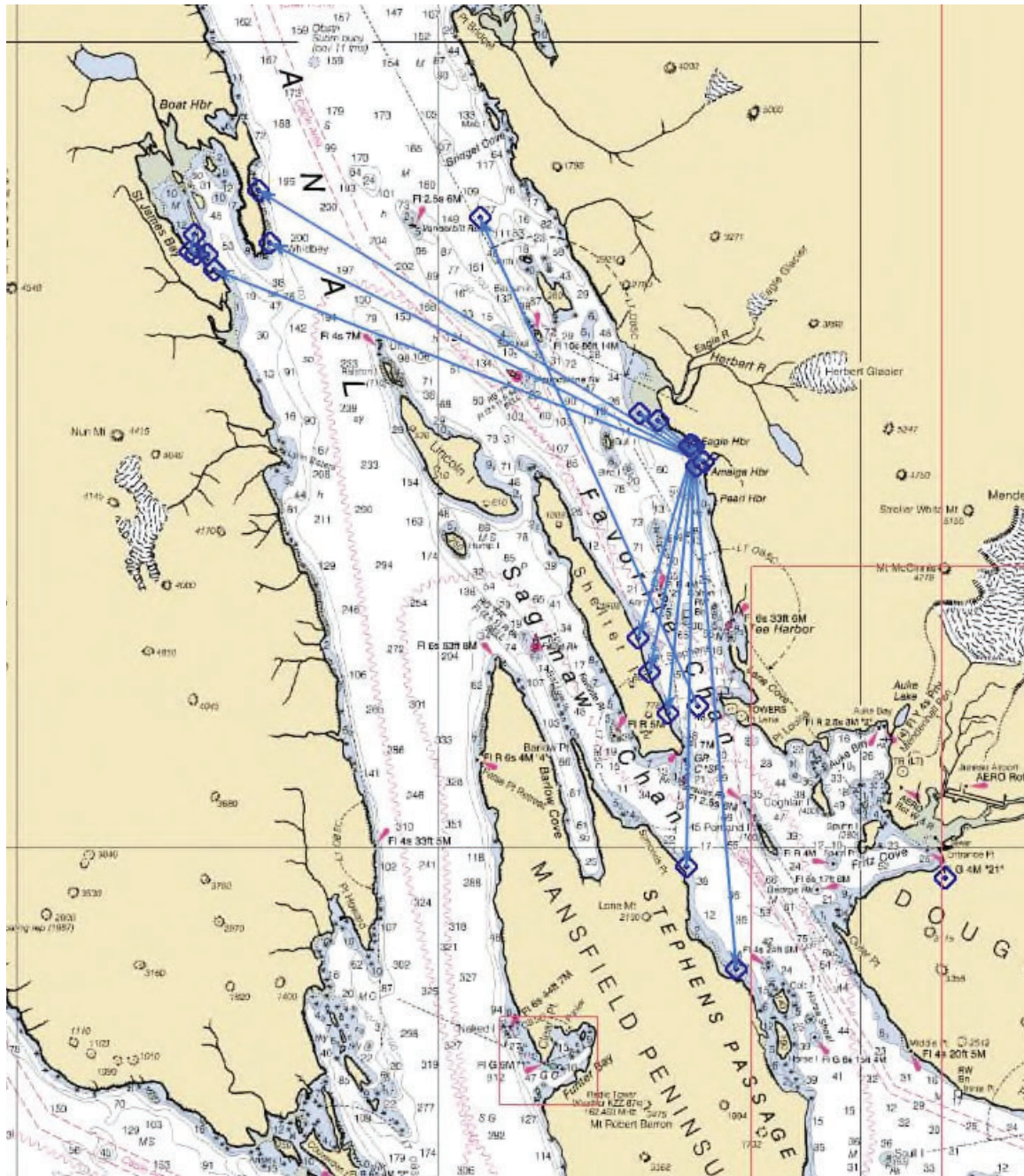
NOTES

FROM: *CBJ Launch Ramp User Survey and Demand Forecast, November 2010*

- Survey responses represented a good cross-section of launch ramp users. The majority were recreational power boaters, many owned second vessels such as skiffs, canoes, kayaks and jet skis. About half were owners of vessels under 19 feet, and 40 percent owned vessels 19 to 24 feet. Most respondents launch their vessel each time they go out (rather than keep it moored). With an average of 30 annual launches per respondent, these CBJ launch facility users were very familiar with CBJ launch ramps.
- It is likely that some portion of launches at other facilities (especially at Amalga Harbor) would have taken place at Statter Harbor if not for issues such as crowding and low tides. Nearly half of all Amalga Harbor launch ramp users reported that the primary reason they used that harbor was that it was less crowded.

