

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP COMMITTEE MEETING AGENDA
For Thursday, September 19th, 2013

- I. Call to Order** (5:00 pm in the Assembly Chambers)
- II. Roll Call** (Greg Busch, John Bush, Bob Janes, David Logan, Budd Simpson).
- 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 August 22nd, 2013 OPERATIONS/CIP Meetings Minutes.**
- VI. Items for Action.**
 - 1. Dockside Brochures
Presentation by the Harbormaster
 - Committee Questions
 - Public Discussion
 - Committee Discussion/Action
 - MOTION: TO BE DEVELOPED AT THE MEETING**
- VII. Items for Information/Discussion.**
 - 1. Aurora A-Float Power
Presentation by the Harbormaster
 - 2. Harbormaster's Monthly Report
Presentation by the Harbormaster
 - 3. Coeur Commercial use Permit
Presentation by the Port Director
 - 4. Port of Juneau Cruise Ship Terminal Project Brochure
Presentation by the Port Director
 - 5. Active Fishing Vessel Discount at Statter Harbor 05 CBJAC20.44
Presentation by the Port Director

VIII. Member & Staff Reports.

IX. Committee Administrative Matters - Next Meeting: October 24th, 2013

X. Adjournment.

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I. Call to Order.

Mr. Simpson called the meeting to order at 5:00 p.m. in the Assembly Chambers.

II. Roll.

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

Also in attendance were: Tom Donek, Mike Peterson, Carl Uchtyl – Port Director, Dwight Tajon – Harbor Master, Gary Gillette – Port Engineer, Matthew Seal, with PND Engineers, INC, and Gretchen Keiser, Conservation Specialist with SEAL Trust.

III. Approval of Agenda.

MOTION: TO APPROVE THE AGENDA AS PRESENTED

The motion passed with unanimous consent.

IV. Public Participation for non-agenda items.

Mr. Chris Rushman, with Southeast Alaska Communications Wireless, said there are wireless networks for Aurora and Harris Harbors. Southeast Alaska Communications is currently building wireless networks for the Statter and Douglas Harbors. This will allow for internet connectivity for the patrons without requiring cables. Patrons have requested wireless connectivity in the Harbors. We are trying to meet the demand for wireless internet.

V. Approval of Previous Meeting Minutes.

Hearing no objections, the CIP meeting minutes for May 23, 2013 and the Operations meeting minutes for June 18, 2013 were approved as presented.

VI. Items for Action.

1. Aurora Harbor Rebuild.

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Mr. Uchytel said this is the fourth public meeting for public comment regarding how to rebuild Aurora Harbor to last the next 50 years. At the meeting in July we had 32 harbor patrons which was a good turnout. We are working with our consulting team of engineers to find direction as to what is the vision for Aurora Harbor. I am asking for the insight of the Board to find which of the designs is right. We have been presented with four options. We are down to three options because the option to rebuild the harbor as it is now has been ruled out, as we have agreed to widen the fingers. We are dealing with fixed real estate. The cost to move the breakwater is not in the budget. It would cost 25 to 30 million dollars to move the breakwater.

Matthew Seal presented the options for the Aurora Harbor rebuild and said the three remaining options have these things in common: head-walk realignment, approach docks, wider gangway lining for loading and unloading. Option 2 is the same as the current layout at the Aurora Harbor but has wider fingers. The wider fingers are safer, easier to use, and stronger than the existing fingers. In most areas, this plan will allow for more room for boats to maneuver. A few stalls will be rebuilt narrower, but most will be wider. This is made possible by realigning the head-walk to allow for 10 more feet on both "A" and "B" Floats. Everyone who has a stall today is accommodated for in Option 2. Option 3 has the same widened finger and the same realigned head-walk, but calls for eliminating a finger on "A" float and two fingers on "B" float to allow for longer and wider stalls. This results in six fewer stalls. This is to accommodate future vessels which are getting wider. "C" and "D" floats will remain the same. Option 4 removes one finger and has wider stalls on one side of "A" float. "B" float is the same as in Option 2. This results in two fewer stalls.

Committee Questions

Mr. Logan asked if dredging would be required to allow for the wider and longer vessels as those vessels might be deeper as well.

Mr. Seal said there are no dredging permits at this time, and none of the current plans call for dredging.

Mr. Logan asked what is the depth on the inner part of "A" float where the "A" float meets the head-walk.

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Mr. Seal said that area is very flat and is around 15 to 16 feet. The new alignment will move the vessels The Christian and The Alaskan Grandeur to the east approximately the width of a float. The "A" float will stay where it is to within a foot.

Mr. Janes asked if longer and wider vessels are more likely to be deeper too.

Mr. Seal said it depends on the vessel, but in many cases, yes.

Mr. Peterson asked is there anything innovative so that fingers can be placed and then in the future fingers can be removed or added?

Mr. Seal said yes. The floats are put in place with bolts. These bolts can be removed to allow floats to move around. However, there will be utilities: electricity and water, which are laid out to center on the stalls. This makes moving the stalls more difficult. It can be done, just be careful with the utility lines. The other difficult task would be getting a barge into the harbor after the rebuild.

Maneuvering a barge between "A" and "B" floats, in order to pull the rebuilt existing piles, would be difficult. Aurora Harbor will be rebuilt working from float "A" and sweeping eastward. It is possible to add or remove sections of the harbor after the initial rebuild; there are small barges that can accomplish that task.

Public Discussion

Mr. Harry James of Juneau, AK said he is here on behalf of his two vessels and for the Ruddy and the Princeton Hall. My biggest issue is with the reduction of floats on options 3 and 4. Patrons pay for moorage by foot and these options reduce the amount of revenue from moorage the Harbors will be able to accrue. Some of these harbors have waiting lists that last years.

Pete Fergin of Juneau, AK asked if a revenue analysis had been completed for the project. Some of the options call for the loss of several slips. The Harbor Department will lose a lot of revenue with these options.

Committee Discussion/Action

Carl Uchtyl said the demand from smaller slips has decreased due to trailering. All the boats in the harbors are being accommodated. There are no wait-lists for the downtown harbors. The current demand is being met and will be met with the rebuild.

Mr. Peterson asked if Phase I was going to have any effect on the 24 foot stalls.

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Mr. Seal said no.

Mr. Simpson said the Harbor Board is aware of the demands of current patrons and have no intention of confronting patrons to remove their slips.

