

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Thursday, November 13th, 2014

- I. Call to Order (5:00 pm in Room 224)**
- 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 September 18th, 2014 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**
 - D. MOTION: TO APPROVE THE CONSENT AGENDA**
- VII. Unfinished Business - NONE**
- VIII. New Business**
 - 1. Electrical Boat Charging Facility Requirements at Statter Harbor
Presentation by Bob Varness, Tongass Rain Electric Cruise (TREC)

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
 - 2. 2016 CIP List
Presentation by the Port Engineer

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE PROPOSED 2016 CIP LIST BE
PRESENTED TO THE REGULAR BOARD FOR APPROVAL**

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3. Auke Bay Loading Facility Conditional Use Modification
Presentation by the Port Engineer

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE AUKE BAY LOADING FACILITY
CONDITIONAL USE MODIFICATION BE PRESENTED TO THE REGULAR
BOARD FOR APPROVAL**

IX. Items for Information

1. Cruise Ship Dock Electrification
Presentation by Duff Mitchell
2. Douglas Harbor Update
Presentation by the Port Engineer
3. Seawalk Management
Presentation by the Port Director
4. Harbor Patron Code of Conduct
Presentation by the Harbormaster

X. Long Range Planning Discussion

XI. Staff, Committee and Member Reports

XII. Committee Administrative Matters - Next Meeting: December 4th, 2014

XIII. Adjournment.

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I. Call to Order

Mr. Simpson called the meeting to order at 5:02 p.m. in the Assembly Chambers.

II. Roll Call

The following members were in attendance: Roberts Janes, David Logan, and Budd Simpson.

Also in attendance were: Carl Uchytel – Port Director, Dave Borg – Harbormaster, Gary Gillette – Port Engineer, David Summers – Board Member, and Tom Donek – Board Member.

III. Approval of Agenda

MOTION By MR. LOGAN TO APPROVE THE AGENDA WITH ONE CONSIDERATION; TO MOVE THE MEMORANDUM OF AGREEMENT – STATTER HARBOR LAUNCH RAMP FROM THE CONSENT AGENDA TO THE NEW BUSINESS SECTION AND ASK FOR UNANIMOUS CONSENT.

The motion passed with unanimous consent.

IV. Public Participation on Non-Agenda Items

None.

V. Approval of August 21st, 2014 Operations-Planning Meeting Minutes

MOTION By MR LOGAN: TO APPROVE THE August 21st, 2014 Operations-Planning Meeting Minutes AS PRESENTED AND ASK UNANIMOUS CONSENT.

The motion passed with unanimous consent.

VI. Consent Agenda

A. Public Request for Consent Agenda Changes

None.

B. Board Members Requests for consent Agenda Changes

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

The motion passed with unanimous consent.

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C. Items for Action

1. Salmon Creek Development – Lease Renewal

Recommendation: That the Docks & Harbors Operation-Planning Committee, under CBJ 85.02.060(a)(5), directs the Port Director to commence a lease agreement with Salmon Creek Development for Alaska Tidelands Survey No. 1277 consistent with CBJ 53.20.

VII. Unfinished Business

None.

VIII. New Business

1. Douglas Harbor Re-build Options

Mr. Gillette gave a PowerPoint presentation and provided packets with information. See attached packets containing multiple options and pricing for the Douglas Harbor Re-build. Docks and Harbors currently have \$5.6 million available for this project, which includes grant money. What size vessels do we want to accommodate? If we dredge beyond 12 feet we will need to dispose of contaminated soil.

Committee Questions

Mr. Logan asked are any permits required to use Fish Creek Quarry as a containment site for the contaminated soil.

Mr. Gillette said there are some unanswered questions and that is one of them.

Mr. Logan asked what funding sources do we have available.

Mr. Uchtyl said we have \$3 million in our Harbor Fund and \$2 million from a matching grant. This is unencumbered money.

Mr. Donek said the cap for the contaminated material is estimated to be \$1 million and the estimated cost to build Douglas Harbor was originally between \$2 and \$3 million. Why is the new estimated cost higher than \$4 million?

Mr. Gillette said inflation is part of the higher cost. There is a 10% contingency costs, the cap is larger than we originally thought, and the barge needs a Global Positioning System (GPS) because we need to monitor exactly where it is when dealing with the contaminated soil. I will compare the original estimate with the current estimate to see other areas where the estimates differ.

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Mr. Summers asked what size slips are currently in demand.

Mr. Gillette said the demand for skiff sized slips has decreased significantly. There is still a demand for small slips in the summer. We are talking about replacing Douglas Harbor with the same number and size of slips. The larger boats currently in Douglas Harbor are wintering in Aurora. That leaves many slips empty over the winter months. We should look at building larger slips in Aurora Harbor and take that into consideration when designing the Douglas Harbor.

Mr. Donek asked if we dredge to 13 feet then put a 1.5 foot cap on would that then leave us with 11.5 feet of depth.

Mr. Gillette said I need to find out. Typically with dredging it is difficult to get an exact depth.

Mr. Donek asked what the glacial rebound rate in Douglas Harbor is. If we dredge to a depth of 12 feet how long will we have until we need to dredge again?

Mr. Gillette said I am not sure what the glacial rebound rate is in Douglas Harbor. Propellers help to keep some of the harbor floor at the dredged depth by pushing the soil under the floats.

Mr. Simpson asked if we dredge to a minus 12 how much soil will be removed.

Mr. Gillette said 12,500 cubic feet would be removed to dredge to minus 12 feet and up to 40,000 cubic feet to dredge to minus 14 feet.

Mr. Logan asked what the current depth at the North end of Aurora Harbor is.

Mr. Gillette said 15 feet at N Float.

Mr. Janes asked what amount of money expires if we don't proceed with rebuilding Douglas Harbor.

Mr. Uchytel said nothing expires. The Department of Transportation (DOT) has informed me Docks and Harbors has had the grant for 7 years and we need to use the money or lose it. They said we have a year to spend the money.

Public Discussion

Dennis Watson of Juneau, AK said I don't like the "build it and they will come" mentality. There are other areas that need to be addressed more than Douglas Harbor. One area is the Commercial Loading Dock at Auke Bay. That area is well beyond its capacity to serve the public. Here we are talking about spending almost \$10 million

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on a harbor that most people move out of in the winter because it is too windy. Build it as it is now, or give the money back to the state. If you use all of the Harbor funds how long will it be until you can address the needs of the Commercial Loading Dock at Auke Bay?

Committee Discussion/Action

Mr. Donek said I want to see Douglas Harbor dredged and use the Corp permit. If we don't use the Corp permit before it expires we may not get another permit or we may face more challenges. We spent a lot of money to get the permit so we need to use the permit. I want to see something in place out there. If we can only build one head float with no fingers, that's fine. If we don't dredge it we might lose Douglas Harbor.