APPENDIX A WIND WAVE ANALYSIS

STEPHENS PASSAGE AND LYNN CANAL WIND VECTORS SITE 2 AND 3



Use sustained winds

1 of 1

STUDY LOCATION 1, 2, 3 SUMMER ONLY

LOCATION			
1	2	3	1
Return Interval	years	50.0	50.0
Fetch	naut. miles	2.8	5.7
Wind Speed (1-hr. average)	km	25.0	25.0
Wind Direction (true north)	deg.	336.0	150.0
Height of Anemometer	ft	33.0	33.0
Location of Anemometer			
Ship			
Land (windward shore)			
Land (inland)			
Temp. of air - Temp. of Water	Deg C	0.0	0.0

END INPUT:

Min. duration for fetch limited wave	min.	109.8	114.8	22.0
Wind Speed (1-hr. average)	km	20.1	20.1	20.1
Adjusted fetch limited wind speed	km	19.9	19.2	20.9
Adjusted fetch limited wind stress	kn	23.3	22.4	24.2

ADJUSTMENTS

Fetch	kn	1.00	1.00	1.00
Height of Anemometer	ft	1.00	1.00	1.00
Location of Anemometer		1.00	1.00	1.00
Temp. of air - Temp. of Water	Deg C	1.00	1.00	1.00
Min. duration for fetch limited wave	min.	9.990	9.999	1.020

This program is intended as a guide for Coastal Engineering design and planning, and is not intended to replace the knowledge of a qualified Coastal Engineer on a particular project. The State of Alaska and Department of Transportation and Public Facilities assume no Liability for Interpretations or Implementations made by users of this program.

Any redistribution of this program must be approved by Harvey Smith.

Fetch is averaged by 90 degree Fcos(θ) calculation for island and peninsula intrusion into open fetch wind path.

