

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP COMMITTEE MEETING AGENDA
For Thursday, August 22nd, 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 June 18th, 2013 Operations Meeting minutes and May 23rd, 2013 CIP/Planning Meetings Minutes.**
- VI. Items for Action.**
 - 1. Aurora Harbor Rebuild- Option 2, 3, and 4
Presentation by the Port Engineer

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
 - 2. Statter Harbor Launch Ramp Mitigation
Presentation by the Port Engineer

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
 - 3. Douglas Harbor Parking Lot & ADF&G Employee
Presentation by the Port Engineer

Committee Questions

Public Discussion

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Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VII. Items for Information/Discussion.

1. On-line Launch Ramp Sales
Presentation by Harbormaster
2. Norway Point Power
Presentation by Harbormaster

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: September 19th, 2013 @ 5:00 pm in the Assembly Chambers.

X. Adjournment.

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I. Call to Order (5:00 p.m. at the Aurora Harbor Office)

II. Roll

The following members were in attendance: Greg Busch, John Bush, Tom Donek, David Logan, Budd Simpson, and Scott Spickler.

Also in attendance: Dwight Tajon – Harbormaster and Carl Uchtyl – Port Director.

III. Approval of Agenda

Mr. Tajon asked to add the Norway Point Beach Access Use Agreement to the agenda to the Items for Action.

MOTION By MR. SIMPSION: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed unanimously.

IV. IV. Public Participation on Non-Agenda Items

Mr. Paul Swanson, residing at 3101 Riverwood Dr. Juneau, AK 99801, said I'd like to comment on the new docks, they are great. They work well. I still have to learn how to get into my slip. It is good I like it. The horseshoe seems to be working well too. I was an advocate of keeping the second ramp and I see that the new ramp is as wide as the old ramp. The single ramp seems to be working out fine. Has there been thought given to a fish cleaning station on the new place? I would appreciate one or two fish cleaning stations.

Mr. Busch said Mr. Donek may have an avenue to find a fish cleaning station for the new docks and Mr. Tajon will pursue the lead tomorrow. This is based on Mr. Swanson's recommendation to add a fish cleaning station.

V. Approval of May 21st, Operations Board Meeting Minutes

MOTION By MR. SIMPSION: TO APPROVE THE May 21st, 2013 MINUTES AND ASK UNANIMOUS CONSENT.

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Motion passed unanimously.

VI. Items for Action

1. Auke Bay Commercial Loading Facility Rules – Presentation by the Harbormaster

Mr. Tajon said numerous patrons have asked, “What is allowed and prohibited at the Auke Bay Loading Facility?” The patrons are referred to the “Auke Bay Loading Facility FAQ’s” document. Patrons would like to know if there is a permanent rate use of the ramp versus a tonnage rate. There are barges that will be using the ABLF to unload/transfer bulk materials. The Harbors do not have a rate per tonnage. I propose the Harbors consider commercial use of the ramp by boat haulers, such as, Willies Marine, Karl’s Marine, Mendenhall Marine and other Companies that have commercial boat launch permits. I propose we allow use of the ABLF for maintenance by commercial boat haulers to perform oil changes on their outboards, provided they have oil spill cleaning kits in place. Also, moorage for vessels and additional daily rate charge, as expressed in the FAQ’s, will need to be removed. Looking over the FAQ’s, on page 1, we have the general moorage for any type of boat. Everyone needs preapproval, preapproval needs to be done through the office. “Except below, everyone must pay the daily moorage fee to use the facility. This applies even if someone has paid monthly or annual moorage elsewhere in our harbor system.” There is nothing in our regulations that states an individual has to pay daily moorage fees to use the ABLF. I propose we remove the 1-d-i section of the Auke Bay Loading Facility FAQ’s, this will allow more ease for patrons who are paying the monthly moorage rate in the Statter Harbor system to be able to use the ABLF with no additional daily rate charge.

Mr. Busch asked if the current regulations have a provision for use of the ABLF.

Mr. Tajon said that yes. I highlighted the 2005 regulations which outline the Auke Bay monthly moorage fees. An individual can pay a monthly moorage fee and be able to go to any of the Auke Bay facilities with no additional charge. We need to consider an exemption to be added for the commercial boat haulers to use the facility without the need to pay an additional fee starting at \$30 to use the ramp at \$1.50 per minute after thirty minutes. These people are already paying a \$290 ramp permit fee to use any of the launch ramps. We are not charging them an additional fee on top of that at any of the

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recreational launch ramps. We are looking at waving the fee at the ABLF and encouraging more commercial users to use the ABLF rather than using the recreational boat ramp at Statter. Right now, with this in place, the commercial boat haulers are using the Statter Harbor recreational launch ramp. This is creating more congestion for the recreational users, especially on the weekends. When the commercial boat haulers have to pull a boat they block the operation at the recreational launch ramp. I propose we move the commercial boat haulers to the ABLF and this would reduce the congestion at the recreational launch ramp.

Mr. Uchytel said the ABLF is underutilized. How do we get more people to use the facility? The Auke Bay Staff have been using the FAQ's as a guideline but when it is applied it turns out as a disincentive to use the ABLF. We need to encourage more use. Businesses can use the ABLF to haul boats out of the water; this would reduce congestion at Statter. Also, we need to compare a freight fee versus a haul-out fee. I think the \$30 per half hour does not apply to the freight. I would be in favor of allowing people with Commercial Launch Ramp Permits to pull their boats at the ABLF. Also, we should consider letting businesses work on their boats at the ABLF in an area that is out of the way. Perhaps we can allow minor repairs, such as fluid changes, but not ship work. This would allow for more use of the ABLF. Fishermen are being allowed to store their cars at the ABLF; The Conditional Use Permit suggests long-term car storage is not allowed, but it does not define "long-term car storage". Fishermen are using the facility to store their vehicles for the days they are away fishing. I do not know if the intent of the Planning Commission was for long-term storage or not. We are still figuring out how to manage the facilities. We should look at opportunities to provide a service out there as well.

Committee Questions

Mr. Donek said section d-ii of the Auke Bay Loading Facility FAQ'S says if a patron pays moorage anywhere else in the Harbor they can use the ABLF for up to four hours with no additional charge. Another section contradicts this by saying patrons have to pay for all time at the ABLF, no exceptions.

Mr. Tajon said that is part of the FAQ's that needs to be removed. The Harbors should allow the patrons to use the facility without any additional charge. A patron complained that he arranged to be at the ABLF for mechanical repairs after he paid the monthly moorage and he interpreted the FAQ's as saying that he needed to pay an additional fee.

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Mr. Busch asked if sub-bullet “i” is what Mr. Tajon is requesting removal of from the FAQ’s.

Mr. Tajon said yes. The intent is to make the ABLF more user-friendly without charging multiple times for the use.

Mr. Busch asked if the only people paying will be those that pay a daily rate only.

Mr. Tajon said yes.

Mr. Spickler asked how the ABLF is being monitored.

Mr. Tajon said there are two ways to monitor the ABLF. First, the staff physically goes to the ABLF periodically each day. Second, the staff can view the security footage.

Mr. Spickler asked what for the best way to deter patrons from leaving delinquent boats at the ABLF and abusing the system. Where is it written that a patron staying beyond the four hours is required to pay fees?

Mr. Tajon said the patrons who regularly use the ABLF have been trained over the years to call the office to make reservations for the ABLF. Most of the boats are commercial fishermen. There has not been a vessel moored at the ABLF for longer than the allotted time. The FAQ’s will need to be rewritten to work with the regulations. The highlighted FAQ’s will need to be removed.

Mr. Busch asked Mr. Tajon if he is proposing any of the regulations or fees need to be changed, or if the rewriting of the FAQ’s to make them consistent with the regulations is all that needs to be done.

Mr. Tajon said that is correct no changes to the regulations or fees, only the rewriting of the FAQ’s.

Mr. Busch asked if The Conditional Use Permit allows businesses like Allan Marine Boats to use the ABLF.

Mr. Uchytel said The Conditional Use Permit does not ban such use. The Permit is for waterborne activities. Periodically this would not be a violation of The Conditional Use Permit. We can ask for advice on what The Conditional Use Permit means, but I don’t see the use of the ABLF by these businesses as being an issue.

Public Comment

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Bill Swanson, residing at 333 N. Land St., Juneau, AK 99801, said I pulled my boat out of the water on Tuesday, June 11th, 2013. I expected a weekday to be a less congested time to be at the Statter Harbor launch ramp. I have a 32 foot boat, and there was another patron in front of me on the ramp, and there were people using the side of the ramp. It was busy for a Tuesday afternoon at 1:30 p.m. At that time, more people showed up to launch their boats. There was a long line and Willie's Marine was trying to get a trailer down the ramp. Then a full size bus pulled around and had to stop. Behind the bus came another boat trailer to launch his boat. Mark B. had just left after hauling a boat out. This is a great example of why the Harbors should allow more businesses to use the ABLF and relieve some of the congestion at the recreational launch ramp. In regards to parking, the Horton Parking Lot is long-term parking. The previous Port Director said that the ABLF would never be for parking, that area is meant for fishing related storage. It could be stretched to include fishermen's vehicles. If people start leaving their vehicles for several months, others will be asking why. Also, can businesses load passengers onto their vessels at the ABLF? I didn't read anything saying the ABLF could not be used to loading and unloading passengers. In regards to security, I'd like to state that I have experience with security. With every minute that is taped, someone will have to spend a minimum of thirty seconds watching the footage. There's not enough time to watch all of the footage. Having the security system is great, but the expectation should be to use it as a tool when a specific issue has been brought to the Harbor Master's attention.

Committee Discussion/Action

Mr. Donek said John Stone's vision of how this was to be used was presented to the Planning Commission. I think the use of the ABLF is evolving. There are items coming up that were not envisioned. We should recognize these evolving changes and not get stuck in the mindset of not changing when new items arise.

Mr. Uchytel said the user conflict is what we need to be careful with, the fishermen feel encroached upon at Statter Harbor. We may allow periodic use of the facility by some businesses, but there is a perception of the Harbors encroaching upon the commercial fishermen out of what was built for their use. It does not matter the intent, this is the perception.

Mr. Busch said encouraging use of the ABLF is a great idea. The facility has a boat lift that we need to get better use out of. The Harbors should give the fishermen preferential use of the ABLF and occasional use by other

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businesses, like Allan Marine. Use of the ABLF to alleviate congestion at the recreational launch ramp is a great idea, but most of the time the Harbors should keep the ABLF available for commercial fishermen.

MOTION: By MR. SPICKLER TO APPROVE THE REMOVAL OF THE HIGHLIGHTED AREAS OF THE FAQ'S (1-a-ii-(2), 1-d-i, and 2-d-ii), THE REMOVAL OF "HOWEVER" FROM 1-d-ii, AND ASK FOR UNANIMOUS CONSENT

Motion passed unanimously.