Mr. Gillette said the grant money cannot be used to dredge. That means we have to use some or all of the \$3.6 million that is in Harbor Funds.

Mr. Janes said I have reservations about moving ahead just because we have some money. We don't know what our needs are in Douglas Harbor and it may take time to figure out what those needs are. It might take surveys and more attention to what type of vessels patrons are requesting moorage for. If we lose the permit, and that need is there in a few years, I am confident that we can get the permit again. With the concerns over city finances, I think we need to be conservative and find out our needs before we break ground.

Mr. Logan said we need to dredge before we lose the ability and the money. If we move forward to dredge to a certain depth will we have time to redesign the configuration as we proceed?

Mr. Gillette said yes, it will take time to demolish the old floats before dredging. We can start designing when we know what we want. It might be a while before we can install the harbor because we have to build it. Also, there's still potential that the Corp of Engineers can come up with some money. They are required to maintain this harbor that they built to a minus 12 feet. The decision to move forward in 2007 was because the Board did not think the Corp of Engineers would come up with the funds. Since I have been working with the Corp of Engineers they have indicated that there are some programs that might help us. There's no guarantee that money will be available, but it is a possibility.

Mr. Logan asked if we dredge to minus 12 feet instead of the original depth, would we be required to modify the permit.

Mr. Gillette said yes, but since we would be scaling it back and not dumping contaminated soil into the ocean it should get approved. We still might have to cap it.

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Mr. Uchytel said we will need to ask The Environment Protection Agency (E.P.A.) how far we can dredge before needing to cap the material. We have a letter from The E.P.A. stating that we can dredge 12 feet without needing to cap it, but the letter is from 2012 and now The E.P.A. might say something different. If we dredge and then we do not replace the docks, we would be displacing 80 boats.

Mr. Donek responded yes, we will be displacing boats if we dredge and do not replace the docks. However, if we do nothing Douglas Harbor will be unusable and we will still be displacing boats.

Mr. Uchytel said I am in favor of rebuilding Douglas Harbor in-kind. What type of survey or information do we need to proceed?

Mr. Donek replied waitlists, hot-berth lists, and noting what size vessels patrons are requesting slips for.

Mr. Borg said floats A, B, and C were at full capacity by June 2014. As of today, there are 2 slips available on those floats. We do not have a waitlist for Douglas Harbor. If we do not rebuild the 24 foot slips then patrons who have smaller vessels will not be able to moor in the summer like they currently do. I moor my boat in the summer so I can go out in the evenings. I think we should replace Douglas Harbor in-kind.

Mr. Janes asked if we replace in-kind will we need to dredge.

Mr. Borg replied yes, currently some areas need to be dredged. Dredging to 12 feet would suffice.

Mr. Uchytel said the grid and the old boat launch will be removed when we rebuild Douglas Harbor.

Mr. Simpson said I have used the Douglas Harbor for 30 years and I usually leave my boat there for the winter without incident. There have been improvements made in Douglas Harbor like the new launch ramp, the parking area near the new launch ramp, and the breakwater. All of these improvements help to seal off Douglas Harbor and many patrons use this harbor so they can go to the South end. I am opposed to doing nothing because we would lose the funds that have been allocated to the project. We are not getting much more out of the harbor with the 14 foot dredge yet it costs significantly more. I support dredging to a depth of 12 feet.

MOTION By MR. LOGAN TO REFER THE DREDGING OF DOUGLAS HARBOR TO THE FINANCE COMMITTEE WITH RECOMMENDATION THAT DOUGLAS HARBOR BE DREDGED TO A DEPTH OF 12 FEET AND TO BEGIN THE DESIGN PROCESS CONCURRENTLY TO REBUILD THE HARBOR AS CURRENTLY CONFIGURED ASKING FOR PUBLIC INPUT.

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The motion passed 2 to 1 and will proceed to the Finance Committee.

2. Harbor Rules (Nuisance/Aggressive Canines)

Mr. Uchytel said there is concern regarding aggressive and nuisance dogs on our docks. We are looking into how best to address the issue.

Mr. Summers said there are existing ordinances that address this issue. These ordinances are aimed at dogs in neighborhoods. On a dock there is no area to retreat. I would like Harbor Staff to have the ability to evict a dog from the Harbor.

Mr. Uchytel said we have regulations but we don't have Harbor Rules. Perhaps we could implement some Harbor Rules to hold people more accountable for their actions. This could be a list of standards that we have for harbor patrons.

Ben Peyerck, Director of Juneau Animal Patrol and Protection, said it is up to the Harbor Officers discretion as to how they handle a situation. If they feel the person who is in violation of the law is receptive to education and will follow through with what they are told, then the Harbor Officer can issue a verbal or written warning. The Harbor Officer does have the option to issue a written citation that carries a fine. It is a case-by-case scenario. If there are recurring problems then citations are usually written. If the animal is up to date on licensing, vaccinations, and they haven't had any other violations, we usually issue a written warning and educate the owner on what needs to be done.

Committee Questions

Mr. Summers said in a neighborhood there are more opportunities to retreat, but not in a harbor. Would you agree Mr. Peyerck?

Mr. Peyerck responded yes, there are no fences to hide behind or areas to get away from a dog on the docks. Aggressive dogs are something we take very seriously. If an aggressive dog frightens an individual we can issue a citation; the dog does not need to physically attack an individual for a citation to be issued.

Mr. Summers asked Mr. Peyerck, do you think it would be beneficial for the Harbormaster to be able to evict a problematic dog from the Harbors.

Mr. Peyerck said that would be up to the Harbors to enforce. Animal Patrol would not be able to enforce evicting a dog from the Harbors since it is not a Title 8 Ordinance. That would be one way to eliminate your problems.

Mr. Simpson asked Mr. Summers, have you found aggressive dogs to be a consistent problem in the Harbors.

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Mr. Summers said I live aboard a boat in Aurora Harbor. I often come across dog waste, and dogs that are not on a leash.

Mr. Janes asked do we currently have a set of rules. Could we add more rules and if so, would we have the authority to enforce those rules?

Mr. Borg replied we have the authority to write a ticket to enforce the leash law and cleaning up after the dog. We have to see the violation.

Mr. Uchytel said we have signs that state dogs must remain on a leash. Patrons are required to sign an agreement stating they will abide by all Harbor regulations.

Mr. Borg said live aboard patrons are required to sign a Live Aboard Registration. Patrons are not required to read our regulations before signing the agreement that states they will abide by all Harbor regulations. We are working on creating a document that has the basic regulations and requiring patrons to read them before signing an agreement that states they will abide by Harbor Rules and Regulations. Only after signing the agreement will patrons be granted moorage.

Mr. Summers said I recommend a pet fee for patrons who live aboard and own a pet. The pet should also be registered with the Harbor Office.