SUMMARY

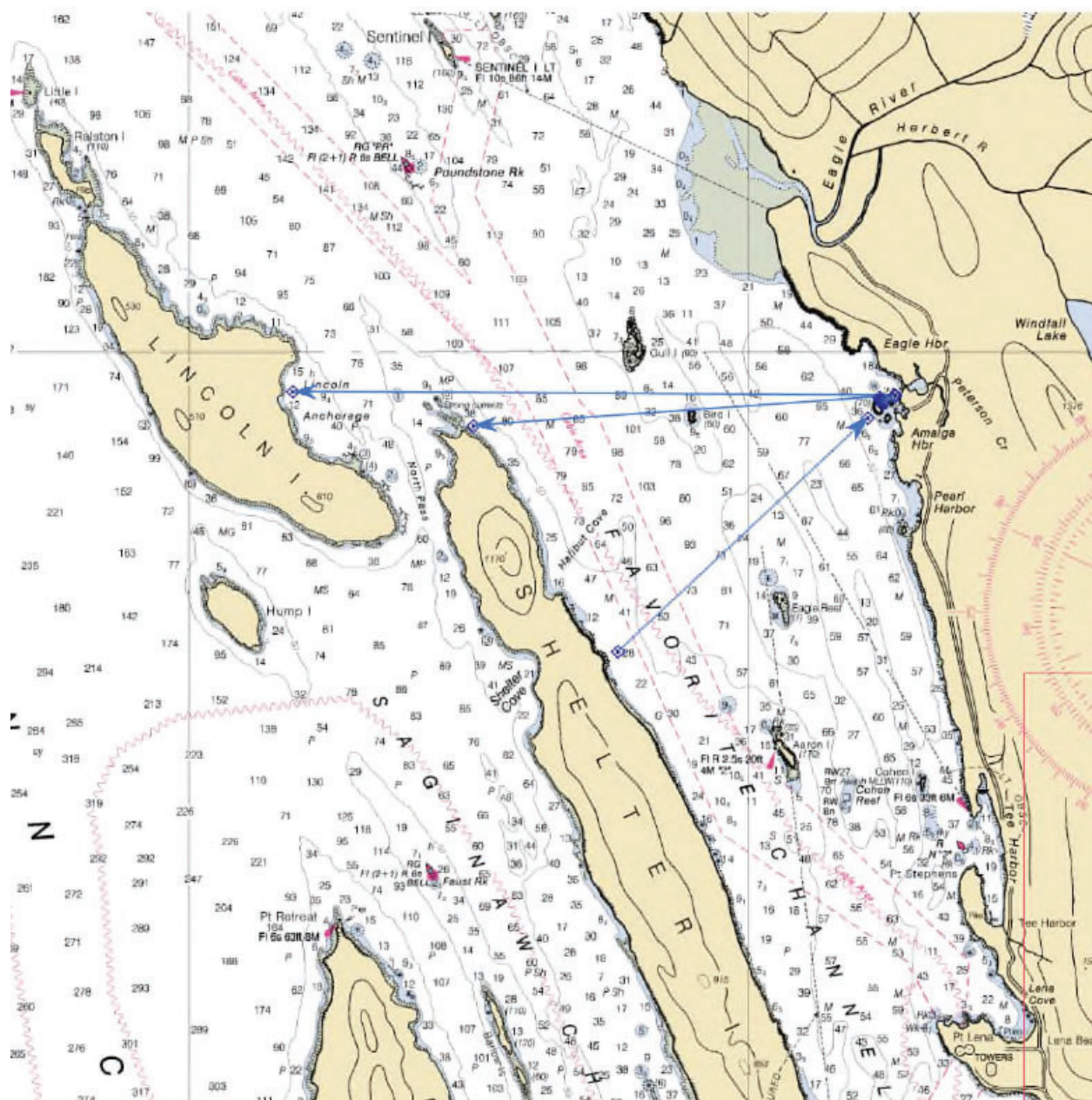
STUDY LOCATION 1, 2, 3 SUMMER ONLY

MAXIMUM FETCH LIMITED CONDITION				UNITS
Return Interval	years	50.0	50.0	50.0
Adjusted Wind Stress	kn	23.3	22.4	24.2
Fetch	naut. miles	2.0	2.0	2.0
Deepwater Wave Height (Hmo)	ft	1.4	2.0	0.6
Wave Period	sec.	2.5	3.1	1.4
Deepwater Wave Length	ft	31.2	49.1	10.2
Min. duration for fetch limited wave	min.	69.8	114.8	22.0
Min. duration for fetch limited wave	hrs.	1.2	1.9	0.4
Design Wave Heights				
H 1/3	ft	1.4	2.0	0.6
H 1/10	ft	1.8	2.5	0.8
H 1	ft	2.7	3.7	1.2

1 of 1

WAVE CONDITIONS 150 AND 336 FOR SIGHTS 3 AND 3 SUMMER CONDITIONS

4/13/2015



WIND VECTORS SOUTHWEST 225 FOR SITE 2

APPENDIX B ADJACENT PROPERTY OWNERS

Parcel	Legal Description	Street and House Number	Current Owner
3B4001020011	HUFFMAN HARBOR LT 1A	25390 AMALGA HARBOR RD	FARIS TAYLOR LIVING TRUST & GORDON TAYLOR; TAMRA FARIS TRUSTEES
3B4001020021	HUFFMAN HARBOR LT 2A	25380 AMALGA HARBOR RD	JOHN R TABER & SHARON A TABER
3B4001020031	HUFFMAN HARBOR LT 3A	25342 AMALGA HARBOR RD	GEORGE HAROLD HOUSTON & HEATHER LOUISE DRAPEAUX; JAY STUART HOUSTON
3B4001020041	HUFFMAN HARBOR LT 4A	25356 AMALGA HARBOR RD	FRANK M HOMAN & DONNA JANE HOMAN
3B4001020051	HUFFMAN HARBOR LT 5A	25360 AMALGA HARBOR RD	FRANK M HOMAN & DONNA JANE HOMAN
3B4001020061	HUFFMAN HARBOR LT 6A	25344 AMALGA HARBOR RD	NICHOLE ANN TERWILLIGER
3B4001020071	HUFFMAN HARBOR LT 7B	25280 AMALGA HARBOR RD	HUIZER BYPASS TRUST & EDGAR J HUIZER TRUSTEE
3B4001020080	USS 3288 LT 7A	25240 AMALGA HARBOR RD	LYNN SCHOOLER
3B4001020090	USS 3288 LT 8	25200 AMALGA HARBOR RD	JAMES A REHFELDT & KATHY A STEPIEN
3B4001020100	USS 3288 LT 9	25120 AMALGA HARBOR RD	DEBBIE F DRISCOLL & EDMUND R. DRISCOLL
3B4001020110	USS 2387 LT F TR B	25148 AMALGA HARBOR RD	KRISTINE RITTER & DOUG LARSEN; ELIZABETH M HIXSON
3B4001020120	USS 3288 LT 11	25400 AMALGA HARBOR RD	ROBERT W FRAMPTON & DENISE J CHASE