Mr. Donek asked if a boat has ever been refused moorage due to their boat being too wide. Also, if we build the stalls wider but don't dredge, the space will not be utilized because wider boats tend to be deeper.

Mr. Gillette said that boats vary in size, but yes, a wider boat does tend to have more draft. We are limited to 15 to 16 feet in depth. During the rebuild of Phase II there is potential to build longer and wider slips for moorage.

Mr. Janes asked will current boats be displaced if wider slips are built.

Mr. Uchytel said if any boats are displaced another harbor will be able to accommodate them. Or they can be accommodated for in Phase II. The Aurora Harbor is fixed real-estate. It is a challenge to get the right mix for the harbor. With option 2 the isle width between "D" and "E" decreases by 11 feet.

Mr. Simpson asked what the deadline for deciding which option to pick is.

Mr. Gillette said the consultants need a decision soon so they can move forward and stay on the projected schedule.

Mr. Simpson said deciding which option will be optimal is difficult because each touches on different and conflicting concerns patrons have expressed. Some patrons do not want to see a reduction in slips, some want wider slips and both cannot be achieved due to finite space. We could make a decision now, and then the project can move forward.

Mr. Logan said Option 2 is a reasonable choice. If wider stalls are built they may not be able to accommodate the vessels they were built for because the water is not deep enough. It is best to build Phase I based on the current demand and have Phase II built to accommodate future demand.

Mr. Peterson said with Option 2 the revenue stream should not change. Options 3 and 4 could lead to a loss in revenue.

Mr. Janes asked how deep the northeast side of Aurora Harbor is.

Mr. Gillette said it is about 14 or 15 feet deep, which is still within the normal range for harbors. Boats that draw more water than that may need to be accommodated at a different harbor.

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Mr. Uchytel said there will be an opportunity to build slips for longer and deeper vessels when Douglas Harbor is rebuilt.

Mr. Simpson said when Harris Harbor was rebuilt; it was done with the commercial fleet in mind. Smaller stalls were done away with and larger stalls built in their place. There might be vessels out there that are bigger than we cannot accommodate, but I am in favor of accommodating the vessels we have now.

MOTION BY MR. LOGAN: TO RECOMMEND OPTION 2 TO THE FULL BOARD, FOR THE AURORA HARBOR REBUILD.

The motion passed with unanimous consent.

2. The Statter Harbor Launch Ramp Mitigation

Mr. Gillette said we have received an Army Corps of Engineers permit to place fill for the Statter Harbor Launch Ramp Project. A special condition of the permit requires compensatory mitigation. At this time there are no projects that meet the requirements needed for the Docks and Harbors to collaborate on to offset the impacts of the filling of valuable habitat. So the other option is the in lieu fee, which is a payment, in this case is to the Southeast Alaska Land Trust (SEAL). The Army Corps of Engineers allows them to accept money, which then will be used to find land with similar habitat value to protect. The total acreage is 10.28 acres. SEAL Trust calculated an in lieu fee totaling \$729,901 for this project.

Gretchen Keiser, Conservation Specialist with SEAL Trust, said SEAL Trust is an in lieu fee sponsor for The Army Corps of Engineers. The Army Corps of Engineers requires mitigation for permit holders. A permit holder can provide their own mitigation, but, as Mr. Gillette mentioned, they have tried to find suitable land to protect in lieu of paying the fee. Under the clean water act, the type of organizations doing this work are nonprofit land trust, the State of Oregon is an in lieu sponsor, and other municipalities around the country have done this work as well. SEAL Trust's mission is to cooperate with land owners and municipalities to ensure that natural habitat open space remain recreational and historic areas are in place for future generations. When we take on an obligation it becomes an in perpetuity. SEAL Trust's mission is in line with what the Clean Water Act and the 404 permitting are trying to achieve, which is wetland protection. When SEAL Trust takes on an obligation of finding a property, we monitor the property annually to make sure that

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appropriate land use is happening. SEAL Trust will take action if there are violations. SEAL Trust is not involved in the permitting process. SEAL Trust has a 6 percent fee for administrative costs. We have provided a base transaction for an average project. Once SEAL Trust receives the money for the fee, we notify The Army Corps of Engineers that we have that money. Once the Harbor Department provides the money to SEAL Trust, it has met its obligation. SEAL Trust is then required to find comparable or better wetlands, in this case, for the Statter Harbor Project, 10.2 acres. SEAL Trust prefers land that is under threat of being developed. The land needs to have ecological value. In many cases, 1 or 2 acres scatter around do not meet the requirement. SEAL Trust researches and documents the ecological value of the properties it acquires. In the Juneau area, it costs approximately \$1,400 annually to steward a piece of property. Which is, annual monitoring, an estimate for how often SEAL Trust will need to deal with a violation, and endowing for a once in 50 year legal defense. The estimate of \$729,901 comes from the cost of: land, transportation, and transaction. Juneau's waterfront property is the highest in the region. The in lieu fees are segregated into a separate account from the organizations operating funds. On an annual basis, we report our account information to The Army Corps of Engineers.

Committee Questions

Mr. Logan asked if the estimate could only be on undeveloped property instead of both developed and undeveloped properties.

Ms. Keiser said we have used an approach that capitalizes the least amount of cost.

Mr. Simpson asked if the property with equal ecological value, for example an area containing eel grass, needs to be in close proximity to the area being developed, such as Auke Bay. Also, what is the economic connection between the ecological values that are lost and the SEAL Trust's ability to replace those or preserve them somewhere else? I would like to see the Harbor Department pay the somewhere else price. The public funds need to be spent efficiently and as best as possible.

Ms. Keiser said when SEAL Trust was first contacted by Mr. Uchytel and the engineers we tried to work with them to find tide lands in Juneau. However, there are no tidelands at this time that will work for this project. The requirements are not only for ecological value, but the

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agencies and the rules push for comparable or higher valued wetlands and areas that are under threat of development. This means the land is going to cost more. SEAL Trust needs the resources to: come between the development of the land and protect the land.

Public Comment

Dennis Watson of Juneau, AK said most of the land in Juneau is waterfront commercial and is under threat of development. When an appraiser appraises a home for fair-market value it is based upon what is sold in the community. When a property is on the market for a long period of time, the price might be too high, and should come down. Perhaps the way SEAL Trust has appraised the cost for the Auke Bay Project Land's should be reevaluated.

Committee Discussion/Action

Mr. Uchytel said we have investigated using CBJ holdings, but there are no lands available at this time. Due to this, The Army Corps of Engineers is saying the Harbor Department needs to go through SEAL Trust.