Mr. Uchytel said there was an aggressive patron at the Aurora Harbor Office recently. I asked the Law Department if we could issue a no trespassing charge. I was told we needed a Harbor Rule that the Board approves to enforce a no trespassing charge. These rules would not merit an ordinance change. I recommend implementing a rule against aggressive dogs.

Public Discussion

None.

Committee Discussion/Action

Mr. Summers said I support implementing a rule against aggressive dogs in the Harbors. I would like to see a rule that includes the eviction of an aggressive animal.

Mr. Uchytel said there are ordinances that require dogs to be on leashes or under voice control and owners must clean up their dogs waste.

Mr. Peyerk said dogs must be leashed when on the docks; voice control is not an option. When I see a dog off a leash on the docks, by the time I turn my car around and get to the docks, the owner and the dog are gone before I can get to them. It is difficult to enforce these ordinances. After a certain number of violations an animal can be deemed dangerous; then the animal is required to wear a muzzle, a collar

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stating the dog is dangerous, a license stating the dog is dangerous, and a leash held by someone who can control the dog when the dog is out of its house or kennel. The owner is also required to obtain animal liability insurance in the sum of \$100,000. That would take serious aggressive issues to reach that point.

Mr. Janes said we need to take the leash law seriously. I was almost knocked off the docks by a friendly dog recently.

Mr. Simpson said I want to refer this to the Harbormaster who is working on Harbor Rules which will include rules for dog owners controlling their dogs. We will consider implementing an ordinance that allows us to remove a problematic dog from the Harbors in the future.

3. Memorandum of Agreement – Statter Harbor Launch Ramp

Mr. Uchtyl said we have an agreement prepared.

Committee Questions

None.

Public Discussion

None.

Committee Discussion/Action

MOTION By MR. LOGAN TO REFER THE MEMORANDUM OF AGREEMENT FOR THE STATTER HARBOR LAUNCH RAMP AGREEMENT TO THE FULL BOARD AND ASK FOR UNANIMOUS CONSENT.

The motion passed with unanimous consent.

IX. Items for Information

1. Juneau Port Development, LLC – Project Name and Modified Plan Review

Howard Lockwood of Juneau, AK handed out pamphlets with design ideas for a proposed harbor south of Downtown Juneau. Mr. Lockwood will provide the permit status at the next board meeting.

2. Capital Improvement Plan Scoring Matrix

Item deferred to the next Operations/Planning Committee meeting.

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X. Long Range Planning Discussion

Item deferred to the next Operations/Planning Committee meeting.

XI. Staff, Committee and Member Reports

Mr. Gillette said the Statter Harbor Launch Ramp Bids will be opened on October 8th, 2014. The Community Development Department will inform us if Harbor Staff or patrons need a Conditional Use Permit to do repairs in the Auke Bay Boatyard.

Mr. Uchytel said Harbor Staff and patrons have utilized the Auke Bay Boatyard by hauling boats, changing fluids, and pressure washing. The owner of a private boat hauling company has voiced his concern that the hauling of boats by Harbor Staff is infringing on his business. We have refrained from hauling any boats that are not affected by the Aurora Harbor Rebuild until we investigate the issue. Also, at 9:00 a.m. tomorrow we will have an end of season debriefing regarding how to make downtown safer for next year.

XII. Committee Administrative Matters

Next Meeting Operations/Planning Committee meeting is scheduled for Thursday, October 23rd, 2014.

XIII. Adjournment

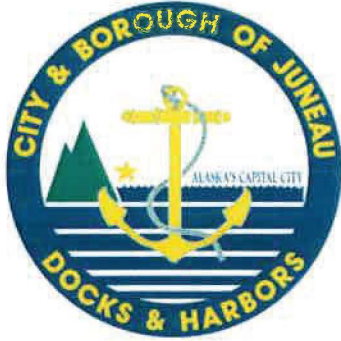
The Operations/Planning Committee meeting adjourned at 6:44 p.m.

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS

Division	Project	Priority	FY16	FY17	FY18	FY19	FY20	FY21	Future
Docks & Harbors									
Docks									
	Visitor Information Kiosk Replacement	1	\$ 150,000						
	Auke Bay Passenger For Hire Facility	2	\$ 800,000	\$ 4,600,000					
	Downtown Restrooms	3	\$ 500,000						
	Archipelago Property Deck Over	4		\$ 3,000,000					
	Docks Total:		\$ 1,450,000	\$ 7,600,000	\$ -	\$ -	\$ -	\$ -	\$ -
Harbors									
	Old Douglas Harbor Rebuild	1	\$ 4,500,000						
	Aurora Harbor Rebuild-Phase II	2	\$ 11,000,000						
	Statter Harbor - Phase III (Boat Haul-Out)	3	\$ 1,800,000						
	Amalga Harbor Fish Cleaning Float	4		\$ 300,000					
	Auke Bay Net Repair Float	5		\$ 300,000					
	Aurora Harbormaster Building and Shop	6							\$ 3,000,000
	Douglas Harbor Uplands Improvements	7							\$ 2,000,000
	North Douglas Boat Ramp Improvements	8							\$ 1,000,000
	Direct Market Fish Sales Facility	9							\$ 1,000,000
	Harbors Total:		\$ 17,300,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000
	Docks & Harbors Total:		\$ 18,750,000	\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000
6 Year Improvement Totals:									
			\$ 18,750,000	\$ 8,200,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000

FY16 CAPITAL IMPROVEMENTS

<u>Enterprise</u>	<u>Division</u>	<u>Priority</u>	<u>Project</u>	<u>Funding Source</u>	<u>Amount</u>
<u>Docks & Harbors</u>	Docks	1	Visitor Information Kiosk Replacement	Cruise Passenger Fees	\$150,000
		2	Auke Pay Passenger For Hire Facility (Design)	Cruise Passenger Fees	\$800,000
		3	Downtown Restrooms	Cruise Passenger Fees	\$500,000
	Docks Total Funding:				\$1,450,000
	Harbors	1	Old Douglas Harbor ReBuild	State Appropriation	\$4,500,000
		2	Aurora Harbor ReBuild	State Appropriation	\$11,000,000
		3	Statter Harbor - Phase III (Boat Haul-Out)	State Appropriation	\$1,800,000
	Harbors Total Funding:				\$17,300,000



Port of Juneau

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Docks and Harbors Board FY 16 CIP Request Visitor Information Kiosk Replacement

Project Description: The Visitor Information Kiosk serves cruise ship passengers needing information about Juneau. It is located in a strategic location near one of the two city owned docks that support the cruise industry. The current kiosk has exceeded its design life. The facility does not meet ADA standards, has inadequate heating, and does not provide adequate shelter for patrons.