Parcel	Legal Description	Street and House Number	Current Owner
3B4001040014	MATHENY LT 4	25095 AMALGA HARBOR RD	ROBERT B MURPHY & CATHERINE M SULLIVAN
3B4001040015	MATHENY LT 1A	25100 AMALGA HARBOR RD	ROBERT B MURPHY & CATHERINE M SULLIVAN
3B4001040020	USS 2179 TR 2	25025 AMALGA HARBOR RD	RUSSELL L KEGLER & TANA K KEGLER
3B4001040041	AMALGA HARBOR LT 1	24899 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040042	AMALGA HARBOR LT 2	24995 AMALGA HARBOR RD	PAMELA J KEGLER
3B4001040043	AMALGA HARBOR LT 3	25005 AMALGA HARBOR RD	RUSSELL L KEGLER & TANA K KEGLER
3B4001040044	ATS 1377	0 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040050	ATS 248	0 AMALGA HARBOR RD	STATE OF ALASKA & DEPARTMENT OF NATURAL RESOURCES
3B4001040060	USS 3325 TR C	0 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040071	ASLS 2008-44 TR B1	0	RALPH KIMLINGER & ROSEMARY KIMLINGER
3B4001040080	USS 3325 TR D	0	CHERIE B SHELLEY & MORRIS LIVING TRUST
3B4001040090	USS 3325 TR E LT 1	0	WALLEN RICHARD THOR REVOCABLE TRUST & RICHARD THOR WALLEN TRUSTEE
3B4001040100	USS 3325 TR E LT 2	0	WALLEN RICHARD THOR REVOCABLE TRUST & RICHARD THOR WALLEN TRUSTEE

APPENDIX C FLOAT SIZE ESTIMATE

<u>AREA DESCRIPTION</u>	<u>W</u>	<u>L</u>	<u>AREA (SF)</u>
FLOAT AND TABLE LONG AXIS TABLES ALIGNED	1.75	4	
TABLE USE AREA	2.5	2.5	
INSIDE END USE AREA		2.5	
CIRCULATION PERIMETER	2.5	2.5	
CLEAT PERIMETER	1	1	
PILE HOOP		2	
min half W or L	7.75	14.5	
	15.5	29	449.5
 FLOAT LONG AXIS TABLES PERPENDICULAR	 2	 3.5	
TABLE USE AREA	2.5	2.5	
INSIDE USE AREA		2.5	
CIRCULATION PERIMETER	2.5	2.5	
CLEAT PERIMETER	1	1	
PILE HOOP		2	
min half W or L	8	14	
MIN WIDTH	16	28	448

APPENDIX D CORPS OF ENGINEER'S PERMIT FORM

U.S. ARMY CORPS OF ENGINEERS APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT 33 CFR 325. The proponent agency is CECW-CO-R.		<i>Form Approved -</i> OMB No. 0710-0003 <i>Expires: 31-AUGUST-2013</i>	
Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.			
PRIVACY ACT STATEMENT			
Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.			
(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)			
1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
(ITEMS BELOW TO BE FILLED BY APPLICANT)			
5. APPLICANT'S NAME First - Middle - Last - Company - E-mail Address -		8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Middle - Last - Company - E-mail Address -	
6. APPLICANT'S ADDRESS: Address- City - State - Zip - Country -		9. AGENT'S ADDRESS: Address- City - State - Zip - Country -	
7. APPLICANT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax		10. AGENTS PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax	
STATEMENT OF AUTHORIZATION			
11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.			
_____ SIGNATURE OF APPLICANT		_____ DATE	
NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME OR TITLE (see instructions)			
13. NAME OF WATERBODY, IF KNOWN (if applicable)		14. PROJECT STREET ADDRESS (if applicable) Address	
15. LOCATION OF PROJECT Latitude: -N Longitude: -W		City - State- Zip-	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID Municipality Section - Township - Range -			

17. DIRECTIONS TO THE SITE		
18. Nature of Activity (Description of project, include all features)		
19. Project Purpose (Describe the reason or purpose of the project, see instructions)		
USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED		
20. Reason(s) for Discharge		
21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards: Type Amount in Cubic Yards Type Amount in Cubic Yards Type Amount in Cubic Yards		
22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions) Acres or Linear Feet		
23. Description of Avoidance, Minimization, and Compensation (see instructions)		

24. Is Any Portion of the Work Already Complete? ☐ Yes ☐ No IF YES, DESCRIBE THE COMPLETED WORK					
25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).					
a. Address-					
City -		State -		Zip -	
b. Address-					
City -		State -		Zip -	
c. Address-					
City -		State -		Zip -	
d. Address-					
City -		State -		Zip -	
e. Address-					
City -		State -		Zip -	
26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.					
AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
* Would include but is not restricted to zoning, building, and flood plain permits					
27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.					
SIGNATURE OF APPLICANT		DATE		SIGNATURE OF AGENT	
The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.					
18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.					