2. Norway Point Beach Access User Agreement

Mr. Tajon said Jerry Hanson contacted the Harbors regarding Norway Point beach access. He has a Hobie Cat, it does not have power. It takes a lot of time for him to set up his Hobie Cat to use it. He has a launch ramp permit. He is trying to do something similar to what the Juneau youth sailing club does, which is utilizing the beach by Norway Point and using the area for storage and moorage. Hobie Cat users can utilize a dolly to move his catamaran closer to the top of the beach. He is interested in storing it at the upper ramp portion in the area of where he is pulling his Hobie Cat out. Mr. Uchytel, Mr. Jardell, and I have been looking into what to charge an individual within the regulations. The Hobie Cat doesn't fit in with the annual skiff rate, so we think charging Hobie Cat owners half the annual skiff rate to store and launch from the same site. This is a way to encourage users and to better utilize the property.

Committee Questions

Mr. Logan asked how harbor staff will differentiate between boats that are in current use and abandoned boats sitting on the beach.

Mr. Tajon said there is a numbering system for the storage. People sign up for storage and they are assigned a number and that number is put on their equipment. The Harbor keeps track of what is at the storage areas. The same concept will be applied to the Hobie Cat users. The Hobie Cats I looked at are unique. They are wider than a regular skiff, so we can't put them in a skiff stall.

Mr. Logan asked if there would be a system to keep the Hobie Cat users current every year so the office would be aware of the use of the Hobie Cats or if this is just a long-term storage for a person who is not maintaining the Hobie Cat.

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Mr. Tajon said yes. Patrons are required to sign an agreement, and then the patron is assigned a space to store their equipment.

Mr. Spickler asked how many Hobie Cat users might utilize the property allotted.

Mr. Tajon said between six and ten.

Mr. Logan asked if there is enough space.

Mr. Tajon said yes, there is enough space near Norway Point and this is a great space for the Hobie Cat users because of the pea gravel on the beach.

Mr. Donek said the concern is that non-Hobie Cat users will want to store and launch their boats in the same area. How would such a situation be handled?

Mr. Tajon said the classification will be a non-powered sailing vessel.

Mr. Donek asked if this will strictly be for Hobie Cats.

Mr. Tajon said yes.

Mr. Uchtyl said it is in the Docks and Harbors Mission's Statement to provide recreational opportunities. We have just acknowledged that Hobie Cats are a unique class of vessel and they are not conducive to having a slip in our harbors. Preparing Hobie Cats to use is difficult and time consuming and it would be a waste at any of our launch facilities as it would add congestion. If we can provide this unique group with the opportunity to launch and store their vessels in a strict manner, I think it can work. Non-Hobie Cat users will be required to use other facilities to launch their vessels. I came up with half the skiff rate; we can collaborate on another amount. I asked Mr. Hanson what his group would be willing to pay and I am waiting for him to get back to me. The Harbors should encourage recreational opportunities when possible.

Mr. Busch asked if the Finance Committee will be presented with the Hobie Cat rate so they can consider possible rates.

Mr. Uchtyl said the Finance Committee will be addressed for consideration of the rate, but I don't want to go through regulatory chains to make this happen. I want to try this out, see if it works, and if it is workable, we can continue with the regulation. There is a contract, the land is being managed, and nothing is being given away for free. I recommend we present this to the Finance Committee.

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Mr. Donek asked is the Hobie Cat beach use in the summer only, and will the patrons be removing the Hobie Cat in the winter.

Mr. Uchytel said yes. The argument against that is they are not using any facilities, whereas a skiff is using a slip. The Hobie Cats will be on vacant tide land.

Mr. Bush said The Norway Point Beach Access User Agreement for the Hobie Cat Owners should be worded for personal use only and not for commercial use.

Mr. Uchytel said there will be no prorating; the lease is for six months regardless of use. There is a storage space, separate from the Norway Point beach area, and a storage fee the users can take advantage of in the winter.

Public Comment

None.

Committee Discussion/Action

Mr. Donek said the Harbors should remove the old run-down floats.

Mr. Tajon said within a week the Harbor will begin to remove old floats near the Yacht Club. Staff will also be doing a lot of work in Harris Harbor on the launch ramp.

Mr. Simpson said The Norway Point Beach Access User Agreement for the Hobie Cat owners is a great idea. We should encourage more recreational activities. This will lead to more revenue off of an underutilized area. I am in favor of this.

MOTION: By MR. LOGAN TO SEND THE HOBIE CAT USER AGREEMENT TO THE FINANCE COMMITTEE WITH RECOMMENDATION OF THEIR APPROVAL AND INPUT AND ASK UNANIMOUS CONCENT.

Motion passed unanimously.

VII. Items for Information/Discussion

1. North Douglas Boat Ramp Light – Presentation by the Harbormaster

Mr. Tajon said I spoke with a representative at AEL&P about installing a street light at the North Douglas Parking Lot. The power lines running adjacent to the lot are actually transmission lines. The transmission lines go

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to and from the substation and they carry 70,000 or more volts. I was informed we cannot tie into the transmission lines; we have to go from the distribution lines. Distribution lines run from the substation and provide power with transformers to the houses and businesses. These distribution lines are 50,000 or less volts and this is the only way to get a light in the area. The closest distribution line is near Fish Creek. The estimate to run a line from Fish Creek to the North Douglas Parking Lot is \$50,000. The estimate includes the line and a transformer.

Mr. Bush said I am in favor of having a light installed at the North Douglas Launch Ramp.

Mr. Donek said the ramp is generally for daytime use, so I do not think a light is necessary. However, if we are to install a light, we should consider the solar powered light-emitting diode (LED) lights to help identify the location of the ramp.

Mr. Tajon said he will look into the cost of solar powered lighting. However, solar powered lighting might not provide enough power for the lighting wanted. It would provide enough lighting for a small garden light.

Mr. Uchytel said light pollution needs to be taken into account.

Mr. Tajon said I asked AEL&P about installing a light on the uphill side of the ramp. This would allow for visibility after dark.

2. Harbormaster Operations Report – Presentation by the Harbor Master

Mr. Tajon said staff has:

- Assisted the Juneau Police Department and United States Customs with the controlled burning of contraband evidence.
- Used the two tons of cold patch materials to patch the potholes in Aurora and North Douglas. Two tubs were purchased to patch the potholes, but it was not enough. The majority of the holes were patched.
- Repaired fish tables in Harris and Aurora.
- Repaired electrical outlets and boxes.
- Moved impounded boats to the ABLF.
- Swept parking lots.
- Repainted the handicap parking spaces.
- Worked on lawn maintenance.
- Transferred 1500 gallons of used oil to the tanks in the yard. The oil is burned.

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- Serviced the Lou McCall, which is the Harbors 32 foot work boat, at the ABLF.
- Scraped the sand off the North Douglas Launch Ramp.
- Rebuilt 11 water canisters.
- Cleaned up the Fish Terminal.
- Installed a new security gate at the ABLF with the help of a contractor.
- Pressure washed and repainted the parking barriers.
- Coordinated with the city streets system and transferred the steel pilings to the Thane Storage Yard. The 15-20 foot steel pilings are remnants from previous float construction.
- Created a new bus loading area near the guard rail for motor coaches.
- Removed a parking space near the drive down wall at Statter Harbor.
- Been trained on sealift operations.
- Impounded a boat and trailer at Echo Cove. The police department advised the Harbors to remove the boat and trailer. The trailer went straight to the dump site after being impounded under litter regulations.
- Repaired bent bull-rails on the A and B floats at Statter Harbor.
- Mounted signs in the new loading zone.
- Been informed that next week, at Statter Harbor, they will need to get rid of the pit at the bottom of the ramp. They will be pumping in grout underneath a section on the launch ramp.

Mr. Tajon said the Port-a-Potties are being used by the people who are unwilling to stand in line for the restrooms in the Statter Office Building.

Mr. Bush asked if staff is spending a lot of time maintaining the bathrooms.

Mr. Tajon said yes. Staff cleans the bathrooms and restocks them every four or five times per day.

Mr. Donek asked what fees do the charter boat companies paying.

Mr. Busch said the charter boat companies are paying \$1.10 per passenger in addition to the \$300 for operating a charter company.

Mr. Donek said he would like to see the businesses pay a set amount to help fund expenses the Harbors incur.

Mr. Uchtyl said the Harbors collected \$82,000 last year from the charter boats.

Mr. Tajon said the Harbors are spending \$2,200 every season in toilet paper. There is a higher cost for staff time spent on the bathroom upkeep.

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VIII. Staff and Member Reports

Mr. Uchytel said the utility lines are placed high to keep them out of the water. Doug Unruh is researching rescue ladders. Mr. Gillette and I will be researching the Americans with Disabilities Act (ADA). It was brought to my attention that the bull-rails do not have cutouts like they have had in the past and this may not be compliant with the ADA. Our facilities need to be as compliant as possible with the ADA. The horseshoe appears to be working now, but competition for the available space will increase. Staff will need to be innovative with how they use the available space in order to utilize as much space as possible. We can raft boats at the ABLF.

Mr. Simpson said I recommend displaying signs at Statter Harbor informing patrons that the A and B floats are not for transient use.

IX. Committee Administrative Matters

Next Operations Committee Meeting is scheduled for July 16th, 2013.

X. Adjournment

The Operations Committee adjourned at 6:02 p.m.

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I. Call to Order.

Michael Williams called the meeting to order at 6:27 p.m. in the Assembly Chambers.

II. Roll.

The following members were in attendance: Greg Busch, Eric Kueffner, David Logan, Budd Simpson, Tom Donek, Scott Spickler, and Michael Williams.

Also in attendance were: Gary Gillette – Port Engineer, Carl Uchytel – Port Director and Harold Moeser – Engineer Architect I.

III. Approval of Agenda.

MOTION: TO APPROVE THE AGENDA AS PRESENTED

The motion passed with unanimous consent.

IV. Public Participation.
None.

V. Approval of Previous Meeting Minutes.

Hearing no objection, the CIP meeting minutes for March 21, 2013 were approved as presented.

VI. Items for Action.

1. North Douglas Launch Ramp Master Plan.

Gary Gillette said the Douglas Launch Ramp has parking congestion and some parts of the ramp require improvements. PND Engineers provided the Harbors with a plan that includes a separate ramp for kayakers. This would be a big project and requires a lot of fill. There is a desire to improve the Douglas Harbor launch ramp, but this is a matter of timing and funding. The plan would also require the Harbors to acquire some State land to expand. The plan also requires a realignment of sections of the Douglas Highway, which would require cooperation from other agencies. A less extensive plan, with immediate improvements, would make more sense.

Mr. Moeser said the Douglas Harbor Launch Ramp parking is an issue. To make the area more efficient there will need to be an area where the trucks

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pulling trailers can turn around. Parking space needs to be clearly marked and more lighting.

Mr. Moeser presented three plans:

Plan 1 includes:

- Optimizing the current area without requiring fill.
- Clearly marked parking spaces.
- Picnic tables.

Plan 2 includes:

- Optimizing the current area which would require some fill.
- Turnabouts.

Plan 3:

- Vehicles are able to drive in and back down straight.
- Requires more area.

Committee Questions

Mr. Simpson asked if there is another site along North Douglas Highway, which would not require filling, to build a Launch Ramp.