Funds Requested (FY16)

Local Funds - \$150,000 (Cruise Passenger Fees)

Funds Already in Hand - \$0

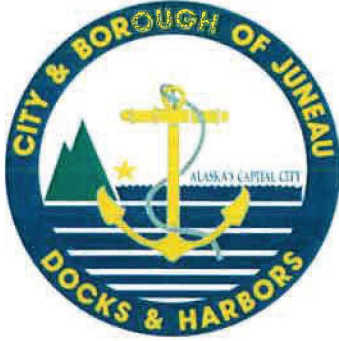
Funds Needed But Not yet Requested –\$0

Project Review: The Juneau Convention and Visitors Bureau requested that a new kiosk be provided which would offer a more user friendly facility and address safety and comfort concerns of volunteers. The current facility was moved from the Marine Park area when the Alaska Steamship Wharf was expanded for bus staging.

Project Time-Line: The project would be designed upon receipt of funding with intent to complete construction in 2017.

Maintenance Responsibility: CBJ Docks and Harbors Board assumes the ongoing maintenance expense for cleaning and supplying these restrooms will be provided through passenger fees.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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Docks and Harbors Board FY 16 CIP Request Auke Bay Passenger for Hire Facility

Project Description: This project includes installation of a boarding float, gangway, and passenger loading zone to serve cruise ship passengers connecting with whale watching and fish charter operators. These activities currently are conducted in Statter Harbor at the existing moorage facilities that were not designed for and are incapable of providing safe and efficient service for the large number of users. The lack of infrastructure also greatly detracts from the local resident's ability to fully utilize the Statter Harbor moorage facility. The funds requested would allow for design and permitting activities to move forward on this project.

Funds Requested (FY16)

Local Funds - \$800,000 (Cruise Passenger Fees)

Funds Already in Hand - \$0

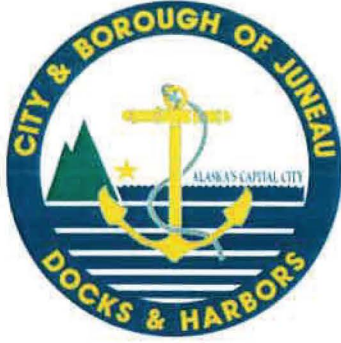
Funds Needed But Not yet Requested –\$4,600,000

Project Review: The Passenger for Hire Facility is a component of the overall Statter Harbor Master Plan.

Project Time-Line: DeHart's Marina facility has been demolished creating room for the proposed Passenger for Hire Facility. This project would follow the construction of the proposed boat haul-out facility.

Maintenance Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance expense and will use local dock funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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Docks and Harbors Board FY 16 CIP Request Downtown Restrooms

Project Description: The project is located in the downtown Juneau waterfront, an area that services approximately one million cruise ship passengers each year. The project consists of constructing new restroom facilities near the Visitor's Center.

Funds Requested (FY16)

Local Funds - \$500,000 (Cruise Passenger Fees)

Funds Already in Hand - \$0

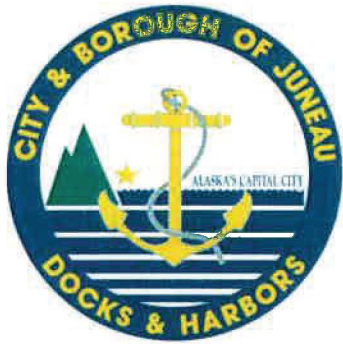
Funds Needed But Not yet Requested –\$0

Project Review: This project has been listed at the request of the former Assembly to meet a add restroom facilities in the Cruise Dock vicinity.

Project Time-Line: The project would be designed upon receipt of funding with intent to complete construction in 2017.

Maintenance Responsibility: CBJ Docks and Harbors Board assumes the ongoing maintenance expense for cleaning and supplying these restrooms will be provided through passenger fees.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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Docks and Harbors Board FY 16 CIP Request Douglas Harbor Rebuild

Project Description: The Douglas Harbor moorage facility was expanded in about 2005 but the original 1960s era portion was not upgraded. The concept was to construct the new portion to provide moorage area while the old section was rebuilt. The old section (subject of this project) needs to be dredged to the original depth. The effects of post-glacial rebound and sedimentation have caused the harbor to lose effective depth thus dredging is required. The existing floats and piling structures as well as the electrical and water systems are beyond their useful life and are in need of full replacement.

The design of the project was near completion when soil testing indicated that some of the proposed dredge material was contaminated. Docks and Harbors is working to acquire permits for the project. The current cost estimate \$10M.

Funds Requested (FY16)

State Funds - \$4,500,000 (Legislative Request)

Funds Already in Hand

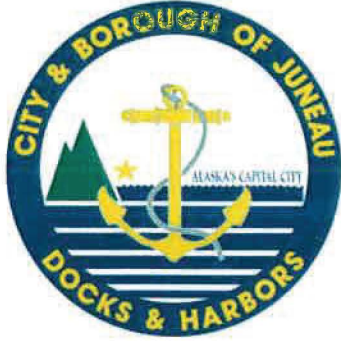
State Funds - \$2,000,000 (Alaska Municipal Harbor Grant)

Local Funds - \$3,500,000 (2007 Harbor Revenue Bonds)

Project Time-Line: The project is anticipated to be bid in 2016 with construction to begin in late 2016 and complete by early 2017.

Maintenance Responsibility: CBJ is responsible for all ongoing maintenance expense and will use local harbor operations funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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Docks and Harbors Board FY 16 CIP Request Aurora Harbor Rebuild – Phase 2

Project Description: The Aurora Harbor moorage facility is well beyond its design life and in need of replacement. PND Engineers performed a preliminary design in 2010 and an updated replacement cost in 2013. The cost is estimated to be \$11M.

Full funding is not at hand so the project is being be phased. Phase I is under construction and consists of replacing the head float and gangway; main floats A, B, C, & D and associated finger floats; electrical; domestic water; sewage pump out; and a new fire suppression system. Phase 2 would replace the same elements for the remainder of the harbor facility. The project may be further phased as funding becomes available.

Funds Requested (FY16)

State Funds - \$11,000,000 (Legislative Request)

Funds Already in Hand - \$0

Funds Needed But Not yet Requested – \$0

Project Review: A condition assessment of Aurora Harbor was completed in 2004 by PND Engineers and determined that the harbor was in fair to poor condition. Since then some emergency repairs have been performed as piling and floatation have deteriorated to the point of failure. There is no harbor wide fire suppression system which presents a safety concern.

Project Time-Line: Docks and Harbors began design in FY14 to be ready for the first phase of construction in FY15. Phase 2 would be designed in FY16 with construction beginning in FY17.

Maintenance Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance expense and will use local harbor operations funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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

Docks and Harbors Board FY 16 CIP Request Statter Harbor Boat Haul-Out and Kayak Launch Facility

Project Description: The Statter Harbor Haul-Out and Kayak Launch Facility would replace the existing travel lift at Statter Harbor replace the existing concrete launch ramp with a new haul-out ramp. The existing wooden travel lift structure at Statter Harbor was investigated and found to be beyond its design life and in need of replacement. Docks and Harbors will utilize the SeaLift (self-propelled boat lift) which serve the Auke Bay Loading Facility and Statter Harbor. The project is estimated to cost \$2.3M.