REQUEST FOR PROPOSALS

RFP No. DH15

Tracts B-1 and B-2, Alaska Tideland Survey

1328, ADL 103289

4400 Thane Road, Juneau, Alaska

(formerly - Thane Ore House Property)

Date of Issue: May 20th, 2015

Issued By:

Carl Uchytel, PE, Port Director

**4400 Thane Road Property
(formerly Thane Ore House)
RFP No. DH15**

SCOPE AND INTENT: The purpose of this document is to solicit proposals from persons or businesses interested in leasing the property managed at 4400 Thane Road in Juneau, Alaska under a lease from CBJ Docks and Harbors. The intent is to select a proposal with the highest and best use for this area as evaluated by a panel, including consideration in the proposed leased rent.

REQUEST FOR PROPOSAL DOCUMENTS may be obtained from the CBJ Port Director's Office, 76 Egan Drive, Juneau, AK 99801, telephone (907) 586-0292.

QUESTIONS REGARDING THIS RFP: Carl Uchytel, CBJ Port Director, phone (907) 586-0294, fax (907) 586-0295 is the sole point of contact for all issues pertaining to this procurement. No oral interpretations concerning the RFP will be made to any person. *Requests for an interpretation must be made in writing and delivered or sent by fax to the CBJ Docks and Harbor at least 4 days before the submittal date.*

PRE-PROPOSAL MEETING: A non-mandatory pre-proposal meeting will be held in the conference room at the CBJ Port Director's office, 76 Egan Drive, Juneau, AK 99801 at **1:00 PM, Tuesday, June 23rd, 2015**. Persons interested in submitting a proposal are encouraged to attend.

PRE-PROPOSAL BUILDING INSPECTION: A non-mandatory pre-proposal building inspection will be held at the lease site, 4400 Thane Road, Juneau, AK 99801 from **10:00 AM to 4:00 PM Wednesday, June 24th, 2015**. Prospective proposers, and their contractors, are invited to attend.

DEADLINE FOR PROPOSALS: Five (5) copies of the proposal, in a sealed envelope will be received until 2:00 p.m., Alaska Time on Wednesday, July 15th, 2015, or such later time as the Port Director may announce by addendum to plan holders at any time prior to the deadline. Late proposals will not be accepted and will be returned, unopened.

NOTE: Mailing/delivery times to Alaska may take longer than other areas of the U.S. Please register with teena.scovill@juneau.org

Proposal documents delivered in person or by courier service must be delivered to:

PHYSICAL LOCATION:
City and Borough of Juneau
Docks & Harbors, Port Director's Office
76 Egan Drive
Juneau, AK 99801

Proposal documents delivered by the U.S. Postal Service must be mailed to:

MAILING ADDRESS:

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1.0 GENERAL INFORMATION

This Request for Proposals (RFP) defines CBJ Docks & Harbors intentions, explains the procedures for selecting a firm to provide the highest and best use of this area, and defines the documents required to respond to the RFP.

1.1 Purpose: The purpose of this document is to solicit proposals from individuals interested in obtaining a lease agreement with CBJ Docks & Harbors to operate at the 4400 Thane Road property, which was formerly known as the Thane Ore House. The CBJ has the right to refuse proposals deemed unreasonable. After a signed Lease Agreement between the CBJ and the Lessee has been completed, the Lessee may proceed with the accepted plan for operations.

1.2 Intentions: It is the intention of the CBJ to enter into a Lease agreement with an individual, partnership, or corporation to operate at 4400 Thane Road.

New construction and/or reconstruction work may be accomplished on this Lease. All plans must be approved by CBJ Docks and Harbors Port Director.

The primary purpose of this lease is to provide entrepreneurs a business opportunity.

1.3 Minimum Qualifications: In order to be considered for a lease agreement, proposing Individuals must have *at least* five years of business experience.

1.4 Lease Period: The initial Lease agreement period will not exceed 35 years with an option to renew for an additional lease term upon mutual agreement. CBJ reserves the right to negotiate a period less than 35 years if the lessee's business plans do not include significant investment capital.

1.5 Roadside Fisheries Requirement. The property is adjacent to an easement providing access to Alaska DNR tidelands. In support of the Juneau recreational sport fisherman, the success proposer agrees to set aside no less than 5 parking spaces for roadside fisherman at no cost to CBJ or fishing participants from May to September each year of the lease.

1.6 Background: Juneau is Alaska's Capital City. The CBJ Port Director's office is located at 76 Egan Drive, Juneau, Alaska 99801. The Port Director's office is located on the 2nd floor of the Seadrome Building.