Mr. Donek said there are not better sites.

Mr. Busch asked Mr. Gillette what action he wants to see taken.

Mr. Gillette said that the Harbor staff is trying to address some of the public concerns regarding the North Douglas Harbor Launch Ramp. The Harbor staff is looking for direction as to how much investment should be put into the North Douglas Harbor Launch Ramp Project.

Public Discussion

Mr. Gary Baxter, Douglas, AK

He said that the North Douglas Harbor Launch Ramp Parking Lot has an issue with bottle necking. Docks and Harbors will need to acquire permits to fill and expand the area. Kayakers walking in the blind-spots of trucks with trailer are creating a dangerous situation. The area receives a lot of use. I suggest putting a kayak launch ramp on the south end to help prevent people from being hit by a truck with a trailer. The kayakers are getting behind the boats as the boats are

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being launched. If nothing is done, I foresee someone getting hurt and this could create a lawsuit.

Mr. Mike Peterson, Douglas, AK

He said I support any improvements to the North Douglas Harbor Launch Ramp. The area has potential for more growth. I would like to see a double launch ramp, one solely for kayaks, to help keep the kayakers away from the congestion.

Mr. Scott Spickler, Juneau, AK,

He said the low cost ideas for improvement are appreciated. This is an issue of safety as I have witnessed first-hand. The current situation is an accident waiting to happen. A launch ramp further north, at one of the turn offs, would take care of this concern. Look into a land swap for the State land across the street to help expand the parking. Also, there is a need for lighting and security cameras. People have had their car windows broken and there is an issue with vandalism in the North Douglas Launch Ramp Parking Lot. Not only would security cameras help to prevent vandalism and theft, but the Harbor Staff could use the cameras in the winter months to see if snow removal is necessary.

Mr. Kueffner asked Mr. Spickler if lighting would turn the area into more of an urban area.

Mr. Spickler said there are lights that would work.

Committee Discussion and Action

Mr. Williams said the funds to update the North Douglas Launch Ramp were redirected towards improving Amalga Harbor. The North Douglas Launch Ramp is being used more and will require improvement. The Harbor Staff will search for a grant to fund the North Douglas Launch Ramp improvements. Gary Gillette will investigate the use of the State land across the street from the North Douglas Launch Ramp and reorganizing the current parking situation to provide more parking and safety. There is a need for funding.

Mr. Simpson asked Mr. Gillette to investigate plans for a kayak launch ramp.

Mr. Uchytel said it is too late to take the kayakers launch permits away this year. Taking the launch permits away from kayakers should be considered in October 2014 for future years. Also, if we improve circulation, we lose parking. What is the priority? The Harbors can afford what we prioritize. Where is this in order of priority?

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Mr. Kueffner said the North Douglas Launch Ramp is not a priority to me. Building a breakwater is not a cost effective option. The Harbors have the ability to impose restrictions on the kayaker's use of the launch permits. Find kayakers a separate launching site is not a concern. Modifying the kayaker's use of the launch ramp would be a lot easier than funding a new launch site.

Mr. Donek said the current situation is not an easy fix. The current projects are a priority and need to be completed prior to starting a new project. Previously the Harbors encountered opposition to the plan to update the North Douglas Launch Ramp. The other reason the North Douglas Launch Ramp improvements did not occur was because it's not cost effective. The site requires a lot of fill and would cost millions of dollars to complete. This is also why the money went to Amalga Harbor instead of the North Douglas Launch Ramp. The North Douglas Launch Ramp is not a priority.

Mr. Simpson said there are a lot of small, incremental, low cost improvements that can be made to help manage the site. For example, painting parking lanes and having the kayakers launch at a separate site would not cost much and would improve the use of the North Douglas Launch Ramp. The kayak trailer interaction is an issue that needs to be addressed and managed.

Mr. Busch said the North Douglas Launch Ramp project is a low priority but should be considered after the current projects are finished. There are options to make the area safer, for example, giving the kayakers more parameters. The operations committee will address the management of the kayaker trailer interaction for the current season instead of waiting for the permitting in October.

Mr. Uchtyl said the kayakers are more likely to attend meetings in October and not in the summer months.

Mr. Busch said the committee can be flexible, so as to include the right demographics, when scheduling the meeting to discuss the kayakers launch ramp permit use. Alternatively, the Harbor Staff might find a solution outside of a scheduled committee meeting.

Mr. Logan asked what can be done with the lighting at the North Douglas Launch Ramp.

Mr. Williams said the Harbor Staff will consider options regarding: lighting, separation of kayakers and trucks with trailers, and organization of the North Douglas Parking Lot to facilitate safer and easier parking.

CBJ DOCKS AND HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 23rd, 2013

VII. Items for Information/Discussion.

1. Douglas Harbor Sign

Mr. Gillette said Mike Pusich's family is paying for the sign to be placed in Douglas Harbor. There will be no cost to the Harbors. The sign is consistent with the design of other signs in the area. The sign is to be installed at the head of the Douglas Harbor Ramp and the unveiling is planned for July 2013.

2. Tiger Grant V.

Mr. Uchytel said the Tiger V Grant is provided by the United States Department of Transportation. There are seven hundred million dollars available with an estimate of five percent for applicant success rate. There are two tiers to the Tiger V. The first tier is for an urban setting and requires a twelve million dollar project. The second tier is for a rural setting and requires a one million dollar project with no matching requirement. The grant requires the project to be transportation related, work with partnerships and ready to start in June of 2014. The under-bridge marine services building project meets the requirements for the Tiger V Grant. The under-bridge marine service building is not a high priority project, but the project is the best option to qualify for the Tiger V Grant. Docks & Harbors is hiring Greg Fisk to write the grant. He was successful in writing the Tiger I Grant.

Mr. Williams said a joint venture for building under the bridge is a good plan and would bring positive attention to the sea-walk park.

Mr. Kueffner said he supports this plan and encourages the Harbor Staff to achieve what they can in the short time allotted.

Mr. Williams asked what Mr. Fisk will be paid for writing the application for the Tiger V Grant.

Mr. Uchytel said no more than five thousand dollars.

Mr. Simpson asked if this is the previously prepared plan for under the bridge or is this plan a new project.

Mr. Uchytel said the project has not been drafted yet, but it will be for the marine services building.

Mr. Simpson asked if the Assembly approved the project for under the bridge.

CBJ DOCKS AND HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 23rd, 2013

Mr. Uchytel said the Assembly has approved the location of the whale and the area around the whale will be used as the Docks and Harbors deems appropriate.

VIII. Member and Staff Reports.

Mr. Williams said he will no longer be the Chair of the CIP Committee after June 20th, 2013. The next meeting will be his last and he appreciates working with all of the board members.

IX. Committee Administrative Matters.

Next Meeting: June 20th, 2013 at 5:00 p.m. in the Assembly Chambers.

X. Adjournment.

The meeting was adjourned at 7:24 p.m.



Port of Juneau

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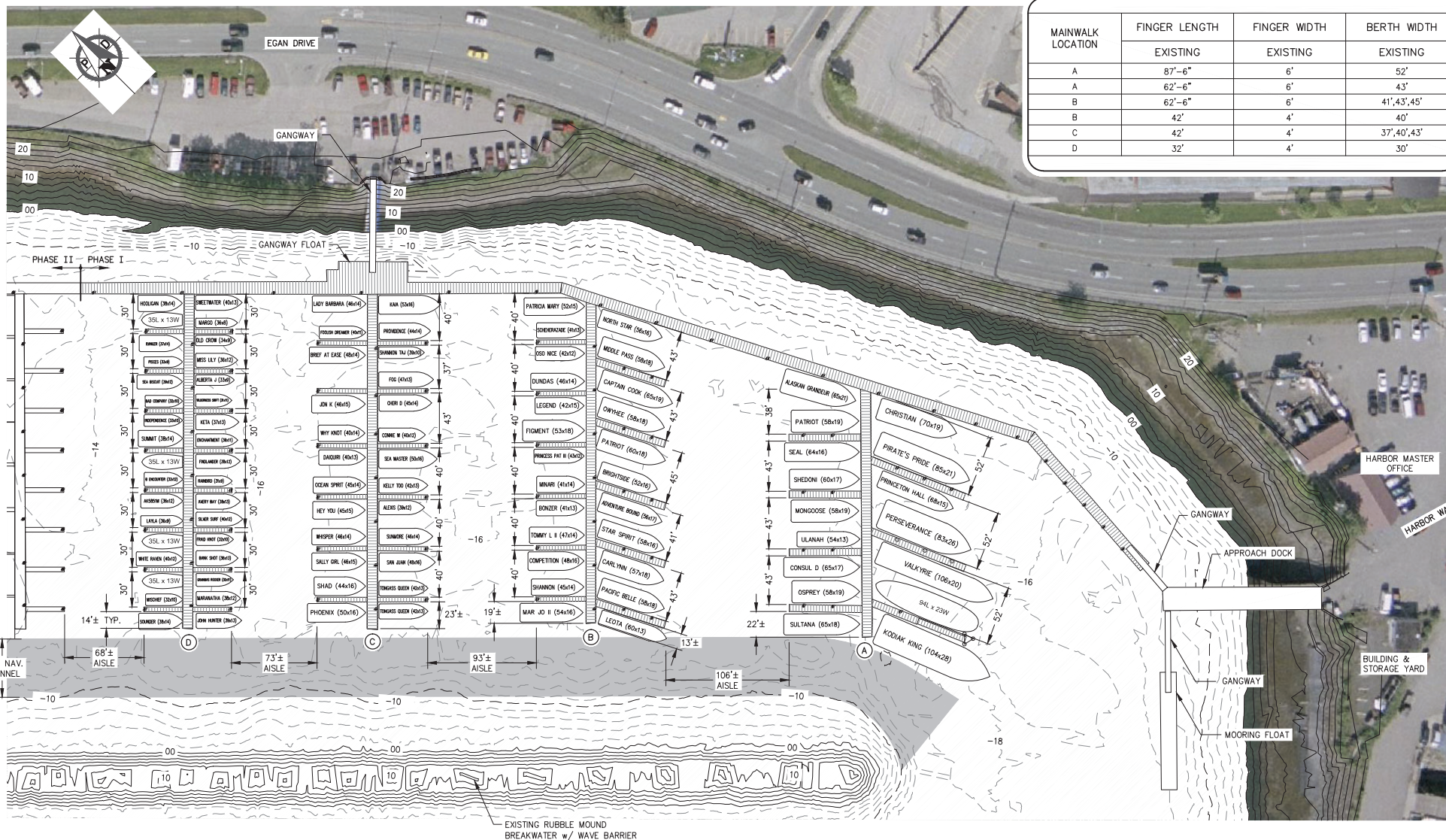
From: Carl Uchtyl, Port Director
To: Aurora Harbor Stakeholder
Date: August 4, 2013
Re: AURORA HARBOR – REBUILD

You are invited to a Docks & Harbors CIP/Operations Committee meeting on August 22nd at 5 pm in Assembly Chambers. This will be the fourth public meeting regarding this critical harbor infrastructure project.