Mr. Simpson asked how much CBJ paid SEAL Trust for the 200 acres to mitigate the Airport Project.

Ms. Keiser said CBJ paid \$30,000 per acre for that project. There is room to negotiate the amount for the Statter Harbor land mitigation.

Mr. Janes asked what happens to the excess money from a SEAL Trust transaction.

Ms. Keiser said the money goes into the in lieu fee account and over a period of time the flow of money will average out so there will be no excess or insufficient funds.

Mr. Simpson asked what Mr. Gillette and Mr. Uchytel what action they are seeking from the Board.

Mr. Gillette said this is an obligation required by the Army Corps of Engineers permit that must be met in order for the project to proceed. The best option we were able to come up with on our own would have cost \$1.3 million, and that is more than what we would be paying SEAL Trust for mitigation. If the Board was interested in taking

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another route, we would need to go to the Army Corp of Engineers to and that would take more time. We have been advised that SEAL Trust's approach is reasonable and the amount they have quoted is defensible. The project needs to move forward. The deadline to resolve this is September 17th, 2013, which is a year from the date the permit was issued.

Mr. Simpson said he would like to see the cost come down before moving forward.

Mr. Janes asked how does that the fee of \$729,901 fit into the budget for the project.

Mr. Gillette said we are under budget for that line item, we budgeted for \$500,000. There is still money to cover the project.

Mr. Bush asked if Mr. Uchytel would be able to negotiate a lower price with SEAL Trust.

Mr. Uchytel said he would like to seek consultation on how to best negotiate a lower price.

Mr. Simpson said SEAL Trust is willing to negotiate a price and that should be pursued further.

Mr. Janes asked if this should be sent to the Finance Committee. A lower price point would help future negotiations.

Mr. Simpson asked if the committee would like to schedule a special meeting to discuss what direction to pursue regarding The Statter Harbor Launch Ramp Mitigation.

Mr. Logan asked to send the topic to the Finance Committee for recommendation.

Mr. Simpson said yes, let's refer to the Finance Committee.

Mr. Uchytel asked if Ms. Keiser if she has the authority to negotiate the amount.

Ms. Keiser said no, but my executive director, who is out of town, assists with negotiations. My board will be responsive to your current needs.

3. State of Alaska Access to the Douglas Harbor Parking Lot

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Mr. Uchytel said the State approached the Harbor for 40 additional parking spots in Douglas. It is possible to meet their request and I recommend approval from the Board to send this to the Finance Committee. The Finance Committee can decide on an acceptable rate.

Committee Questions

Mr. Peterson asked what kind of burden will be placed on staff to remove the snow by 7 am. Also, since Fish and Game has already been hired to remove snow where these vehicles are currently parked, can we ask them to remove snow from the intended parking spaces at Douglas Harbor?

Mr. Uchytel said that is negotiable.

Mr. Tajon said that staff removes snow around 6 am after a large accumulation.

Mr. Peterson asked if the vehicles are all being used during the winter.

Mr. Uchytel said these are mostly State owned vehicles, 26 of which are used mainly in the summer and the State needs a place to park them in the winter.

Mr. Peterson said he does not want to put the burden on Docks and Harbors.

Mr. Simpson said Douglas Hwy is plowed by the State and the extra parking spots would not take up much more of their time to include in plowing.

Public Comment

None.

Committee Discussion/Action

Mr. Logan said a ten year lease might be too long as we do not know what the needs of the Harbor Department will be. Could we shorten the lease to five years?

Mr. Uchytel said yes, we are still negotiating. Currently it is ten years, renewable annually. That is ten-one-year leases.

Mr. Bush asked if the Harbors will be able to use the spaces during peak times.

Mr. Simpson said the State won't use the spaces much on the weekends. Would we be giving them an exclusive, marked area?

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Mr. Uchytel said State workers will want to park close to their building. There are 17 spaces already near the building, and they will likely park in the next 23 closed spaces too. For the most part, patrons are parking close to the gangway. I recommend we give the State workers, who will be parking there, tags to hang from their rearview mirrors, which say: 7 am – 5 p, daily Mon-Fri. We want the spaces to be away from the trailers

MOTION BY MR. BUSH: TO SEND THE STATE OF ALASKA ACCESS TO THE DOUGLAS HARBOR PARKING LOT TO THE FINANCE COMMITTEE FOR REVIEW.

The motion passed with unanimously consent.

VII. Items for Information/Discussion

1. Online Launch Ramp Permit Sales.

Mr. Tajon said the online launch ramp permit sales have been useful for users. As of August 3, staff reported a total of 1500 annual permits sold in the office and online. The daily launch ramp permits sold total is 196. In the enclosed packet I provided, you will find the breakdown of the figures. There is an option on the parking meter at Statter Harbor to purchase a daily launch ramp permit, and I do not have the figure for how many permits were sold via the parking meter.

Committee Questions

None.

2. Norway Point Power

Mr. Tajon said Alaska Light and Power informed me that there is room for electric supply expansion at Norway Point. This will allow for six-32 foot boats or five-42 foot boats to access power. The boats would need to have less than 12 foot drafts. This could also be used as a transient area. I do not have an estimate at this time.

VIII. Member & Staff Reports

Mr. Tajon said that every minus tide staff has to go to the launch ramp at Douglas Harbor to remove the debris. This has been necessary for the North Douglas Launch Ramp too. I will be meeting with Mr. Ward and Doug Unruh to discuss the 30 rules that have been drafted. The cruise ship the Millennium

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has cancelled the remainder of their cruises and so will not be coming to Juneau for the remainder of the year. The Silver Shadow will be using the Millennium's space at the Port.

Mr. Uchytel said the cancellation of the Millennium is an estimated loss of \$3 million to the city. A patron has voiced her concern that the fish cleaning station at Amalga Harbor Boat Launch is not being used properly. She would like the fish cleaning station to be removed as it is a hazard. I do not agree with her analysis, but the Board needs to address her concern.

Dr. Logan said a sign at the fish cleaning station informing patrons that boats are not to be moored, and only for use unloading and loading, might help.

Mr. Tajon said there is a private fish cleaning station and float. There are no signs currently. When a patron is at the fish cleaning station, they will need to wave the on-coming patrons by so they can pull their boats.

Mr. Peterson said the issue might stem from patrons attempting to launch at harbors other than Statter Harbor. I think the fish cleaning station is useful and Amalga will have less demand after the construction at Statter Harbor is complete.