1.7 Questions: Questions regarding this proposal will be handled by:

Carl Uchytel, Port Director
Docks & Harbors
City and Borough of Juneau
Telephone: (907) 586-0294
Fax: (907) 586-0295

Office hours are 8:00 a.m. to 4:30 p.m. local time, Monday through Friday.

1.8 Sample Typical Lease

Typical lease clauses are shown in Attachment 1 – Sample Lease Agreement. Proposers should be aware that certain terms of the leases are mandated under CBJ ordinance and, as such are not subject to negotiation (i.e. appraisal, lease rent requirements, dispute resolution, etc.).

https://www.municode.com/library/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_P_TIREPR_CH53.20LE

https://www.municode.com/library/ak/juneau/codes/code_of_ordinances?nodeId=PTIVADCOR_E_TIT05DOHA_CH50LEAD

2.0 RULES GOVERNING COMPETITION

2.1 Pre-Proposal

2.1.1 Examination of the Request for Proposals

Proposers should carefully examine this solicitation document and any addenda thereto, and all related materials and data referenced in the document. Proposers should become fully aware of the nature of the lease contained in Attachment 1 and the conditions likely to be encountered while operating under the lease.

2.2 Proposal Development

2.2.1 Confidentiality

The content of proposals will be kept confidential until the selection is publicly announced. All materials submitted in response to this solicitation will become the property of CBJ. One copy will be retained for the official files of Docks & Harbors and will become public record after announcement of the successful proposer. The CBJ will not return proposals to the proposer. The CBJ reserves the right to reject any or all proposals.

2.2.2 Proposal Submission Process

Proposals are to be prepared in such a way as to provide a straightforward, concise delineation of the Proposer's capabilities to satisfy the requirement of this RFP. Emphasis should be concentrated on conformance to the solicitation instructions, responsiveness to the solicitation requirements, and completeness and clarity of content.

This solicitation does not commit CBJ to select any person, partnership, business or corporation for this lease. All costs associated with the respondents' preparations, submission and oral presentations shall be the responsibility of the Proposer.

All proposals must be signed. A proposal may be signed by the Proposer or by an agent(s) only if the agent is an officer or a corporate representative authorized to sign contracts on the Proposer's behalf, a member of a partnership, or is properly authorized by a power of attorney or equivalent document. The name and title of the individual(s) signing the proposal must be clearly shown immediately below the signature. Proposals not received by the date and time specified in the cover letter will not be considered.

3.0 PROPOSAL CONTENT REQUIREMENTS

To achieve a uniform review process and obtain the maximum degree of comparability for the Selection Committee, proposals should be organized in the manner specified below:

3.1 Title Page

Show the subject of this solicitation, entity name, address, telephone numbers, name of contact person and date of submission.

3.2 Letter of Transmittal

Include a cover letter that contains the following:

- A brief statement of your firm's understanding of the proposal requirements and a summary of your capability to meet the requirements.
- The names of the person(s) who is your authorized representative, their Title(s), address(es) and telephone number(s).
- A statement that you are willing to accept the terms and conditions of the lease contained in Attachment 1 if awarded a lease.
- A statement that you acknowledge all addenda to this solicitation.

The transmittal letter must be signed by a corporate officer who has authority to sign a lease.

3.3 Table of Contents

Identify the materials by section and page number.

3.4 Operations/Business Plan

Provide a detailed description of your plan for operating at the lease area. This should include a description of all services you intend to provide at the facility, with special mention of any services beyond what are currently provided at the facility. The selection panel will consider the proposed plan with reference to local economic opportunity, job creation and CBJ revenue potential.

3.5 Capacity of Firm

Discuss the qualifications and capacity of your company and the individuals within the company to provide the operation described in your operations plan. Include resumes of key personnel. List special licenses that your company or key personnel have that are related to your operations plan.

Include documentation attesting to the ability to finance the proposed enterprise. This may, but is not limited to bank loans, lines of credit, personal holdings, bonding capacity, investors, collateral, etc.

3.6 Past Record of Performance

Provide general background information highlighting your record of performance.

Include a detailed listing of specialized experience, capabilities, and unique qualifications related to operating at this area.

Provide select references of individuals and businesses that can attest to your company's record of performance.

3.7 Established local Business

It is the intentions of Docks & Harbors to recognize successful business enterprises within the City & Borough of Juneau. Provide general background information highlighting your record of business operations within the CBJ boundary.

3.8 Marine Related Activity

Docks & Harbor mission includes providing commercial opportunity for marine related uses. As such the selection panel will consider criteria in which the proposed business plan supports a business or activity that necessitates close proximity or adjacent water access. The proposed lease area is zoned "Waterfront-Industrial".