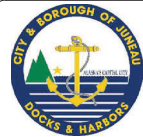
The Committee will review the design of the proposed \$11M Phase I of the Aurora Harbor rebuild. The Committee will consider options which may provide wider berths at the expense of constructing fewer moorages. The Committee would welcome input from the commercial fishing industry to help guide the design efforts.

Attached are documents which were presented at the public meeting held on July 24 at the Yacht Club. Your input and comments are welcomed and encouraged.

#



MAINWALK LOCATION	FINGER LENGTH	FINGER WIDTH	BERTH WIDTH
	EXISTING	EXISTING	EXISTING
A	87'-6"	6'	52'
A	62'-6"	6'	43'
B	62'-6"	6'	41',43',45'
B	42'	4'	40'
C	42'	4'	37',40',43'
D	32'	4'	30'



FEATURES DESIRED TO PRESERVE FROM 1964:

- NUMBER AND CONFIGURATION OF MOORAGE BERTHS
- NAVIGATION CHANNEL WIDTH
- TIMBER CONSTRUCTION
- UPLANDS ACCESS

PREFERRED IMPROVEMENTS IDENTIFIED:

- INCREASED FINGER WIDTH - SAFETY & STRENGTH
- INCREASED BERTH WIDTH - MANEUVERING ROOM & WIDER VESSELS
- ELIMINATE SUBMERGED TIMBER - FACILITY LONGEVITY
- HIGHER FREEBOARD - INCREASED ACCESSIBILITY
- RE-ALIGNED HEADWALK - PROVIDES ADDITIONAL MOORAGE SPACE



DESIGN: MS CHECKED: CRS
DRAWN: WRB/LRG APPROVED: CRS

SCALE: SCALE IN FEET
0 40 80 FT.

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Juneau, Alaska 99801
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Fax: 907-586-2099
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CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-160

SHEET TITLE:

EXISTING CONDITIONS

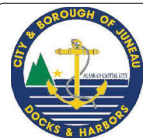
PND PROJECT NO.:122055 DWG. FILE:

O1

OF 6



MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 - 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110	6	8	52	60	58'-63'
A	87'-6"	85	6	6	52	57	55'-59'
A	62'-6"	62	6	6	43	47-50	45'-48'
B	62'-6"	60	6	6	41-45	44-48	44'-47'
B	42	48	4	4	40	40-44	37'-40'
C	42	42	4	4	37-43	39-42	35'-38'
D	32	32	4	4	30	30	29'-33'



PROVIDE THE MAXIMUM BERTH WIDTH WHILE MAINTAINING THE CURRENT NUMBER AND CONFIGURATION OF BERTHS

POSITIVE IMPACTS:

- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
- INCREASED BERTH WIDTH - MANEUVERING ROOM & WIDER VESSELS
- NUMBER AND CONFIGURATION OF BERTHS - SAME AS EXISTING

CONCERNS:

- NARROW FINGERS - SAFETY & STRENGTH
- REDUCED NAVIGATION CHANNEL WIDTH



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DESIGN: MS CHECKED: CRS
DRAWN: WRB/LRG APPROVED: CRS

SCALE: SCALE IN FEET
0 40 80 FT.

CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-160

SHEET TITLE:

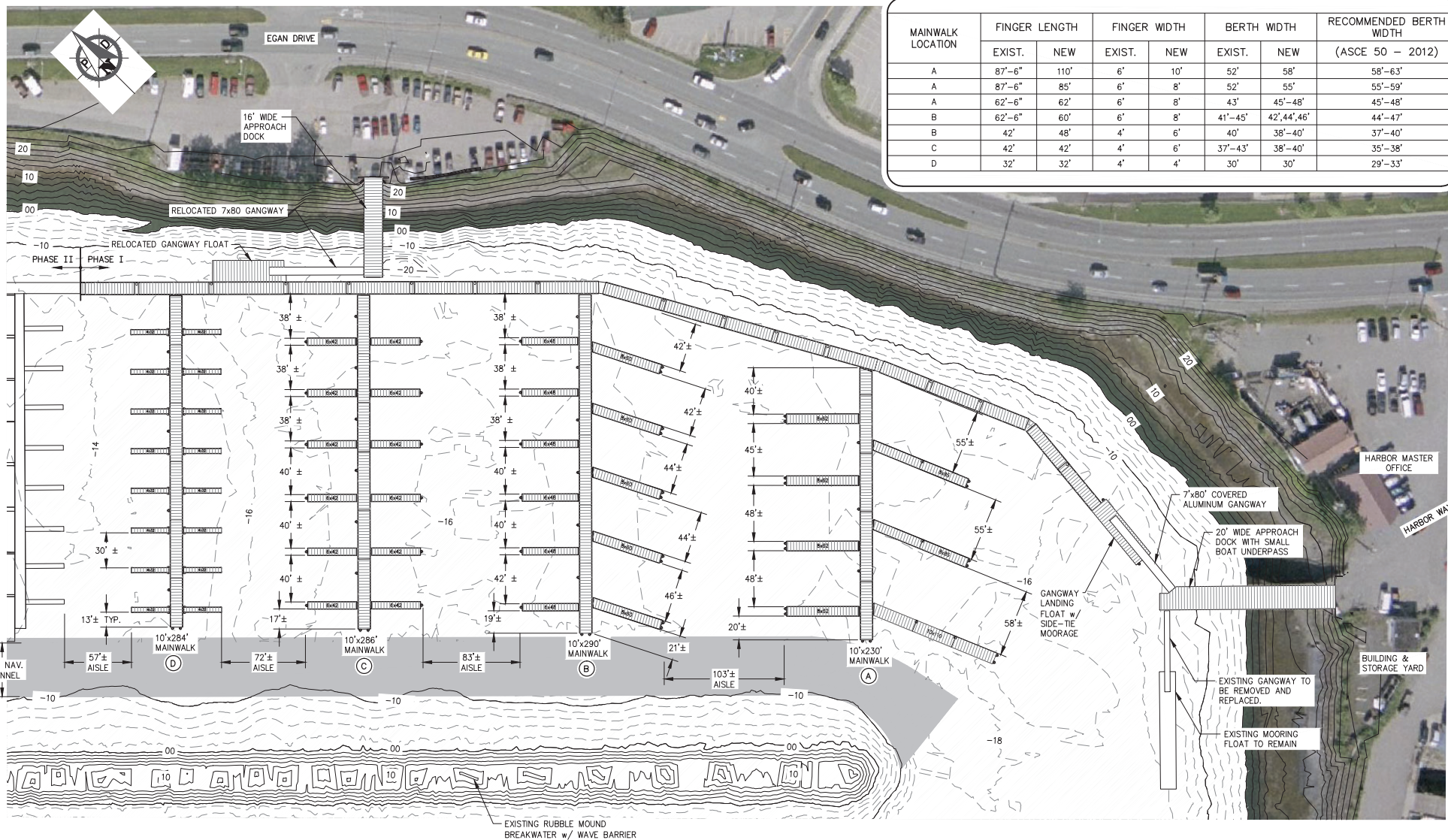
OPTION 1

PND PROJECT NO.:122055

DWG. FILE:

O2

OF 6



MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 - 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110'	6'	10'	52'	58'	58'-63'
A	87'-6"	85'	6'	8'	52'	55'	55'-59'
A	62'-6"	62'	6'	8'	43'	45'-48'	45'-48'
B	62'-6"	60'	6'	8'	41'-45'	42',44',46'	44'-47'
B	42'	48'	4'	6'	40'	38'-40'	37'-40'
C	42'	42'	4'	6'	37'-43'	38'-40'	35'-38'
D	32'	32'	4'	4'	30'	30'	29'-33'



PROVIDE THE BEST BALANCE BETWEEN BERTH WIDTH AND FINGER WIDTH, WHILE MAINTAINING CURRENT BERTHS

POSITIVE IMPACTS:

- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
- INCREASED BERTH WIDTH - WHERE CONDITIONS ALLOW
- MAINTAIN NUMBER AND GENERAL CONFIGURATION OF BERTHS
- INCREASED FINGER WIDTH - SAFER & STRONGER

CONCERNS:

- REDUCED BERTH WIDTH - SOME LOCATIONS
- REDUCED NAVIGATION CHANNEL WIDTH



DESIGN: MS CHECKED: CRS
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SCALE: SCALE IN FEET
0 40 80 FT.

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AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-160

SHEET TITLE:

OPTION 2

PND PROJECT NO.:122055

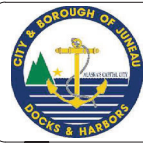
DWG. FILE:

O3

OF 6



MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 - 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110'	6'	10'	52'	58'	58'-63'
A	87'-6"	85'	6'	8'	52'	55'	55'-59'
A	62'-6"	62'	6'	8'	43'	60'	45'-48'
B	62'-6"	60'	6'	8'	41'-45'	54'	44'-47'
B	42'	48'	4'	6'	40'	46'	37'-40'
C	42'	42'	4'	6'	37'-43'	38'-40'	35'-38'
D	32'	32'	4'	4'	30'	30'	29'-33'



PROVIDE THE MAXIMUM POSSIBLE BERTH WIDTHS ON A & B FLOATS, AT THE COST OF LOSING 6 MOORAGE BERTHS

POSITIVE IMPACTS:

- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
- INCREASED A&B FLOAT BERTH WIDTH - FUTURE FISHING VESSELS
- INCREASED FINGER WIDTH - SAFER & STRONGER

CONCERNS:

- REDUCED BERTH WIDTH - C FLOAT
- REDUCED NAVIGATION CHANNEL WIDTH
- REDUCED MOORAGE BERTH - 6 TOTAL



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AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-160

SHEET TITLE:

OPTION 3

O4

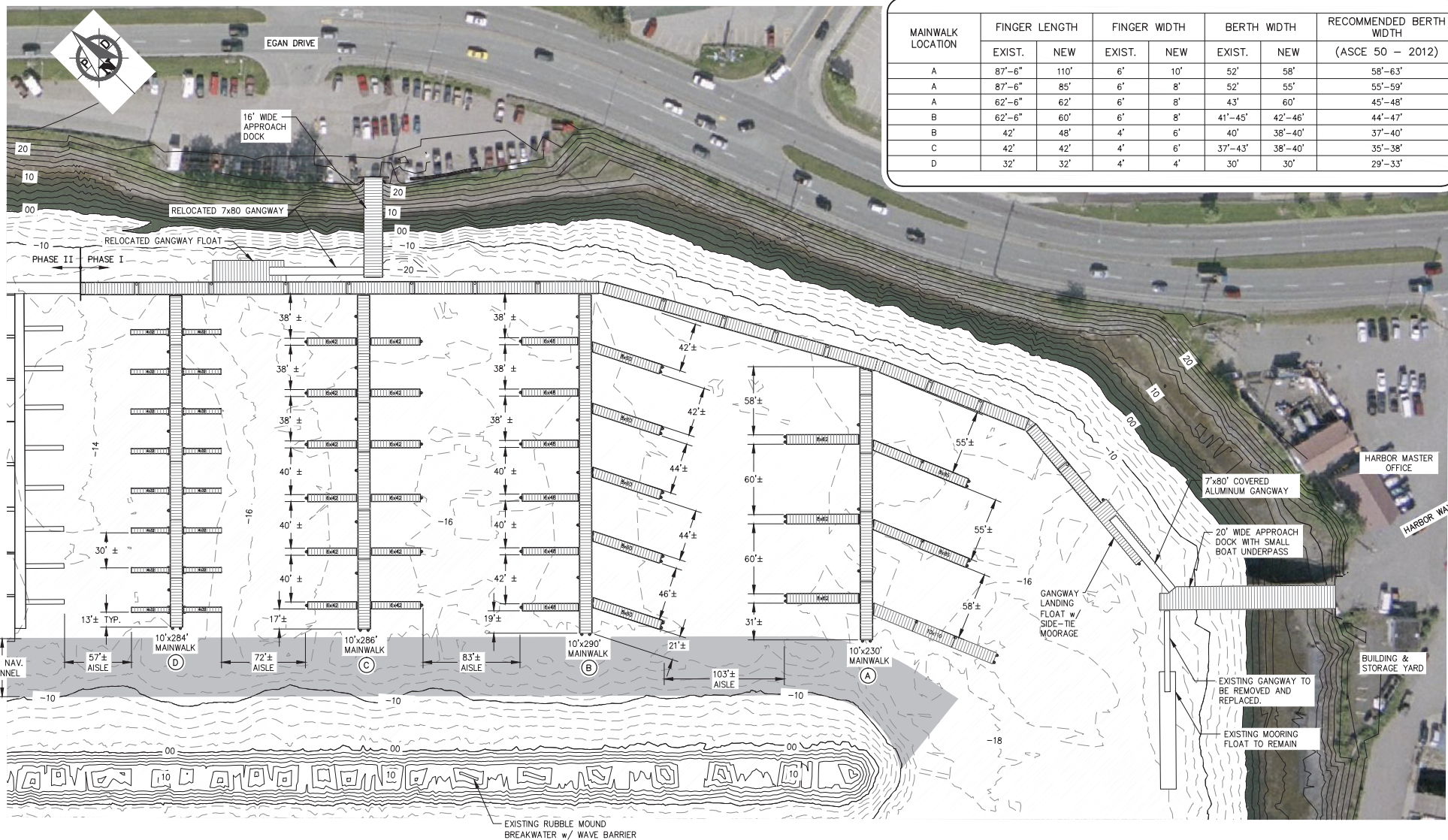
OF 6

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DRAWN: WRB/LRG APPROVED: CRS

SCALE: SCALE IN FEET
0 40 80 FT.

PND PROJECT NO.: 122055

DWG. FILE:



MAINWALK LOCATION	FINGER LENGTH		FINGER WIDTH		BERTH WIDTH		RECOMMENDED BERTH WIDTH (ASCE 50 - 2012)
	EXIST.	NEW	EXIST.	NEW	EXIST.	NEW	
A	87'-6"	110'	6'	10'	52'	58'	58'-63'
A	87'-6"	85'	6'	8'	52'	55'	55'-59'
A	62'-6"	62'	6'	8'	43'	60'	45'-48'
B	62'-6"	60'	6'	8'	41'-45'	42'-46'	44'-47'
B	42'	48'	4'	6'	40'	38'-40'	37'-40'
C	42'	42'	4'	6'	37'-43'	38'-40'	35'-38'
D	32'	32'	4'	4'	30'	30'	29'-33'



PROVIDE THE MAXIMUM POSSIBLE BERTH WIDTHS ON A FLOAT, AT THE COST OF LOSING 2 MOORAGE BERTHS

POSITIVE IMPACTS:

- RE-ALIGNED HEADWALK - INCREASED MOORAGE AREA
- INCREASED A FLOAT BERTH WIDTH - FUTURE FISHING VESSELS
- INCREASED FINGER WIDTH - SAFER & STRONGER

CONCERNS:

- REDUCED BERTH WIDTH - C FLOAT
- REDUCED NAVIGATION CHANNEL WIDTH
- REDUCED MOORAGE BERTH - 2 TOTAL



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DESIGN: MS CHECKED: CRS
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SCALE: SCALE IN FEET
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CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-160

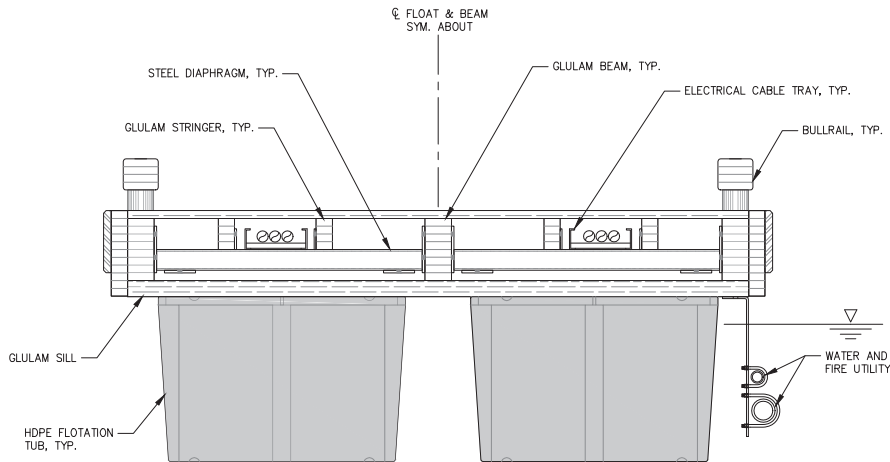
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OPTION 4

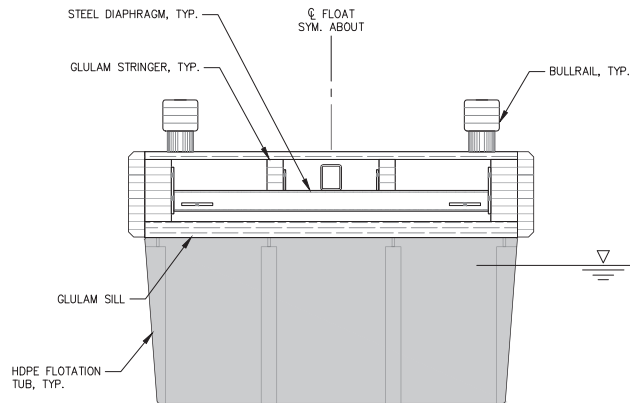
PND PROJECT NO.: 122055 DWG. FILE: -----DWG

O5

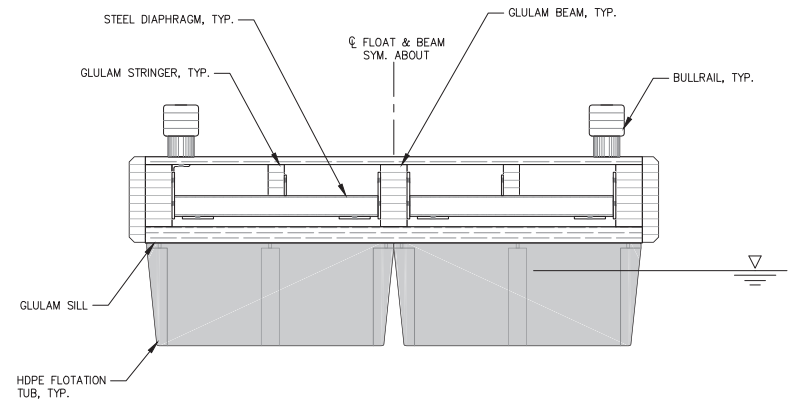
OF 6



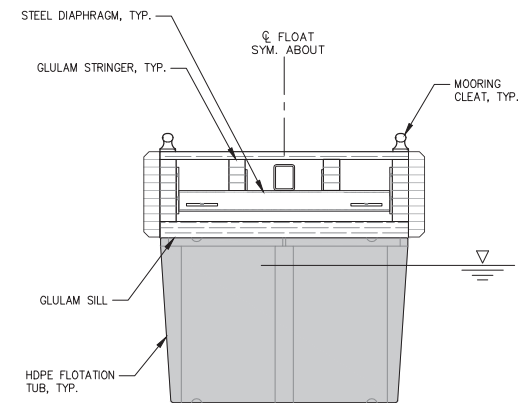
10' MAINWALK FLOAT SECTION



6' FINGER FLOAT SECTION



8' FLOAT FINGER SECTION



4' FINGER FLOAT SECTION



FLOAT SYSTEM FEATURES:

- MODERN DESIGN
- ALL TIMBER ABOVE WATER
- TOUGH POLY TUB FLOTATION
- HIGHER FREEBOARD FOR INCREASED ACCESSIBILITY
- LOW MAINTENANCE
- BULLRAIL GAPS TO PROVIDE ADA ACCESSIBILITY



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DESIGN: MS CHECKED: CRS
DRAWN: WRB/LRG APPROVED: CRS

SCALE:

CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE I
CONTRACT NO. DH 12-160

SHEET TITLE:

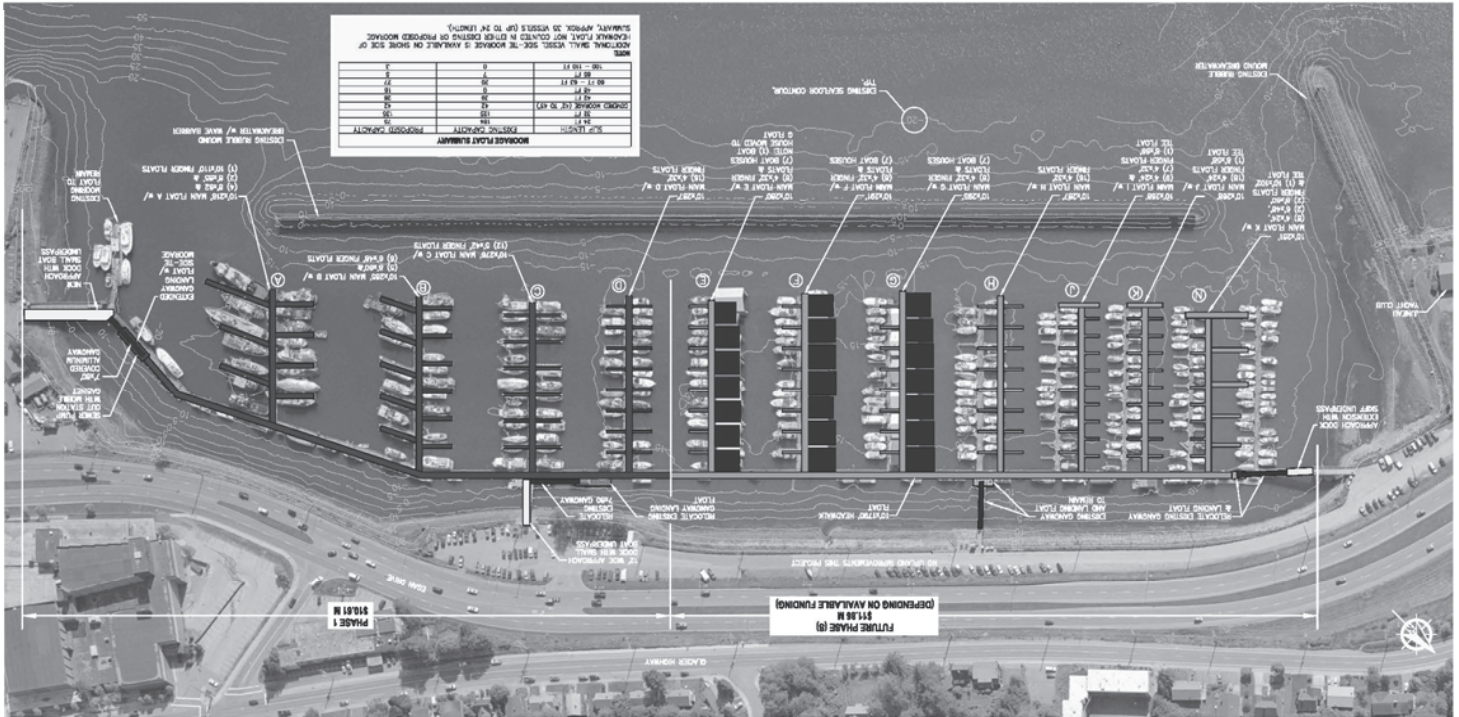
FLOAT UNIT SECTIONS

PND PROJECT NO.: 122055

DWG. FILE:

O6

OF 6



Place
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Mail to:
Aurora Harbor Rebuild Project
c/o Ms. Kate Mickelson, Staff Engineer
P | N | D Engineers, Inc.
9360 Glacier Highway, Suite 100
Juneau, Alaska 99801



We are requesting your comments by August 15, 2013. Thank you!

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Email _____

Or email to kmickelson@pndengineers.com



AURORA HARBOR REBUILD

PUBLIC COMMENTS

JUNEAU YACHT CLUB

JULY 26, 2013

PND 12055.01

COMMENTS RECEIVED IN WRITING

Please see attached.

COMMENTS RECEIVED DURING PUBLIC MEETING

Moorage Summary – Ph 2 End – 10' Mainwalk – Fire & Water Freeze Protection

Floatation – Re: Siltation change as a result of deeper float – but has gaps to promote flushing

Accessibility - Happy to see ADA Accessibility; Like that gangway is ADA accessible

Float Width - Support wider floats

Bullrail - Like gaps in bullrail; Like pipe bullrail versus square bullrail because they are easier to tie up to; but they are slippery in the winter and heavier than timber and more costly; maybe a 1 ½" or 2" radius on timber would make a nice bullrail

Smaller Vessel Moorage - Would Docks and Harbors consider Headwalk shoreside moorage for permanent moorage? The Docks and Harbors has no current plans, but will consider when that time comes.

Self-Rescue Ladders – Docks and Harbors could install them based on location. It's a preference. Removable, relocatable, perhaps?

Freeboard – Is there a safety hazard as a result of the higher freeboard? Is it possible to design handholds and footholds designed into the float to improve public safety?

Power and Lighting – Compliments on Statter Harbor lighting. Like power and electrical hookups

COMMENTS RECEIVED VIA TELEPHONE

Matthew Sill (August 6, 2013) Telephone Conversation with Chuck Cohen** who owns the Lady Barbara in C-26 float. He had a wide range of comments over an hour phone call which is summarized below.

He does not want any of the stalls to be reduced in width, and suggested that the last stall towards the breakwater be narrowed to increase stall width. While this would push the vessel towards the breakwater, he feels that there is sufficient room.

He believes very strongly that when a mainwalk has both wide and narrow stalls, that the wider stalls be located closest to the headwalk, as this area is the most constrained. Essentially, his point is that wider stalls are easier to maneuver into, and so should be located closest to the headwalk to offset the fact that maneuverability is worse in this area.

He also feels very strongly that all 24ft fingers be eliminated from the harbor, because these boats are all trailered, and because it would allow the addition of more 42 & 48 foot stalls. He would support the removal of one additional mainwalk in order to have more 42 and 48 ft stalls.

He likes option 1, because it doesn't narrow stalls from what he has now. He was also very supportive of deleting fingers in order to increase the stall width.

He had a suggestion regarding construction phasing that we could demo the fingers on the South side of E float, to allow wider fairways and possibly longer floats on C & D floats. These vessels could be relocated to the South end, and parked side tied against mainwalks where fingers have been removed.

He also suggested that the narrow stalls shown on option 2 could be workable if the fairways were wider.

He also suggested that the harbor should send out mailers to patrons to make them come to the planning meeting.

He pointed out that almost without exception, all vessels in the harbor are too long for the fingers they are tied to.

He suggested that we could increase fairway width by swapping the K float shown on the Master Plan with I or J float on the master plan. Since smaller boats would be using the float closest to the shore, the mainwalk could be moved closer to the shore relative to where it is shown on our master plan.

He believes that D float should be changed to 42 foot fingers, and that there are way too many 32 foot floats in the proposed system. He pointed out that you can put two small boats on a long finger, so it's not a problem if we have too many large slips.

***Mr. Cohen provided comments in writing. Please see attached.*

PREFERENCE ON OPTIONS

Cohen Comment: Option 1 or Option 2

McPherson Comment: No Option Suggested.

Kadrlik Comment: Option 3

Peterson Comment: Option 1 or Option 2

Dore Comment: Option 1

Beier Comment: Option 1 or Option 2

Option 1 has strong support with 4 out of 5 (80%) commenters who selected an Option, selecting Option 1 as their first choice. Option 2 follows closely as 3 out of 5 (60%) commenters choose this Option as their second choice. One commenter selected Option 3 as their preferred choice (20%). No commenters selected Option 4. Of the six commenters, one commenter did not provide a comment in which an Option was selected.



Comment Sheet

Aurora Harbor Rebuild

The Aurora Harbor Rebuild Master Plan includes replacement of all moorage components. Due to the complexity of the project and available funding, the project will be completed in multiple phases. Minor modifications in stall size will account for changing moorage demands. No uplands improvements are proposed as part of this project. We're looking for your feedback regarding Phase I project elements. We encourage you to contact us today.

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

Comments:

Plan to reduce berth width on Moorage
on "C" Float for some ships, and
widen for others not good.
I'm in C-26 with Long Beach, And
if it were not for sailboat (narrow) next
to me I could not get in & out,
especially out - I back out all the
way down the aisle as it is. If
you need to widen certain stalls, do
it further in the row, as the

Name

Address

Phone

Email

Chuck Cohen

Box 120670, Juneau, Alaska 99802

(907) 723-5151

Kohloff @ Alaska.com

farther out
stalls are
easier to
maneuver into.

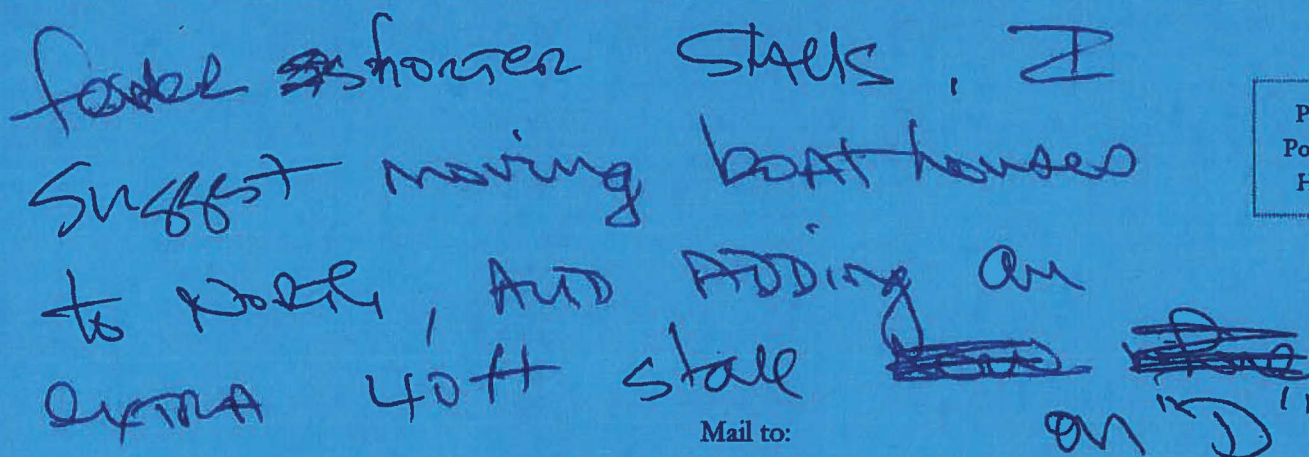
Also, we need more 40 foot plus
stalls, and fewer smaller stalls
Boats are getting bigger and wider,
And future use suggests more
larger stalls, even if it means

Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to kmichelson@pndengineers.com



Place
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Aurora Harbor Rebuild Project

c/o Ms. Kate Mickelson, Staff Engineer

P | N | D Engineers, Inc.

9300 Glacier Highway, Suite 100

Juneau, Alaska 99801

Ketchikan Harbor Rebuild Project
 c/o Ms. Kate Mickelson, Staff Engineer
 P|N|D Engineers, Inc.
 9300 Glacier Highway, Suite 100
 Juneau, Alaska 99801

float, and *perhaps*
 "E" float — *THANKS* —
 — *Sarah* —

Kate Mickelson

From: Matthew Sill
Sent: Tuesday, August 06, 2013 9:38 AM
To: Kate Mickelson
Subject: Aurora Harbor Public Commentary

Kate,

This morning I received a call from Chuck Cowen(sp?) who owns the Lady Barbara in C-26 float. He had a wide range of comments over an hour phone call which I will summarize below.

He does not want any of the stalls to be reduced in width, and suggested that the last stall towards the breakwater be narrowed to increase stall width. While this would push the vessel towards the breakwater, he feels that there is sufficient room.

He believes very strongly that when a mainwalk has both wide and narrow stalls, that the wider stalls be located closest to the headwalk, as this area is the most constrained. Essentially, his point is that wider stalls are easier to maneuver into, and so should be located closest to the headwalk to offset the fact that maneuverability is worse in this area.

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He likes option 1, because it doesn't narrow stalls from what he has now. He was also very supportive of deleting fingers in order to increase the stall width.

He had a suggestion regarding construction phasing that we could demo the fingers on the South side of E float, to allow wider fairways and possibly longer floats on C & D floats. These vessels could be relocated to the South end, and parked side tied against mainwalks where fingers have been removed.

He also suggested that the narrow stalls shown on option 2 could be workable if the fairways were wider.

He also suggested that the harbor should send out mailers to patrons to make them come to the planning meeting.

He pointed out that almost without exception, all vessels in the harbor are too long for the fingers they are tied to.

He suggested that we could increase fairway width by swapping the K float shown on the Master Plan with I or J float on the master plan. Since smaller boats would be using the float closest to the shore, the mainwalk could be moved closer to the shore relative to where it is shown on our master plan.