Mr. Gillette said the Assembly did approve the award for the cruise ship terminal staging area. Therefore, Stage II will begin on Monday. We anticipate advertising for cruise ship bids on September 10th.

Mr. Uchytel said a 49' vessel was pulled using the self-propelled boat lift at Statter Harbor. It was a victory at Statter Harbor. Also, I will be investigating the possibility of acquiring property near the Aurora Harbor Office that is currently owned by the University of Alaska.

IX. Committee Administrative Matters

Mr. Simpson said the fish cleaning station at the end of the float in Statter Harbor is causing some issues for patrons. Some patrons are mooring their vessels in the float next to the fish cleaning station and this has become an issue for the patron who is assigned that slip. Some signs have been placed there, but the issue has not been resolved. The cleaning table might need to be removed.

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Mr. Peterson said the lines painted at the North Douglas Launch Ramp for kayakers, work. I have seen many people staying outside of the boat-trailer's section of the parking lot.

Next Operations/CIP/Planning Committee Meeting is scheduled for September 19, 2013.

X. Adjournment

The Operations/CIP/Planning Committee adjourned at 6:26 pm.



Port of Juneau

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

To: Operations Committee
From: Dwight Tajon-Harbormaster
Date: September 3, 2013
Re: Dockside Brochures

The Port Staff had noticed that a member of the ships personnel had been handing out brochures, maps and advertising to ship guests when departing the ship for the day visit to Juneau.

Staff contacted the person handing out the items at the bottom of the gangway and informed the person that this practice could not be done. The ship's staff wanted to know the regulations prohibiting such practice since it is done in other Southeast ports.

Staff performed research in the regulations pertaining to the litter ordinance and the water front sales permits and found the following (please see attached).

Staff did re-contact the ship's staff upon arrival on September 2, 2013 and provided the regulations. The ships staff was very understanding of the regulations provided and wanted to know of the possibility of obtaining a permit.

36.30.160 Handbills; throwing or distributing in public place.

No person shall throw or deposit any handbill in or upon any sidewalk, street or other public place within the municipality. Provided, however, that it is not unlawful on any sidewalk, street, or other public place within the municipality for any person to hand out or distribute, without charge to the receiver thereof, any handbill to any person willing to accept it.

(CBJ Code 1970, § 51.05.160; Serial No. 70-19, § 3, 1970)

Cross reference— Public ways and property, CBJ Code tit. 62.

36.30.190 Handbill distribution prohibited where posted.

No person shall throw, deposit or distribute any handbill upon any private premises, if requested by anyone thereon not to do so, or if there is placed on the premises in a conspicuous position near the entrance thereof, a sign bearing the words: "No Trespassing," "No Peddlers or Agents," "No Advertisement," or any similar notice, indicating in any matter that the occupants of the premises do not desire to be molested or have their right of privacy disturbed, or to have any such handbills left upon such premises.

05 CBJAC 10.020 Prohibitions.

(a)

A person shall not conduct any commercial activity within the downtown waterfront area except as authorized by a permit issued under this chapter by the director. Except as authorized by a permit, a person shall not within the downtown waterfront area:

(1)

Sell or offer to sell goods or services,

(2)

Construct, maintain, or use any structure, or

(3)

Use any loading zone.

(b)

Solicitation, advertisement, sales, use of loading zones or any other commercial activities without a permit issued pursuant to this chapter is a violation of CBJ 85.25.090 (11).

(c)

A person delinquent in the payment of fines, taxes, judgments or other monies owed to the city may not receive a permit.

(d)

No permit may be issued or reissued to any person whose prior permit hereunder was revoked.

(01/19/98)



Port of Juneau

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

To: Operations Committee
From: Dwight Tajon- Harbormaster
Date: September 6, 2013
Re: Aurora A-Float Power

Staff received a heads up to the power on A-float in Aurora from two customers. The concern that the customers had was with the amount of power demand during the winter months that has been problematic in the past. This demand on the power at times was exceeding the limit for the breaker that services the North side of the float. When the demand for power was exceeded, the breaker would trip.

Stalls eight through sixteen were on the North side breaker and the service breaker to the north side was the only one affected.

Staff placed a call to the electrical term contractor (Anchor Electric) to see if it is possible to transfer, or separate, one of the power legs to an extra breaker within the A-float transformer.

Anchor Electric came back with an estimate of \$2,068 to place one of the pedestals on its own breaker at the A-float transformer box.

This temporary fix should prevent the breaker for the north side of the float from tripping under an extreme load during the winter, when all the customers on the north side are using power.

The South side service breaker is unaffected by the demand for power at this time.

Staff will provide ample notification to the A-float customers prior to work commencing.



Port of Juneau

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

Harbormaster's Monthly Report

September 12, 2013

1. Harris harbor planking repairs
2. Cart Repairs-all harbors
3. Repaired bullrail at Taku Harbor
4. Washed floats at Taku Harbor
5. Refinished Harris grid numbering signs
6. Repainted yellow safety stations
7. Pushed Aurora guard rail overburden
8. Douglas boarding float pump-a-head unit repaired
9. Log removal at Harris harbor
10. Bullrail repairs at Aurora A-16
11. Repaired water leak by yellow hoists
12. Life ring repairs at Wayside park float
13. Plank repairs at old Douglas approach dock
14. Cleared brush near entrance of Statter and Amalga
15. Cleaned Horton lot
16. Refinished signs for Statter- old A& B floats not C&D floats
17. Cleaned area by lumber storage for more parking



Port of Juneau

2013

Application for Commercial Use of Lands or Facilities Managed by the CBJ Docks & Harbors

Applicants must complete this application and provide all required attachments. Incomplete applications will not be considered. Submit applications by mail to the Docks & Harbors, 155 South Seward St., Juneau, AK 99801, or in person at the Port Director's Office, 76 Egan Drive, Juneau Alaska. Applications for the 2013 season are due by 430 PM on April 12, 2013. A separate application must be submitted for each site.

I. Applicant Information

Legal Business Name: Coeur Alaska, Inc.

Form of Business Organization: Corporation
(Sole proprietorship/partnership/corporation)

Business Address: 3031 Clinton Drive, Suite 202, Juneau, AK 99801

Name(s) of Owner(s), Partners, Registered Agents: Please See Attachment 1

Address and Contact Numbers for Above: Please See Attachment 1

Local Mailing Address: 3031 Clinton Drive, Suite 202, Juneau, AK 99801

Local Contact/Title: Kevin Eppers, Environmental Manager

Local Phone Number: 907-523-3328 Fax Number: 907-523-3330

II. Attachments

Provide the following attachments with this application. If there is any information that you wish to keep confidential, such as proposed fee schedules, please attach that information under separate cover. See Attached Document.