It is the responsibility of the proposer to ensure any activity planned for the leased property meets zoning and permissible use tables required under CBJ ordinance. https://www.municode.com/library/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTIIITAPEUS

3.9 Annual lease rent offering (minimum \$8600/year)

The appraisal fee simple value of the property was determined by a recent appraisal conducted by Horan & Company to be \$86,000. Based on a formula commonly used by CBJ for lease rent calculation, the minimum annual lease rent is set at 10% of the fee simple value or \$8600. The value of the building was considered to be fully depreciated with no residue value. Docks & Harbors will not object to business proposal which raze the existing structures.

One of the considerations the selection panel will evaluate is the annual lease proposal. This RFP is not a bid solicitation; as such the selected proposal may not have the highest annual lease rent offering. The selection panel will consider all state criteria before offering into lease negotiations.

Provide an unqualified annual lease rent offering. The minimum value shall be \$8600 per year.

4.0 EVALUATION OF PROPOSALS

4.1 Criteria

Proposals will be evaluated and scored, using the criteria on the EVALUATION/RANKING page, found at the end of this document, in order to ascertain which proposal best meets the needs of the CBJ. The items to be considered during the evaluation and the associated point values are numbered one through five (1 through 7).

4.2 Evaluation Data

The Evaluation Data discussed below is presented in an effort to delineate what criteria will be used to score proposals. Please do not include a separate section in your proposal for Evaluation Data. Much of the information discussed and requested below should be included in the proposal as part of the PROPOSAL CONTENT REQUIREMENTS discussed in this RFP.

4.2.1 Past Record of Performance

Evaluation of the Proposer's experience with the CBJ, other governmental agencies and private industry will be made. Detailed references including companies, specific contact persons and their phone numbers and locations should be provided.

4.2.2 Capacity of the Individual

Evaluation will be made of the Proposer's ability to perform the desired services. The proposal should discuss the ability to provide the variety of services. These include but are not limited to the items listed in Section 1.2, Intentions.

4.2.3 Hours of Operation

Provide anticipated hours of operations.

4.3 Evaluation Process

Evaluation of the proposals will be performed by Docks and Harbors staff and invited Docks & Harbors Board members and invited CBJ Assembly members.

5.0 SELECTION AND AWARD PROCESS

The proposals will be individually scored by the Selection Committee. The reviewers' scores are then ranked according to the individual scores. The rankings are then determined. The highest numerical ranking will be used to determine the successful Proposer.

Proposal evaluation results are anticipated to be announced within 15 calendar days of the submission date, although all offers must be complete and irrevocable for 60 days following the submission date.

Award of a lease, if made, will be to the responsible proposers selected in accordance with the criteria described in EVALUATION OF PROPOSALS of this RFP.

The CBJ reserves the right to award a lease solely on the basis of written proposals and reserves the right to award a lease to the successful individual without further discussion.

The successful proposers shall submit certification of proper insurance coverage as required by the RFP for inclusion in the contract.

6.0 INSURANCE REQUIREMENTS

The Contractor shall provide, as a minimum, the following insurance: The City must be named as an additional insured as respects their interest in this project, except for Professional Liability Insurance and Workers Compensation insurance. The Project Name and Number shall be referenced on the Certificate of Insurance. Proof of the following insurance is required prior to award:

6.1 Commercial General Liability Insurance. The Consultant must maintain Commercial General Liability Insurance in an amount sufficient to cover any suit that may be brought against the Consultant. This amount must be at least one million dollars (\$1,000,000.00) per occurrence, and two million dollars (\$2,000,000.00) aggregate. The Consultant must assume all insurable risks and bear any loss or injury to property or persons occasioned by neglect or accident during the terms of this Contract, except for sole negligence on the part of CBJ.

6.2 Professional Liability Insurance. The Consultant must maintain Professional Liability Insurance in an amount not less than five hundred thousand dollars (\$500,000.00) aggregate to protect the Consultant from any claims or damages for any error, omission, or negligent act of the Consultant, the Consultant's firm, employees, or subcontractors (which results in a financial loss to CBJ). *Note: The Professional Liability Insurance limit may be increased or*

decreased, depending on the specific project proposed. Consultants will be notified of a change in the limit, if any, with the individual project solicitation letter.