Funds Requested (FY16)

Local Funds - \$1,800,000 (Sales Tax)

Funds Already in Hand - \$500,000

Funds Needed But Not yet Requested – None

Project Review: The existing wooden travel lift structure was inspected and assessed by PND Engineers in 2011. There were a number of elements that are compromised due to rot and age of materials such that the facility is severely limited to the size of vessel that may be hauled out. A new wooden structure is cost prohibitive and is not consistent with the master plan. The project would build a new concrete ramp and re-organize the existing uplands for more efficient use for boat repairs and maintenance.

Project Time-Line: The Statter Harbor Master Plan envisioned a new boat haul-out ramp served by the SeaLift which is currently in use at ABLF. This project is in line to be developed following the completion of a new launch ramp in 2016.

Maintenance Responsibility: CBJ is responsible for all ongoing maintenance expense and will use local dock funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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

Application for a Conditional Use Permit Amendment Auke Bay Loading Facility - Add Boat Yard Use

PROJECT NARRATIVE

Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
155 South Seward Street
Juneau, Alaska 99801
Phone: 907-586-0398
Fax: 907-586-0295
gary_gillette@ci.juneau.ak.us

October 28, 2014

INTRODUCTION

The City and Borough of Juneau (CBJ) Docks and Harbors (D&H) developed the Auke Bay Loading Facility at 13575 Glacier Highway to serve commercial uses. The facility features a drive-down float, loading ramp, uplands staging area, boat haul-out equipment, and uplands storage area (See Attachment A). As use of the facility has increased many users request to be allowed to perform repairs to their vessels. The current Conditional Use Permit does not allow boat repair and maintenance activities.

BACKGROUND

The Auke Bay Loading Facility required a number of permits and authorizations including the Army Corps of Engineers permit to fill tidal area. The COE permit process involved numerous state and federal natural resource agencies and ultimately resulted in a permit to fill the planned facility with a mitigation plan that would preserve the remainder of Auk Nu Cove in a conservation easement. The State of Alaska has transferred title of the Auk Nu Cove to the CBJ. Subsequently CBJ entered into a conservation easement agreement with Southeast Alaska Land Trust (See Attachment B). The conservation easement protects Auk Nu Cove from further tidelands fill.

The project also required permits from the CBJ Community Development Department as follows:

- USE2007-00009, approved by the Planning Commission on May 8, 2007. The permit allowed development of a commercial loading facility.
- USE2008-00036, approved by the Planning Commission on July 22, 2008. The permit allowed expansion of the fill area to be used for fishing equipment and boat storage.
- USE2011-0006, approved by the Planning Commission on June 14, 2011. The permit allowed commercial vessel fueling from fuel trucks (fuel bunkering).

LAND USE / ZONING

Zoning of the ABLF property is Waterfront Commercial (WC). Boat repair and maintenance use is found at 9.450 in the Table of Permissible Uses of the Land Use Ordinance Title 49. The use is listed with a “1” which requires the department of community development approval only. The Community Development Director has determined that since the uses at ABLF would be modified an amendment of the existing conditional use permit would be required.

CURRENT ACTIVITIES ALLOWED BY EXISTING CONDITIONAL USE PERMIT

The existing facility provides valuable services to freight haulers, fishermen, and other commercial entities. The current activities allowed by the existing conditional use permit include: vessel and gear storage; freight loading and associated staging area; drive-down float use; boat haul-out services; vessel wash down; and blocking vessels for storage. Power washing the vessel takes place over a water containment pad. The contained water is pumped through a sophisticated filter system which separates solids into one container and oils into another. The solid waste is deposited at the local solid waste facility. The waste water meets standards to be deposited at the city sewage treatment plant.

PROPOSED CONDITIONAL USE PERMIT AMENDMENT

CBJ Docks & Harbors proposes to modify the Conditional Use Permit by adding boat repair and maintenance activities to be allowed at the facility. As the use has grown users have asked if they could do repair work on their vessels. These activities might include repairing hulls, engine repair, hull painting, electrical work, and other activities associated with repair and maintenance of vessels.

The proposed amended use would change activities allowed at the facility but there would be no change to the existing fill area. The only physical change anticipated at would be the inclusion of a boat shelter to create protected work space and an storage/shop/office building. The boat shelter would be an approximately 20 feet by 50 feet fabric structure with internal metal frame. The storage/shop/office building would be approximately 700 square feet in size and would be painted to match the color of existing buildings on site.

MANAGEMENT OF THE FACILITY

Currently the ABLF is managed by D&H staff. Use of the drive-down float, loading ramp, freight staging area, boat haul-out, and use of storage area must be pre-arranged through D&H staff. If the requested amendment to allow boat repair and maintenance activities were approved there are two management options that D&H would consider and evaluate.

Management Option A

In this option, Docks and Harbors staff would continue to manage the facility as it currently does. Staff would make reservations of use for drive-down float, loading ramp, freight staging area, boat haul-out, and use of storage area. Staff would haul-out vessels, power wash vessels over the wash down containment pad, water filter system would be maintained and waste material properly disposed; and vessels would be blocked for storage. Vessel owners would be allowed to perform repair and maintenance activities either by themselves or by hiring repair companies to visit the site to perform the work.

The D&H Harbormaster would establish guidelines and rules governing the use of the facility for vessel repair and maintenance activities. The rules would require the use of tarps under vessels to capture particulate matter when repairing and painting vessel hulls or other similar work. The captured particles would be required to be gathered and deposited in appropriate facilities to handle the material for safe disposal. Waste oils or other hazardous materials would be required to be contained and disposed of in appropriate facilities. Rules would be established to control use of work task lights to not cause glare onto adjacent properties and to establish normal working hours consistent with the city nuisance ordinance (exceptions may be granted for emergency work).

Management Option B

In this option, the facility would be jointly managed by Docks and Harbors staff and a third party vendor. The current vendor at Statter Harbor (Harri Marine Services) would have first rights to move to the site as stipulated by their current lease. Staff would continue to make reservations of use for drive-down float, loading ramp, freight staging area, and gear storage area. Harri would manage the boat haul-out; wash down; blocking; vessel storage; and vessel repair and maintenance services.

Initial discussions with Harri have been amicable but the proposed conditional use amendment is needed before final decisions are made on this option. If this option is pursued the lease would establish conditions requiring Harri to use the wash down pad and water filtering system; use of tarps under vessels to capture particulate matter; collect hazardous materials; and dispose of all waste materials properly. Other lease provisions would control use of work task lights to not cause glare onto adjacent properties and to establish normal working hours consistent with the city nuisance ordinance (exceptions may be granted for emergency work).