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p. 907.586.2093 f. 907.586.2099
msill@pndengineers.com | www.pndengineers.com

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Comment Sheet

Aurora Harbor Rebuild

The Aurora Harbor Rebuild Master Plan includes replacement of all moorage components. Due to the complexity of the project and available funding, the project will be completed in multiple phases. Minor modifications in stall size will account for changing moorage demands. No uplands improvements are proposed as part of this project. We're looking for your feedback regarding Phase I project elements. We encourage you to contact us today.

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

Comments:

Make Aurora Harbor more accessible to mobility-impaired users and the general public. I, Scott, use a wheelchair & a 30' accessible vessel.
Suggestions:

1) Have "accessible" stalls for boats in assigned and transient moorage. Stalls such as this have no bullrails or 4' gaps in them (on dock), are located on the main dock or have 5' wide fingers.

2) Improve ramps. Make them covered, with a metal base & non-slip surface. Make them at least 5' wide. Most importantly, make them so the slope is less than now (15° max would be nice), i.e. longer. Also, make the top hinge cover minimal and the bottom smooth end ramp piece friendly to a wheelchair.

3) A dock height of 16" or so is preferred for a vessel access w/ a side door or stem ramp. This is water surface to walking deck on dock.

Name

Scott & Denise McPherson

Address

PO BOX 240911, DOWCLAS, AK 99824

Phone

586-6708

Email

dsimac@ak.net

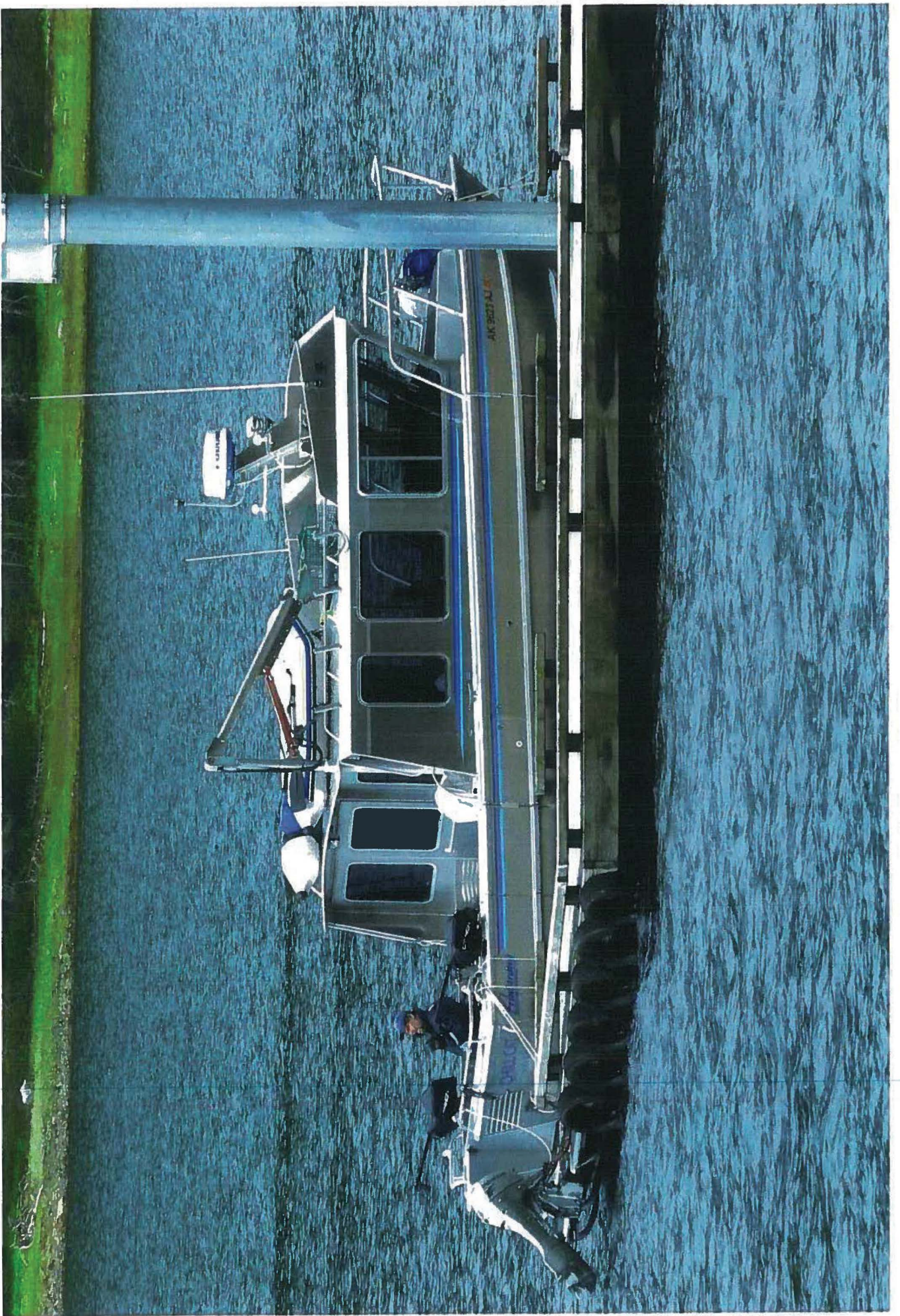
Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to kmickelson@pndengineers.com





Kate Mickelson

From: Linda Kadrlik <adventuresafloat@gci.net>
Sent: Thursday, August 08, 2013 10:42 AM
To: Kate Mickelson; carl_uchytil@ci.juneau.ak.us
Subject: Aurora Harbor Rebuild

Hi Kate and Carl,

Thanks for the great opportunity to hear and respond to the options at your recent meeting. It was very informative, and I appreciate all the work that went into the presentations. I'm finally remembering to send our comments about the rebuild of Aurora Harbor via print. We favor Option 3, with more and larger spaces for larger vessels. The gentleman near the front who talked about enticing limit seiners to locate here permanently made a good point - that will bring increased revenue to Juneau. There are also other newer vessels that are being built wider, so the market seems to be there for larger spaces. Since this is a 50-year plan, it seems building for the future and larger vessels should be the focus, even though it might bring less opportunities for the small boats.

It seems that the increased use of the inside of the main float, adjacent to the highway, could provide additional space for smaller vessels, especially those that don't need to leave the harbor regularly. This could take the place of those small spaces being removed to provide for the larger spaces. There was mention of possible decrease in access, depending on certain tides, so those spaces might be offered at slightly lower moorage rates. If this space is utilized, there will be room for both the larger vessels the harbor is being built for as well as the smaller vessels.

The new float system sounds good, and the increased accessibility and low maintenance will be enjoyed by us all. The one comment about having the round bull rails flat on top sounds promising - it might make for less slipping when stepping onto the floats from the vessels. Keep up your good work, and I know we will all enjoy the newly rebuilt Aurora harbor. Francis and Linda

Adventures Afloat
Francis and Linda Kadrlik
4950 Steelhead, Juneau, AK 99801
(800) 3AFLOAT, (907) 789-0111
FAX: (907) 789-3312
<http://home.gci.net/~valkyrie>



Comment Sheet

Aurora Harbor Rebuild

The Aurora Harbor Rebuild Master Plan includes replacement of all moorage components. Due to the complexity of the project and available funding, the project will be completed in multiple phases. Minor modifications in stall size will account for changing moorage demands. No uplands improvements are proposed as part of this project. We're looking for your feedback regarding Phase I project elements. We encourage you to contact us today.

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

Comments:

SEE ATTACHED TEXT -

I ONLY USE OPEN TO SIGN THINGS

MOSTLY BIRTHDAY CARDS

(OPEN DON'T HAVE SPELL CHECK)

I VOTE FOR OPTION 1 - OR TWO

~~FOR TWO~~
(WITH SUGGESTIONS)

Name

RUSSELL PETERSON

Address

1687 HARBOR WAY

Phone

321-3663

Email

RUSSELL.PETERSON@ALASKA.NET

Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to kmickelson@pndengineers.com

Russell J. Peterson

To: Docks and Harbors
Subject: Aurora Harbor Rebuild

First of all I live here in Juneau, I am a live aboard on "A" Float and I have lived in Aurora Harbor longer than anywhere on land.

I have owned and restored 3 - 65' vessels in my time(s) living in Aurora Harbor spanning since the 1980's

My first choice is option 1 followed by option 2

My suggestion would be to move the main float closer to shore 10 feet or so if you decide on OPTION 2 so no stalls are made "smaller" – simple.

Options 3 and 4 are wasteful and stupid.

The Corps of Engineers guys told me this year when they surveyed that due to isometric rebound Aurora Harbor is "Rising" (going dry) at the rate of almost 3 feet every 30-40 Years.

VESSELS ON "A" FLOAT ALREADY GO DRY AT LOW TIDE.

The Alaska Pirate pride vessel is "too Big" for Aurora for many reasons and is a hazard to the facility in that the 1 time (one) that they forget to loosen their ropes when the tide goes out, the vessel touches bottom and rises 8 feet out of the water or so – the dock will be dangling from the side of that boat destroyed with the Princeton Hall dragged right into the mess. The "Existing" harbor is not designed to be a Grid – the new one will also not be designed for 100+ Ton Vessels LEANING and PUSHING against the pilings like they are on the grid.

Another dumb reason for larger wider stalls I have heard was to "attract" the fishermen "back" which has to be the absolute DUMBEST reason ever presented, and defended:

- 1) The Fishermen HATE us – and FLIP US OFF with their Fish Tenders "Anchored" out in the channel buying up their fish – many never stepping foot in Juneau let alone tying up. Juneau ran off the fishing fleet, to speak of many many years ago.
- 2) Juneau has the HIGHEST STALL RENT IN THE STATE
- 3) Juneau has the LOWEST FISH PRICES IN THE STATE
- 4) Juneau has NO PURSE SEIN FISHERY and any purse sein boats only "PASS THRU" for a few days "ONCE A YEAR"

Is this clear? Bigger wider stalls to accommodate bigger wider (and deeper) Boats in a harbor that is going dry with ZERO fishing boats to support it – yet someone had the Brilliant Idea to displace 8 Permanent Stall Owners for the absolute dumbest idea I have ever heard.

Aside from the fact that "Due Process Failed" in this instance – there is a very real property right issue raised and ruled upon for the "Boat House Owners" which I would argue cannot be treated differently than other "Permanent Stall Owners" without Boat Houses because this is still a Public Harbor and the public trust doctrine very much applies to everyone. So the Property Ownership rights granted Boat House owners must be equally applied to all Permanent Stall Owners as a matter of law.

Also for instance "Vern" on the Sultana has an enterprise engine that must be stopped and started "in gear" (totally shut down) for each maneuver – so he NEEDS his slip that he has had for maybe 30 Years... Harlan on the Leota as well and many more. So I feel we "permanent stall owners" have a right to see "where our vessels, and boats will end up" represented in each drawing BEFORE we can accurately vote or Accurately offer public comment.

I cannot and will not vote for any option that could, and WILL result in any harbor patron being displaced "not knowing who, or where" is absolutely a legal challenge(s) just waiting to happen and could very easily halt the "Entire Project" for many reasons.