6.3 Workers' Compensation Insurance: Contractor, if subject to the provisions of the Alaska Workers' Compensation Act (AS 23.30), will provide City and the State of Alaska with proof, furnished by the insurance carrier, of current coverage for workers' compensation with an insurance company or association authorized to transact such business in the State of Alaska, or an approved current certification of self-insurance by the Alaska Workers' Compensation Board. Contractor further acknowledges and agrees that in the event it fails to maintain proper workers' compensation coverage, the State will implement the provisions of AS 23.30.045(c) and City, at its option, may terminate this agreement for cause without liability. Contractor also agrees to provide evidence of Longshore and Harbor Worker's Insurance and Jones Act coverage as required by federal law if applicable to the work required.

The coverage shall include Employer's Liability Protection in the amount of:
\$ 100,000 per accident, \$ 500,000 policy limit, \$ 100,000 each employee.

6.4 Comprehensive Automobile Liability Insurance. The coverage shall include all owned, hired, and non-owned vehicles to a one million dollar (\$1,000,000.00) combined single limit coverage.

Each policy shall be endorsed to waive all rights of subrogation against the CBJ by reason of any payment made for claims under the above coverage, except Workers Compensation and Professional Liability.

7.0 LOCAL BONUS POINTS

Local bonus points shall be awarded if Proposer is determined to be a "Juneau proposer" meeting the criteria of CBJ's Purchasing Ordinance 53.50, section 53.50.010(5). CBJ Ordinance 53.50 can be viewed electronically at the following internet address:
<http://www.juneau.org/law/code/purchasing.pdf>

A paper copy of the CBJ Purchasing Ordinance is available upon request from the Port Director, 76 Egan Drive, 2nd floor, (907) 586-0292.

8.0 PROTESTS

The protest period begins with the posting of a notice of apparent successful proposer, in the CBJ Port Director office, and expires at the close of the next business day.

Protests shall be executed in accordance with CBJ Ordinance 53.50.062 PROTESTS and 53.50.080 ADMINISTRATION OF PROTEST. Copies of the ordinances describing protest procedures are available from the CBJ Port Director, 155 South Seward Street, Juneau, Alaska. Questions concerning protests or protest procedures should be directed to the CBJ Port Director, at 586-0294. CBJ Ordinance 53.50 can be viewed electronically at the following Internet address:
<http://www.juneau.org/law/code/purchasing.pdf>.

9.0 JUNEAU BUSINESS SALES TAX AND PERSONAL PROPERTY TAX

Vendors/merchants conducting business within the CBJ are required by law to register with the CBJ for sales and property taxes. Vendors/Merchants must be in good standing for all amounts owed to the CBJ prior to award and prior to all contract renewals, or no later than five business days following notification by the CBJ of intent to award. Failure to meet these requirements, if so subject, shall be cause for your proposal to be rejected. **To determine if your business is subject to these requirements, or for further information, contact the CBJ Finance Department, Treasury Division, at (907) 586-5265 concerning sales tax and 586-5268 concerning business personal property and real property tax.**

9.1 Rejection of Proposals: The CBJ Docks and Harbors reserves the right to reject any proposal which:

- Is conditioned, incomplete, obscure, or irregular,
- Omits a proposal on any item or items on which proposals are required,
- Is accompanied by insufficient or irregular proposal guaranty or,
- Is submitted by proposers who have previously failed to perform properly or to complete contracts as specified.

CBJ Docks and Harbors reserves the right to reject any or all proposals and to determine which proposal, if any, should be accepted in its best interest.

Proposal Evaluation Form

Proposer: _____

Scored By: _____ Date: _____

EVALUATION/RANKING

		POINTS AWARDED	
		Points Possible	Score
1.	Operations/Business Plan	0 – 35	_____
2.	Capacity of firm	0 – 15	_____
3.	Record or Performance	0 – 15	_____
4.	Established local business	0 – 5	_____
5.	Marine Related Business Activity	0 – 10	_____
6.	Annual lease rent offering (minimum \$8600/year)	0 – 20	_____
		Subtotal	_____
The Port Director will assign points for criteria 7 below.			
7.	Juneau Proposer	0 or 5	_____
		TOTAL POINTS	105 _____
		INDIVIDUAL RANKING	_____



City and Borough of Juneau
Engineering & Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 463-2606

DATE: 5/11/15

TO: Laurie Sica, Clerk

FROM: Rorie Watt, P.E., Director 
Engineering & Public Works Department

RE: Protest of Planning Commission Decision on AME2015 0002

In accordance with Ordinance 2014-14 I protest the Planning Commission's recommendation of denial to the Assembly on case AME2015 0002.

I request that an ordinance amending the zoning map as set out in the application be submitted for action by the Assembly. I further request that the Assembly support the CDD staff recommendation to approve the requested rezone of lands managed by the Engineering and Public Works Department from Waterfront Industrial to Industrial.