A benefit to relocating the existing boat repair yard to the ABLF site is that valuable space at Statter Harbor would be freed up to address continued congestion issues especially regarding transfer vans and motor coaches serving the whale watching and fishing charter operators.

PROJECT DESCRIPTION

The uplands area of the facility will not change as a result of the proposed use change. The fill would not be altered – there is no proposal to expand the existing fill footprint. The boat repair use would be primarily located on the northern portion of the facility (See Attachment C). There may be a need to construct a boat repair shelter to provide protected areas for boat repair work and potentially a storage/shop/office building.

VEHICULAR ACCESS

The current access drive into the ABLF would remain and no additional access is proposed. The traffic amount to the site is not expected to increase measurably as boats would arrive by water for haul-out as is the current situation. Vessel owners or repair personnel traffic is expected to be minimal and sporadic as boat repair activities are not typically a daily affair.

SOUND

The proposed activity of boat repair is not expected to raise the sound level at the site. Movement of vessels, equipment, pressure washing ; and freight currently occur at the site. There has been no noise complaints received about these operations. The act of repair work varies but does not generally produce high level sounds.

LIGHTING

The ABLF site is currently lit with full cut-off luminaires mounted on light standards. There is no plan to alter the current lighting at the site. Any new structures may require internal lighting but external lighting is anticipated to be minimal and would be full cut-off style. Harbor rules or lease conditions would limit work lighting to not glare onto adjacent properties.

SITE RUN-OFF CONTROL

The existing facility features oil/water separators at all catch basin on the site. The catch basins within the boat repair yard would be equipped with particulate screens to filter out the particulates. These would be cleaned periodically to assure proper function. Wash down water would be captured

by the wash down pad and processed with the water filtration system. No contaminated water would be discharged into the waters of Auke Bay thus no ADEC permitting is required.

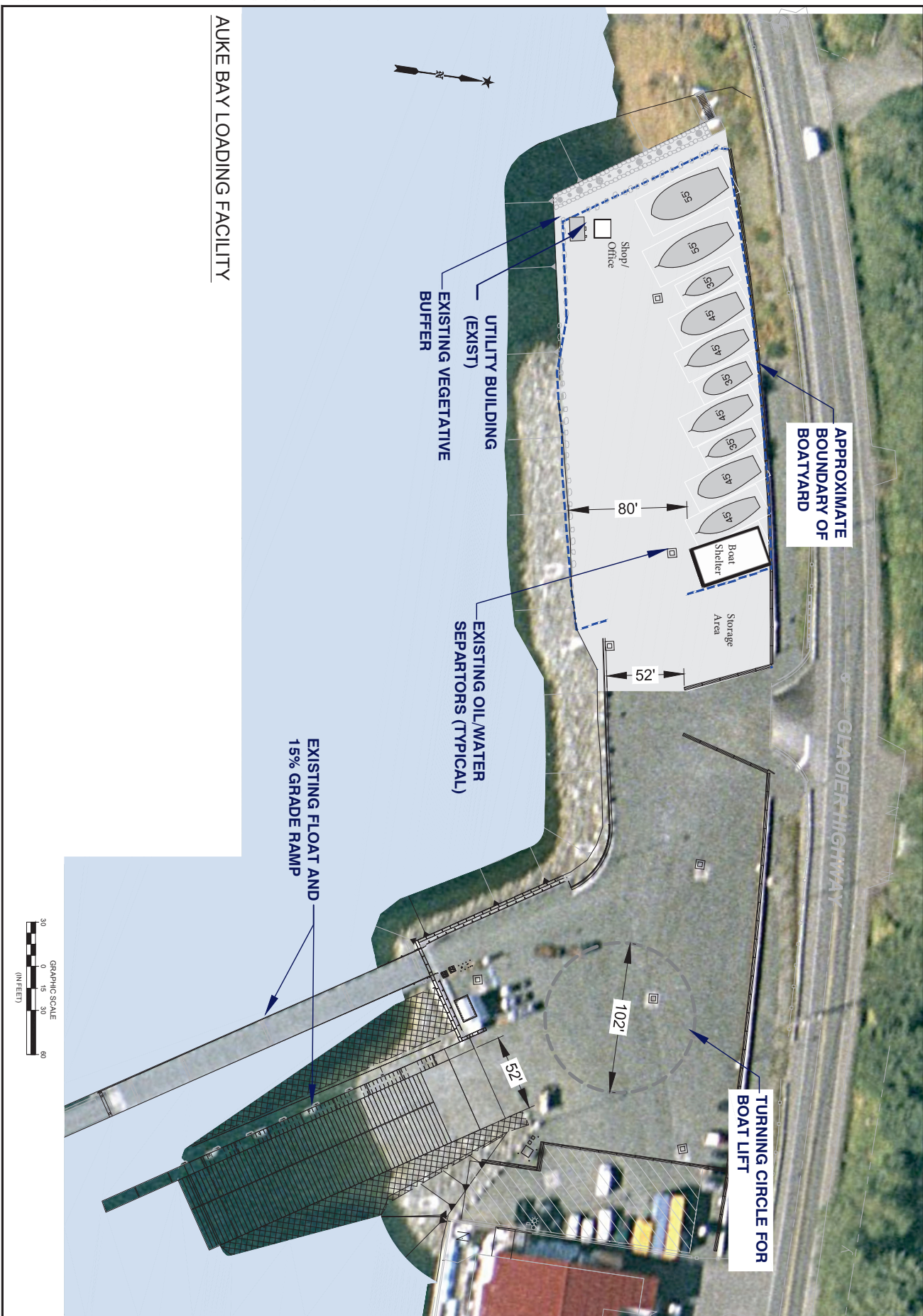
ATTACHMENTS

Attachment A: Aerial Photo of Existing Auke Bay Loading Facility

Attachment B: Map of Auk Nu Conservation Easement Boundaries

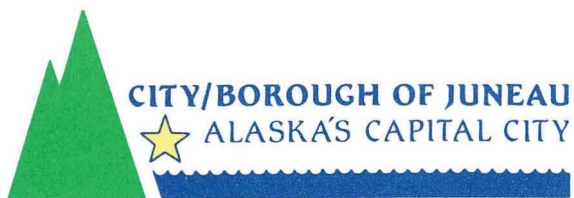
Attachment C: ABLF Site Plan with Boat Yard



[illegible]

DOCKS & HARBORS CIP SCORING MATRIX

	NUMBER OF PATRONS SERVED: < 100 =1; 100 TO 500 = 2; > 500 = 3	MAINTAINS EXISTING FACILITIES : YES = 3; NO = 1	PROVIDES ECONOMIC COMMUNITY OPPORTUNITY YES = 3; NO = 0	CORRECTS SAFETY DEFICIENCY: YES = 3; NO = 0	GRANT ELIGIBLE: YES = 2; NO = 0	COST FROM HARBOR FUND: < \$1M = 3; \$1M - \$3M = 2; >\$3M =1	RECREATIONAL OR IMPROVED QUALITY OF LIFE OPPORTUNITIES: YES = 2; NO= 0	SUPPORT COMMERCIAL FISHERIES: YES = 2; NO =0	TOTAL
PROJECT	2	2	0	1	2	1	2	2	12
DOUGLAS HARBOR									
STATTER									
RECAPITALIZATION	3	1	3	3	2	1	2	2	17
AURORA HARBOR									
MASTERPLAN	3	1	0	3	0	2	1	0	10