1. Description and map of the location of each use.
2. Copy of Business License
3. Description of the services proposed to be provided at the site.
4. Description of parking available for your proposed use at the site and a statement of how customers will be dropped off or picked up. All vehicles under the ownership or control of the permittee must be legally parked while the permit holder is engaged in permit activities.
5. Physical description and license numbers of each vehicle that will be used as part of the operation.
6. Description of the method of customer transportation to the site and mode of transportation.
7. Description of the number, scheduling and size of participant groups at the site.
8. Estimate of total number of participants expected to use a given area per season.
9. Time of desired usage (hours/weeks/months).
10. Description of restroom accommodations provided/required.

CBJ Docks and Harbors Commercial Use Application (Continued)

11. Plans for emergency evacuation.
12. Plans for litter and vandal control.
13. Description of safety briefing presented to clientele.
14. Training requirements/standards of personnel conducting transport and tour activities.
15. **Submit \$100.00 non-refundable application fee.**

III. Insurance

Upon acceptance of a permit, all permittees shall execute an instrument under the terms of which the permittee shall agree to indemnify, defend and hold harmless the City & Borough of Juneau from any and all claims of injury or damage to persons or property suffered in connection with the permittee's activities unless such injury or damage is caused by the gross negligence of the City & Borough of Juneau. The Permittee will be required to submit a Certificate of insurance showing the Permittee has obtained public liability insurance in the amount determined by the CBJ Risk Manager as reasonable for the proposed use. The City and Borough of Juneau must be named as additional insured in the policy.

IV. Land Use Permits

If initial staff review indicates that the area of proposed use is subject to Planning Commission review under Title 49 of the City Land Use Code, the operator may be required to obtain a Recreational Use Permit before permission to use the area will be granted.

V. Certification

I certify that I am current on CBJ Sales tax and CBJ Property tax and hereby give the Port Director permission to check on the status of such:

Kim Epper 9-9-13
Owner Signature/Date

I certify that I have no outstanding judgments to the CBJ and hereby give the Port Director permission to check on the status of such:

Kim Epper 9-9-13
Owner Signature/Date

Port Staff Use Only

CBJ Sales Tax Status _____

Rec'd by _____

CBJ Property Tax Status _____

Approved _____



COEUR ALASKA™

Kevin Eppers
Environmental Manager

September 11, 2013

Carl Uehyttil
Port Director
Port of Juneau
City and Borough of Juneau
155 S. Seward St.
Juneau, AK 99801

Re: Kensington Alternate Transportation Runs out of Echo Cove

Dear Mr. Uehyttil:

Attached please find a completed CBJ commercial use of lands or facilities application along with the \$100 application fee.

Coeur Alaska plans to conduct boat transportation runs out of Echo Cove to Slate Creek Cove as a backup to the primary dock at Yankee Cove during the winter months when weather conditions create unsafe conditions in Lynn Canal. The transportation runs are planned Monday thru Sunday in the morning and evening for a total of 14 runs per week. The runs out of Echo Cove are planned to begin on October 1, 2013 and continue through April 30, 2014. The boat will be moored at Slate Creek Cove and transport personnel across Berners Bay on an early morning and evening schedule.

Buses will be utilized to transport personnel from the parking area on Engineers Cutoff to Echo Cove. The boat planned for this alternate run will beach load and offload passengers on the north side of the boat ramp at Echo Cove. No facilities are planned to be placed at Echo Cove.

If you have any questions regarding the alternate transportation runs, please contact me at (907) 523-3328 or by email keppers@coeur.com.

Sincerely,

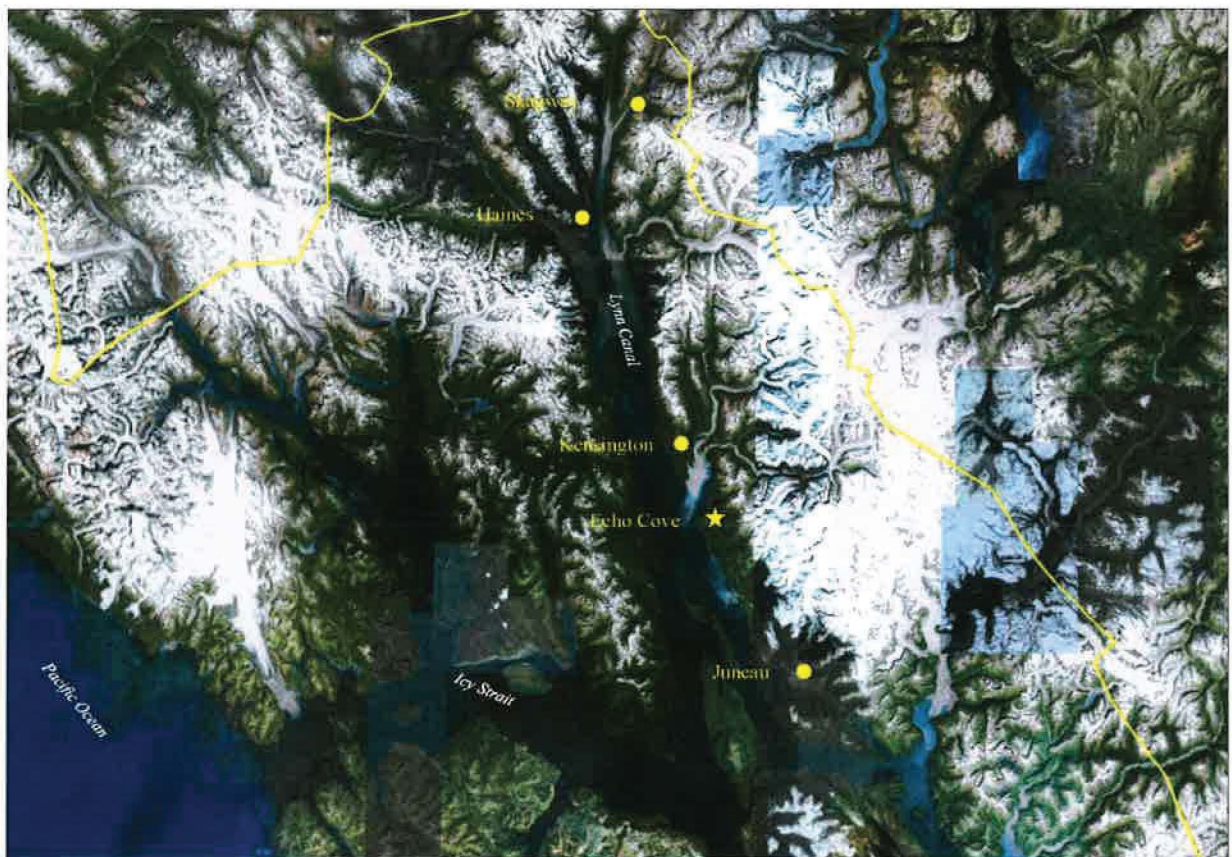
Kevin Eppers
Environmental Manager

**Application for Commercial Use of Lands or Facilities
Managed by the CBJ Docks & Harbors Department 2013
Attachments**

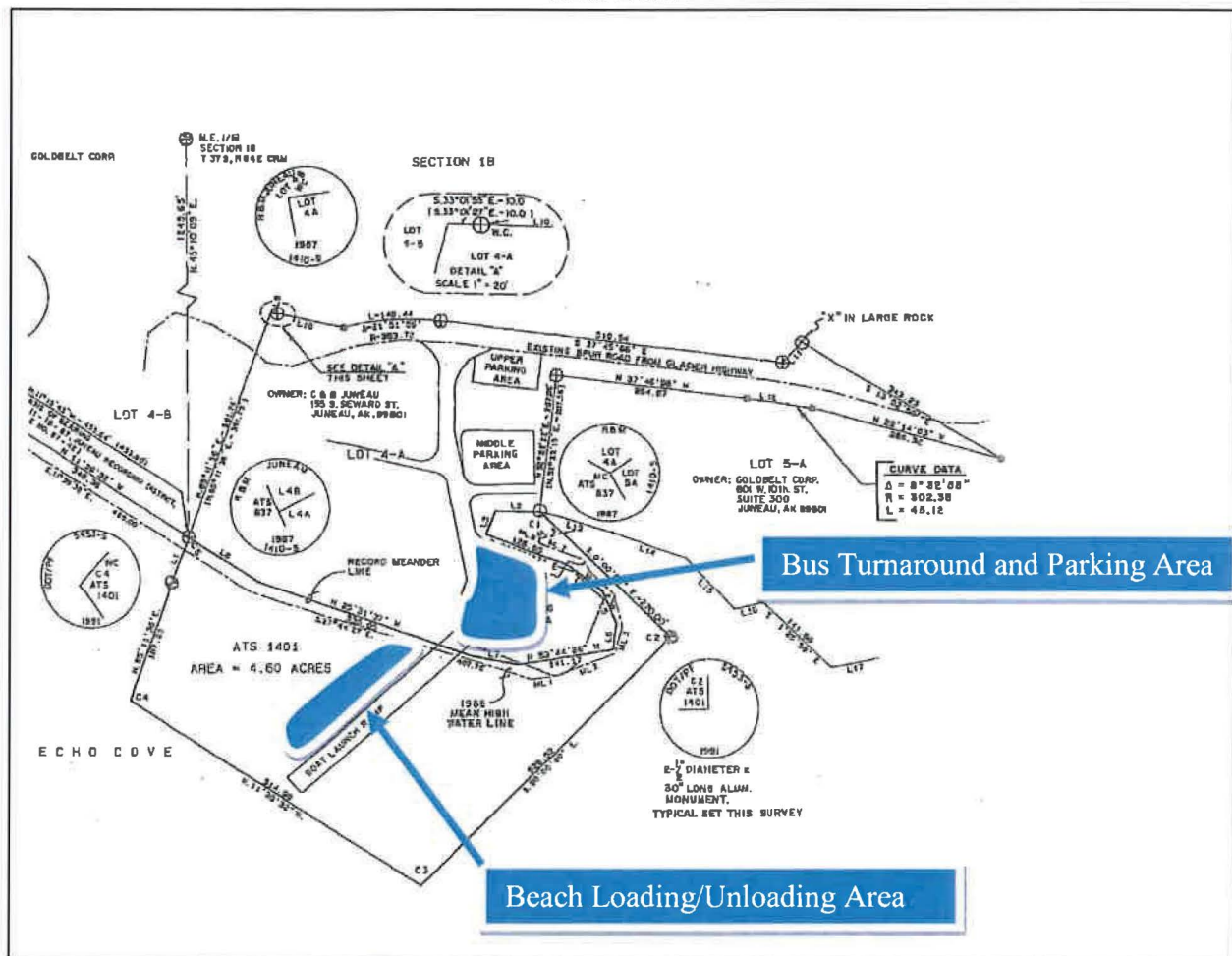
1. Description and map of the location of each use.

Coeur Alaska plans to conduct boat transportation runs out of Echo Cove to Slate Creek Cove as a backup to the primary dock at Yankee Cove during the winter months when weather creates unsafe conditions in Lynn Canal. The boats will be moored at Slate Creek Cove and transport personnel across Berners Bay. Figure 1 shows the location of Echo Cove and Figure 2 shows the areas at Echo Cove where existing facilities and access will be utilized for the planned activity.

**Figure 1
Location Map**



**Figure 2
Site Plan**



2. Description of the services proposed to be provided at the site.

No services are proposed at Echo Cove. The existing access road and parking area at Echo Cove will be utilized for bus access and parking. The buses will transport Coeur Alaska personnel from the parking area located on Engineer Cut-off Road to the Echo Cove parking area where they will be transferred from the bus to a boat and transported to Slate Creek Cove. The boat will beach load and unload passengers in an area just north of the Echo Cove boat ramp. Personnel being transported from Slate Creek Cove will offload from the boat, load onto the bus and be transported to the parking area on Engineers Cutoff.

3. Description of parking available for your proposed use at the site and a statement of how customers will be dropped off or picked up. All vehicles under the ownership or control of the permittee must be legally parked while the permit holder is engaged in permit activities.



Employee parking is provided in two parking areas located on Engineers Cutoff. Personnel will be transported from Engineers Cutoff to Echo Cove via bus. The buses will utilize the existing parking area to turn around and park for approximately 10 minutes while personnel are transferred from boat to bus and bus to boat.