OFFICE OF THE MAYOR

Telephone: (907) 586-5240; Facsimile: (907) 586-5385
Mayor@juneau.org

November 4, 2014

The Honorable Lisa Murkowski
709 Hart Senate Office Bdg
Washington, DC 20510

The Honorable Mark Begich
111 Russell Senate Office Bdg
Washington, DC 20510

The Honorable Don Young
2314 Rayburn House Office Bdg
Washington, DC 20515

RE: Additional Operations and Maintenance of Small, Remote, and Subsistence Harbors and Channels

Dear Senators Murkowski and Begich, and Congressman Young:

As the Mayor of the largest Alaskan city not on the terrestrial road system, our ports, harbors and waterways are vital to Juneau's economy and quality of life. As a maritime community, our citizens are dependent on the safe and secure flow of waterborne transportation. However, many of our Juneau harbor facilities are reaching the end of their useful life and several require maintenance dredging because of siltation or isostatic rebound.

Recently, the House of Representatives and the Senate Appropriation Committees approved the FY15 Energy & Water appropriations bills funding the Army Corps of Engineers. Both of these bills include a funding account for Additional Operations and Maintenance of Small, Remote, and Subsistence Harbors and Channels. We respectfully request the Douglas Harbor Operation and Maintenance Dredging project be considered for funding from this account. The Army Corps of Engineers estimates \$5.25 million for dredging and capping 40,000 cubic yards of mercury contaminated material.

The Army Corps of Engineers is federally responsible to maintain authorized depths and widths of this harbor facility, including where contaminated sediments are present. The Port of Juneau fully intended to fund the entire recapitalization of the 1962 floating dock infrastructure project until regulatory oversight resulted in the dredging being cost prohibitive. The City & Borough of Juneau remains committed to investing in new floats and associated infrastructure, if dredging can be accomplished at the federal level.

Juneau sincerely appreciates the stalwart support from our Alaskan Senators and Representative. I urge your thoughtful consideration and support for the appropriation for the Additional Operations and Maintenance of Small, Remote, and Subsistence Harbors and Channels. Juneau and its constituents believe this program will provide great benefits to a community so dependent upon its waterways.

Sincerely,

Merrill Sanford
Mayor

cc: Juneau Legislative Delegation
U.S. Army Corps of Engineers-Alaska District
Borough Assembly
Docks and Harbors Board

Presented by: The Manager
Introduced: 10/11/2004
Drafted by: J.W. Hartle

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2277

A Resolution Regarding Management of the Waterfront Seawalk Project Within the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, on June 14, 2004, the Assembly adopted Resolution Serial No. 2266, a resolution containing the Fiscal Year 2005 Capital Improvement Project Priorities ("FY05 CIP"); and

WHEREAS, the FY05 CIP contains a "Waterfront Seawalk" project; and

WHEREAS, Ordinance 2004-03b provides that the Assembly will determine by resolution which City and Borough capital improvement projects are to be managed by the Docks & Harbors Board, and which by the Manager; and

WHEREAS, the development of seawalks has significant effects on the community beyond those immediate effects caused in the harbors and on the docks.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The Waterfront Seawalk project shall be administered by the Manager's office, with input from the Docks & Harbors Department. Policy decisions and programming issues shall be made by the Assembly.

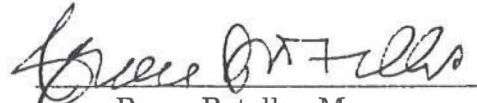
Section 2. Once completed, the Waterfront Seawalk shall be managed by the City Manager.

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Section 3. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 11th day of October, 2004.


Bruce Botelho, Mayor

Attest:


Laurie J. Sica, Clerk

STRATEGIC PLANNING

CBJ Docks and Harbors

Project	Current Funds	Needed Funds	Notes
Near Term CIP Needs			
Aurora Harbor Re-Build - Phase I			
Bid Alternate A - Dredging		\$300,000	Permit issued - Need funding
Bid Alternate B - Annodes		\$300,000	Need funding
Auke Bay Net Repair Float		\$300,000	Need funding
Old Douglas Harbor Re-Build	\$5,500,000	\$4,500,000	COE may pay dredging costs
Statter Boat Haul-Out/Kayak Ramp	\$500,000	\$1,650,000	Awaiting Full funding
Archipelago Property Improvements	\$2,000,000	\$3,000,000	Awaiting Full funding
Amalga Harbor Fish Cleaning Station			Awaiting ADF&G planning funds
Mid Term CIP Needs - Unfunded			
Auke Bay Passenger For Hire Float		\$5,400,000	Awaiting Funding
Aurora Harbormaster Office and Shop		\$3,000,000	Awaiting Funding
Direct Market Fish Sales Facility		\$1,000,000	Awaiting Funding
Visitor Information Kiosk Replacement		\$150,000	Awaiting Funding
Aurora Harbor Re-Build - Phase II		\$11,000,000	Awaiting Funding
Downtown Restrooms		\$500,000	
Wayside Park Dredging			Need facility assessment and cost estimate
Long Range Planning			
Harris-Aurora Harbor Uplands Master Plan		\$50,000	Funding placeholder - cost may vary
Fisheries Terminal Planning		\$50,000	Funding placeholder - cost may vary
Douglas Harbor Uplands Plan Update		\$50,000	Funding placeholder - cost may vary
North Douglas Boat Launch Master Plan		\$50,000	Funding placeholder - cost may vary
Statter Harbor Re-Build/Expansion		\$\$\$\$\$	Major project that has no cost analysis at this point



FISHERIES DEVELOPMENT COMMITTEE

November 11, 2014

Dr. David Logan, Chair
CBJ Docks & Harbors Board
155 S. Seward Street
Juneau, AK 99801

Re: Commercial Fisheries Infrastructure Priorities

Dear Chairman Logan & Members of the Board,

The CBJ's Fisheries Development Committee (FDC) was constituted by the Assembly to provide advice to Borough bodies respecting all aspects of fisheries related development in Juneau. Of particular concern to the Committee is the state of public infrastructure needed to support commercial fisheries. The FDC has worked to catalyze industry, public and government support for important projects in the past, including the CBJ's investment in the dock adjacent to Taku Smokeries, the "crane dock" between Harris and Aurora Harbors, and most recently the Auke Bay Loading facility. Each of these are important components of Docks and Harbors' (D&H) infrastructure portfolio, and have helped spark a renewed, and now very vital Juneau seafood industry, which is an important and growing sector of our economy. We are writing to you to express what we believe are the most important CIP projects for the Board to work on in support of our commercial fishing industry. In order these are:

1. Completion of the **Juneau Marine Terminal** project begun in 1990, and only partially completed with construction of the crane dock;
2. Completion (Phase ii) of the **Aurora Harbor Rebuild** project;
3. Construction and operation of a **Fishermen's Direct Market Facility**; and
4. Installation of **Work Floats** for fishermen to repair and maintain gear.