4. Physical description and license numbers of each vehicle that will be used as part of the operation.

Buses planned for transporting personnel are described in the table below:

Description	Make	Year	License #	Vin Number
Raven Bus	Blue Bird	2000	DTV 254	1BAGNBXA5YF096558
Eagle Bus	Blue Bird	2000	DTV 251	1BAGNBXA7YF096559
Bear Bus	Blue Bird	2000	DTV 253	1BAGNBXA5YF096561

5. Description of the method of customer transportation to the site and mode of transportation.

Personnel will be transported to Echo Cove utilizing buses provided by Goldbelt.

6. Description of the number, scheduling and size of participant groups at the site.

The number of personnel being transported typically ranges from 1 to 80. Personnel transportation is planned for Monday through Sunday morning and evening. Morning transportation transfer of personnel at Echo Cove will typically occur about 6:00 AM and the evening transfer will occur at about 6:00 PM. Fourteen round trips per week are planned.

7. Estimate of total number of participants expected to use a given area per season.

Coeur Alaska estimates each trip will average 25 employees. For the planned period this would amount to transporting 10,600 person trips or 5,300 personnel making a round trip to the Slate Creek Cove.

8. Time of desired usage (hours/weeks/months).

Personnel transfers at Echo Cove will occur daily at approximately 6:00 AM and 6:00 PM Monday through Sunday. The boat transportation out of Echo Cove is planned to commence on October 1st and end on April 30th.

9. Description of restroom accommodations provided/required.

Restroom accommodations are provided on the boat. No restroom facilities are needed at Echo Cove.

10. Plans for emergency evacuation.



Emergency evacuation will either be by helicopter or ambulance in accordance with the Kensington Emergency Response Plan.

11. Plans for litter and vandal control.

The boat will have trash receptacles. Due to the limited time at Echo Cove no trash receptacles or vandal controls are needed/planned.

12. Description of safety briefing presented to clientele.

Employees and contractor employees are being transported. No clientele are anticipated. The boat safety briefing will include instructions on the location of life vests, fire extinguishers, life rafts, and emergency procedures. Boat transportation will be completed in accordance with the approved Kensington Transportation Plan.

13. Training requirements/standards of personnel conducting transport and tour activities.

No tour activities will be undertaken as part of this application. The boat captain and crew will be trained and certified as required by the U.S. Coast Guard.

14. **Submit \$100.00 non-refundable application fee.**

CRUISE SHIP TERMINAL PROJECT

WHAT

In 2010 the CBJ Assembly approved a plan to invest cruise passenger fees in an offshore-floating cruise ship dock improvements. The Cruise Ship Terminal Project concept chosen by the Docks and Harbors Board addresses the much-needed repairs and includes a broader vision of a functional waterfront for visitors and residents.

WHY

Cruise ship industries are building larger ships. To stay competitive, Juneau must invest now to accommodate ships of the future. The new docks will align our port capacity with sister ports Ketchikan and Skagway.

WHEN

Phase I Completed by May 2014

Remove the Alaska Marine Highways transfer bridge and install needed utilities

Improve pedestrian access and bus staging area

Phase II | South Berth | starts October 2014

Replaces Cruise Terminal Dock (CT) near the Visitor's Center

Phase III | North Berth | starts October 2015

Replace Alaska Steamship Dock (AS) off Marine Park

We understand this project could cause some inconvenience to your business or your routine. Our goal is to improve the Downtown Juneau experience for visitors and for Juneau residents.

KEEP UP WITH THE LATEST

Please contact us for any questions or join us on the web for up-to-date information.

- Sign up for Docks & Harbor newsletter
www.juneau.org/harbors/newsletter.php
- Get all the latest information on the project:
www.juneau.org/harbors

Port Director's office: phone 586-0292



This information is brought to you by



PORT OF JUNEAU CRUISE SHIP TERMINAL PROJECT

A project of Juneau City and Borough
Docks and Harbors

Know the facts | Stay informed



CHANGES ARE COMING TO DOWNTOWN

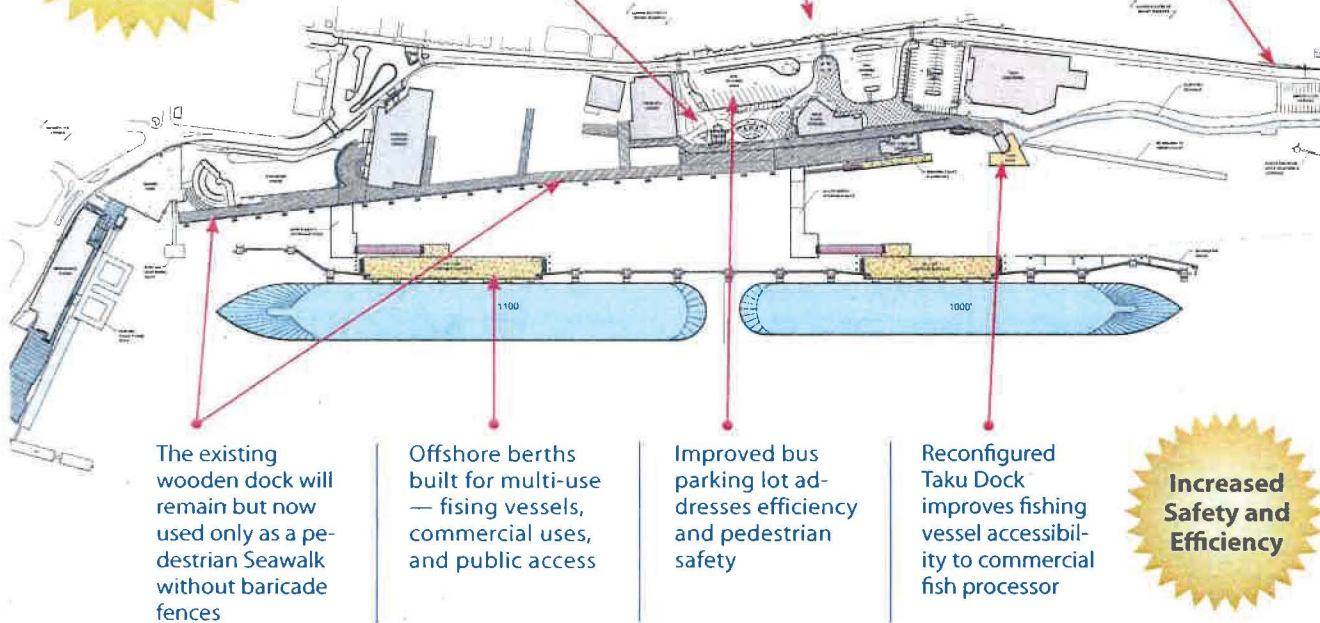
Pedestrian Friendly

Pedestrian Seawalk will be extended from the Franklin Dock to Marine Park with year-round access

19,000 new square feet of pedestrian access will be added near the Juneau Visitor Center

Pedestrian improvements encourage better flow of foot traffic across established crosswalks

Foot traffic will be directed off Thane Road, increasing safety



The existing wooden dock will remain but now used only as a pedestrian Seawalk without barricade fences

Offshore berths built for multi-use — fishing vessels, commercial uses, and public access

Improved bus parking lot addresses efficiency and pedestrian safety

Reconfigured Taku Dock improves fishing vessel accessibility to commercial fish processor

Increased Safety and Efficiency

YOUR QUESTIONS

How is the project being paid for?