Juneau Marine Terminal - In 1989 the CBJ and University entered into a long-term lease on much of the University owned tract between Harris and Aurora Harbors.¹ The agreement included a \$500,000 grant to support construction of the Egan Library on the UAS campus. The leased lands, including the 35-ton Marine Travel Lift, were placed under D&H management. The plan at the time was to construct a marine development and support facility modeled on Seattle's Fishermen's Terminal – with haul out and maintenance yard, space for marine related support businesses, retail and offices, harbor management facilities, and continuation / further development of the University's marine related technical and vocational training at the Marine Tech Center. The paved, sheet-pile cell structure, with its two yellow cranes - known generally as the "crane dock" – was built in the early '90s, but only partially finished. The north facing side was never completed. The center tract of land and travel Lift were sublet to Juneau

¹ The lease included the tidelands seaward of the Marine Tech Center main building and "welding" shop (including a timber dock and crane), the Travel Lift, a block of land now occupied by Juneau Marine Services, and a corridor connecting that tract with the Travel Lift facility. The term of the lease is 35 years, with a renewal option for an additional 35 years. There 10+ years remaining in the initial term.

Marine Services, and remain the most important marine service facilities in Juneau. Small tracts have been sublet to important marine related businesses like Maritime Hydraulics. These are all successes. Indeed the crane dock has been an important business incubator for the seafood industry in Juneau. For example, Alaska Glacier Seafoods got its start using that public facility to offload fish. But, the original vision – which remains very valid to this day – has been only partially realized. Much remains to be done. The existing 35-ton Travel Lift is at the end of its useful life and is woefully inadequate capacity-wise. We need a 150-ton lift to service vessels like seiners, tenders, tugs, commercial landing craft, tour vessels, and even the large yachts that visit Juneau. More space is needed for vessel service areas, and must be created by filling much of the leased tidelands. Buildings are needed for marine service businesses and to house D&H's own operations. The crane dock needs to be completed.

Various plans have been developed by D&H over the years, and the FDC urges the Board to renew efforts to implement them. A very important element in that regard is to finally achieve a land swap between the CBJ and the University that would put the entire tract between Harris and Aurora under D&H management. There is currently strong interest in accomplishing this, as UAS wants to acquire CBJ owned lands in proximity to the Auke Bay campus. Ownership of the land would make it much easier for D&H to finance the millions of dollars of improvements needed to build out the Juneau Marine Terminal. The FDC wants to stress that it does not want to see the University presence on the site end. On the contrary, we think that the University should continue to own, maintain and use the Marine Tech Center building.² However, we are confident that overall planning, development and operation of the entire area can best be accomplished under D&H's enterprise management. Finally, we would note that the proposed land swap is truly a "win, win, win" opportunity from the broad community perspective. Docks & Harbors and the fishing / marine community win by getting a much needed developable site under clear ownership for development. The University wins by getting lands it needs for expansion of the Auke Bay campus while maintaining its current, water-adjacent VocEd site. The CBJ and Juneau community win by seeing two vital engines of our economy further empowered to achieve important economic development.

Aurora Harbor Rebuild – The FDC is well aware of the Board's efforts to date to get the much needed rebuild of Aurora Harbor accomplished. Phase I, now under way is a big step. We urge the Board to keep Aurora Phase II very high on its priority list. Aurora Harbor already houses a large proportion of our commercial fleet, and its steady deterioration over the years has been of great concern to many fishermen. We particularly encourage the creation of additional larger moorage slips as designed for the north end of the harbor. This is very important for accommodating commercial fishing vessels, which typically require these large slips. Juneau has potential to attract additional fishing businesses, as our local fisheries remain among the strongest and most consistent in Southeast. In the past, long waiting lists for moorage discouraged expansion here. D&H has done a good job of reducing wait times for slips. Additional larger vessel moorage can give us an opportunity to actively attract additional fishing enterprises. When seeking the additional funding required to complete this vital project, we recommend that you stress Aurora's great importance to the commercial fishing industry.

Fishermen's Direct Market Facility – This is a long-discussed idea, and we are aware that D&H received some planning money to scope a project in the fairly recent past. That effort indicated that the best

² As part of a land swap deal, the CBJ could lease back the land beneath the building for nominally cost and other "good and valuable" consideration, namely the University's agreement to maintain and enhance its important trades training programs like hydraulics, diesel technology and the like.

location would be on the south side of Harris Harbor, with uplands improvements and signage near the highway to alert consumers to boats at the facility with product to sell. Juneau is the largest market in Southeast and offers fishermen the opportunity to reach a substantial number of seafood-savvy consumers. But the “hit and miss” method of selling from regular moorage slips in the various harbors and advertising with funky cardboard signs by the roadside leaves a great deal to be desired – and more importantly, a lot of valuable business undone. A well-developed, well-known direct marketing site would be a boon to fishermen and consumers alike, and would likely become an important point of interest for visitors. The South Harris site is accessible and will be immediately adjacent to the currently proposed end of the Waterfront Seawalk. Indeed, it might be opportune to think of including the Direct Market Facility as an integral part of that Seawalk terminus.

Work Floats – These have long been an “ask” by the commercial fleet. Since many fishermen here are gillnetters, they are commonly referred to as “net floats”. But, they would also serve the needs of our large contingent of trollers who would use them to service trolling poles. With the recent advent of an important DIPAC supported seine fishery near Amalga, there are sure to be seiners who would use them to service / repair their large nets. While fishermen appreciate D&H’s willingness to allow net work to take place on the moorage floats, we understand that the situation is less than ideal from both fishermen and other user’s perspectives. The FDC understands that siting and the cost of floats are difficult, but inclusion of these facilities would make Juneau a much more “user friendly” place for both resident and visiting commercial fishermen. This is not just a convenience item. Juneau literally sees hundred of non-resident fishing boats in the summer, and providing better facilities is important to continuing to attract their business. It’s important for our processors, for local marine service businesses and for the retailers and restaurants these fishermen patronize. Can any of the floats being removed from Aurora be rebuilt for this purpose rather than being scrapped? If so, perhaps this longstanding need can finally be met at a reasonable cost.

Thank you for considering our recommendations, and please call on us if we can provide help to any of the Board’s important efforts.

Sincerely,



Jim Becker, Chairman

cc. Mayor Sanford & Members of the Assembly
Kim Kiefer, CBJ Manager