This estimated \$70 Million project is fully funded through the State Commercial Passenger Vessel Tax and CBJ Port Development Fees. No CBJ sales or property taxes are being used.

What about existing waterfront businesses or the fisherman's memorial?

No improvement project is without its tradeoff or opposition. Docks & Harbors has worked closely with the waterfront stakeholders to maximize upside.

Will my business be affected by the construction?

We don't anticipate any business disruption. We invite you to visit our website and sign up for our newsletter to stay up-to-date on construction activity. (contact info on brochure back)

How does the project help Juneau residents?

Improved safety for pedestrians and an accessible waterfront Seawalk to enjoy all year. Also, many Juneau businesses rely on summer traffic to stay open all year for residents.

With larger ships will our air or water quality suffer?

On the contrary, the docks will have modern sewer and electrical hookups giving immediate access to the CBJ sewer system and creating the necessary infrastructure for ships to use a clean local power source in the future.

Will this mean more cruise ships for Juneau?

The maximum number of cruise ships at a time will remain at 5. These 2 improved docks can accommodate larger ships and an uptick in passengers is anticipated.

HOW VISITORS HELP JUNEAU'S ECONOMY

- The average cruise ship passenger **spends \$197** on their Juneau stop alone.
- The tourism industry **employs over 2,700 people** in Juneau and gives career entry opportunities for many.
- In 2011 cruise lines spent an estimated **\$93 million in goods and services** in Southeast.
- Juneau is the **most visited city in Alaska** with visitors contributing **25%** of Juneau's annual sales tax.
- Sales tax funds our schools, roads and city infrastructure.
- Other local businesses and services **benefit from the cruise ship business** including Bartlett Regional Hospital and our utilities.

05 CBJAC 20.044 Active fishing vessel discount at Statter Harbor.

(a) *Discount.* In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 20.020 may, for up to twenty days in a calendar year, use Statter Harbor without paying daily fees, provided:

- (1) The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;
 - (2) The owner does not owe past due fees to the Docks and Harbors Department;
 - (3) The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and
 - (4) If the owner has reserved moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.
- (b) *Exclusions.* This section does not prevent an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.

(Amended 7-11-2005, eff. 7-19-2005; Amended 6-5-2006, eff. 6-13-2006)

05 CBJAC 25.060 Summer management.

Except for a loading zone, from May 1 through September 30 each year, a vessel may moor at the facility, including the breakwater, for up to ten consecutive calendar days, after which the vessel must clear the facility for at least six consecutive hours. Unless directed otherwise by the harbormaster in accordance with procedures established under this regulation, all moorage during this period shall be on a first-come, first-serve basis.

(Amended 3-14-2005, eff. 5-27-2005; Amended 12-11-2006, eff. 5-1-2007)

05 CBJAC 25.070 Daily moorage zones.

The harbormaster shall have the discretion to establish a daily moorage zone within any harbor facility at any time of year. The harbormaster shall assess the daily moorage fee as set out in 05 CBJAC 20.030 to each owner mooring a vessel in the daily zone. The daily moorage zone is intended for active vessels and, unless directed by the harbormaster in accordance with written procedures established under this regulation, is available on a first-come, first-serve basis.

(Amended 3-14-2005, eff. 5-27-2005; Amended 12-11-2006, eff. 5-1-2007)

05 CBJAC 20.020 Special annual moorage fee for skiffs.

An owner with an open-hulled vessel 21 feet or less in length, excluding engines, may apply to the harbormaster for moorage in the limited access areas of the small boat harbors. The harbormaster will assign moorage in these areas on a first-come, first-serve basis. If assigned moorage by the harbormaster, all

requirements pertaining to annual moorage apply, except the annual moorage fee that the owner shall pay, which shall be as follows:

- (1) \$580.00 from July 1, 2013 through June 30, 2014; and
- (2) Each moorage year after June 30, 2014, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$5.00, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(Amended 4-11-2005, eff. 4-19-2005; Amended 10-24-2005, eff. 11-1-2005; Amended 12-11-2006, eff. 7-1-2007; Amended 7-15-2013, eff. 7-23-2013)

05 CBJAC 20.030 Daily moorage fees.

- (a) *Definition.* The fee charged on a daily basis to the owner of a vessel for berthing the vessel at the Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, Norway Point Float, National Guard Float, Fisherman's Terminal, Statter Boat Harbor, and moorage appurtenant to any of these facilities.
- (b) *Payment deadline.* The owner of a vessel must register with the docks and harbors department as soon as possible after arriving in the harbor system. The owner shall pay the daily moorage fees for the expected stay when registering.
- (c) *Daily moorage period.* The period of time for which daily moorage will be assessed shall commence when the vessel is made fast to an allocated berth, is moored, or comes within a slip, and shall continue until such vessel casts off and has vacated the position allocated. All time is counted and no deductions are allowed because of weather or other conditions. The harbormaster may establish check-in and check-out times to administer the daily moorage period.
- (d) *Daily moorage fees.* Except as provided for reserved daily moorage, daily moorage fees will be assessed for each 24-hour period or portion thereof as follows:
 - (1) From July 1, 2013 through June 30, 2014, \$0.53 per foot; and
 - (2) Each moorage year after June 30, 2013, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest cent, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(Amended 4-11-2005, eff. 4-19-2005; Amended 12-5-2005, eff. 12-12-2005; Amended 3-5-2007, eff. 3-13-2007; Amended 12-11-2006, eff. 7-1-2007; Amended 4-7-2008, eff. 4-15-2008; Amended 7-15-2013, eff. 7-23-2013)