We already were told the harbor would be rebuilt "as-is" at a cookie and cake pony show with a HUGE drawing on the wall – now?

Now there are 4 "NEW" Plans to choose from to slow up the process even more, and quite possibly cause a hold to be placed on the ENTIRE PROJECTS? This is all so basic, and simply unacceptable for all the above reasons.

The "existing Harbor" footprint is NOT the place for wider bigger stalls, if we want bigger wider stalls someday good money spent would "Then" be to drag the existing breakwater out into the channel to provide an even more Solid Base to pound a few heavy duty pilings for a floating breakwater from the point by the cranes to the yacht club corner to corner. Then "AS WE CAN AFFORD IT" we can add "DEEPER" Wider Stalls – HUNDREDS of them if you want – without displacing any Existing Harbor Patrons or Permanent Stall Owners. Zero.

Then vessels, and boats which are too DEEP, or too WIDE for the existing harbor can be built out from this original and newly built Aurora Harbor fingers "as we can afford them" and "as the need arises"

ALLLLLLLLLL These slips are FULL already – and there is a waiting list 20 YEARS long and some genius wants to REMOVE 8 Slips?

Even merely "Displacing" those permanent stall owners to other places within the "harbor system" still REMOVES almost \$50,000 from "Aurora Harbor Generated Revenue – for ZERO GAIN.

60' wide Stalls in Option 3 and 4 are wasteful – show us the footprints of "Existing Vessels, and Boats in those Stalls" and you will see 30 FEET "BETWEEN BOATS" is a joke. Most Boats are under 20 feet wide – FACT.

Another Fact I called Delta Boats, and a DOZEN Others to ask about this claim "boats are getting wider" – they LAUGHED. They said "ONLY PURSE SEINERS" – which again, JUNEAU HAS NO PURSE SEIN FLEET OR FISHERY except for the 5 DAYS they "pass thru" to drink beer and buy groceries – THEN LEAVE. The boat manufacturers that I called told me the OPPOSITE – boats are becoming more "streamlined" for Fuel Economy! So wow – someone is sure grasping for straws to sell this wider dumber stalls idea. Seriously.

Bigger wider stalls in Aurora to replace the existing harbor is a TERRIBLE idea. Dumbest I have heard for YEARS – especially when people have talked about hearing that "All Stalls Will be Reassigned" By either Seniority or even get this: "A LOTTERY SYSTEM" HAahaha

Wow – amazing. I am not the only one who views such crazy talk as "Litigation waiting to happen" that very well could, and very likely Would end up in a complete stop being ordered on the entire project until those issues are resolved.

So you got money to "REBUILD A HARBOR" – so lets get on with it, and rebuild it – not "redesign it" because options 3 and 4 fail on Every Level and as I said – would wrongfully displace long time Paying Permanent Stall Owners some of whom were on "Waiting Lists" for over 20 YEARS to "get" the stall they own. I cannot more strongly support "Doing as we already decided at the cookie and cake pony show" because without knowing who gets displaced, to where and such things is exactly how harbor projects get stopped like the Douglas Harbor – now if you guys are serious about "Rebuilding Aurora Harbor" then lets "Rebuild it" – because options 3-4 could very easily make us LOSE The entire project.

If options 3 or 4 are chosen someone will challenge it, possibly win an injunction, and very well cause a mess that is easily avoidable if we merely "DO AS WE PLANNED AND ADVERTISED" Most people have no idea about these changes to the plan that was so well publicized LAST YEAR. I sure did not until only a week ago.

THE NOTICES COULD HAVE BEEN PRINTED ON OUR MONTHLY INVOCES "GO TO THIS WEB URL TO DOWNLOAD IMPORTANT INFORMATION"

But they didn't. The URL was so hard to find even Kim the City Manager could not find it, Zach on the Grandure had to Call Carl for help finding it and when Carl could not even find it Zach pointed it out "if he cant find it...how could anyone else be expected to"

Don't get me wrong, I want a "rebuilt Harbor" – I do NOT want a "Re-Designed" harbor for absolutely false and misleading reasons for ZERO BENEFIT.

THE STALLS BEING DISCUSSED ARE ALL OWNED WITH ONLY 1 EMPTY STALL AND A WAITING LIST OF AROUND 20 YEARS FOR "A" FLOAT – TO LOSE @ SLIPS ON "A" FLOAT will not solve anything, it serves no benefit or purpose, and makes the moorage situation even WORSE than it is right now with all the slips full.

THE MONGOOSE IS MERELY HOT BERTHING ON "A" FLOAT UNTIL "NEXT MONTH" – so even that boat being SHOWN in the drawing is misleading and another very mitigating circumstance towards putting a stop to this nonsense talk ASAP and go forward with the "REBUILD" project that we alllllllll Already were presented with and digested with Cookies.

Russell "Josh" Peterson

M/V SEAL

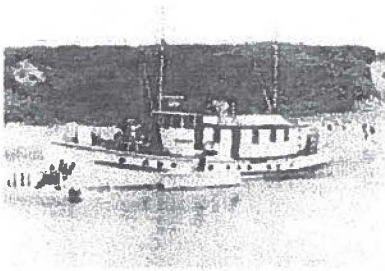
Cell Phone: (907)321-3663

Home/FAX: (907)463-3664

Google Voice: (206) 659-1926

Skype Username: **mvseal.com**

<http://mvseal.com>





Comment Sheet

Aurora Harbor Rebuild

The Aurora Harbor Rebuild Master Plan includes replacement of all moorage components. Due to the complexity of the project and available funding, the project will be completed in multiple phases. Minor modifications in stall size will account for changing moorage demands. No uplands improvements are proposed as part of this project. We're looking for your feedback regarding Phase I project elements. We encourage you to contact us today.

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by August 15, 2013. Thank you!

Comments:

First off I would like to say, great job in putting together the different options for the Aurora Harbor Rebuild.

I have been a harbor user since 1965 between Douglas and Aurora Harbors. I have owned, starting from a 14' skiff to a 47' pleasure vessel - numerous commercial fishing vessels over the years.

Lately I have been operating a 65' charter vessel out of Aurora Harbor during the summer months, the last 6 years.

After looking over the different options I would like to see the Harbor Board pursue OPTION 2. In doing so, keeping the same number of larger stalls, will enable me to keep using Juneau as my base of operations during the summer months.

Thank you

Name

William W Dore

Address

600 S+ Anns Unit 4 Douglas, AK 99824

Phone

907-723-8911

Email

buddydore@hotmail.com

Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to kmickelson@pndengineers.com

Kate Mickelson

From: Carl Uchytel <Carl_Uchytel@ci.juneau.ak.us>
Sent: Thursday, August 15, 2013 9:40 AM
To: 'seabear@alaska.com'
Cc: Ashley Bruce
Subject: FW: Web Form Mail:Aurora Harbor Rebuild Master Plan

LaVern,

Thank you for taking time to correspond with us and the shoaling report off the stern of the SULTANA. I will ensure your comments are provided to the Operations & CIP Committee next week. Currently we have insufficient funding to undertake a major dredging project in Aurora Harbor but I am committed to making constant improvements. I am also open to ideas regarding being more accommodating to our harbor patrons, so feel free to contact me or the Harbormaster or the Aurora Harbor Supervisor. Finally, I will have a renewed interest next time I walk by the last Bristol Bay Monkey Boat!

Sincerely,

Carl

Carl J. Uchytel, PE
Port Director
Port of Juneau
907.586.0294

From: seabear@alaska.com [<mailto:seabear@alaska.com>]
Sent: Wednesday, August 14, 2013 11:00 PM
To: Carl Uchytel
Subject: Web Form Mail:Aurora Harbor Rebuild Master Plan

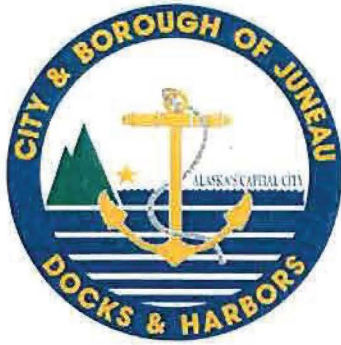
Sender: LaVern Beier

Email: seabear@alaska.com
Telephone: 907-463-5856

Subject: Aurora Harbor Rebuild Master Plan

Message:

Greetings, I'd like to comment on the Aurora Harbor Rebuild Master Plan. I moor the 65 ft tug 'Sultana' in Aurora Harbor and I have also been a live aboard in Aurora since 1984. Over the decades few improvements have been done on the Aurora Harbor floats. In my view the continual and gradual deterioration of Aurora harbor combined with continual rising moorage fees has contributed to fewer out of town boat owners to seek moorage in Aurora when other communities in SE Alaska are better hosts and more accommodating on many levels. In my view there are only two practical options for the Aurora Harbor Rebuild this being: Option 1 or Option 2. Unless it is in the plan to dredge more of the inner harbor there are limited areas in the harbor with depths to accommodate large vessels drawing certain depths during low or minus tides than what currently exists. In addition, there is a bar that extends across the primary navigating channel between the starboard stern of the Sultana and the breakwater where over the decades numerous vessels of varying sizes and depths that have been observed bouncing off the bottom, grinding up the bottom with their props or completely grounding. On a personal note; my vessel the Sultana, is the last existing Bristol Bay Monkey Boat...powered by a rare Atlas Imperial direct reversible engine. For the safe navigation and stall requirements of this vessel and engine it would be suited best with an outside configured stall. Thank you for the opportunity to comment. Best regards, LaVern Beier



Port of Juneau

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

MEMORANDUM

To: Docks & Harbors CIP/OPS Committee
From: Gary Gillette, Port Engineer 
Date: August 8, 2013
Re: Statter Harbor Launch Ramp Compensatory Mitigation

On September 17, 2012 the Army Corps of Engineers issued a permit to place fill for the Statter Harbor Launch Ramp project. A special condition of the permit requires compensatory mitigation for the unavoidable impacts to waters of the U.S. The mitigation would be in the form of an In-Lieu-Fee (ILF) payment to the Southeast Alaska Land Trust (SEAL Trust).

The amount of compensatory mitigation is as follows:

1. The permanent filling of 0.11 acres of high functionally-rated estuarine waters consisting of eelgrass beds mitigated at a 6:1 ratio or .66 acres.
2. The permanent filling of 0.95 acres of high functionally-rated estuarine waters consisting of mudflats mitigated at a 3:1 ratio or 2.85 acres.
3. The permanent filling of 0.61 acres of moderate to high functionally-rated estuarine and palustrine wetlands mitigated at a 2.5:1 ratio or 1.525 acres.
4. The permanent filling of 2.62 acres of moderate functionally-rated estuarine waters mitigated at a 2:1 ratio or 5.24 acres.

Thus the total acreage that requires mitigation is 10.28 acres. The ILF is intended to purchase like or similar habitat in Juneau or Southeast Alaska to offset the impacts the launch ramp project. SEAL Trust has calculated an ILF amount of \$71,037 per acre or a total of \$729,901 for this project. Attached is an e-mail from SEAL Trust explaining their estimate, the estimate spread sheet, and property value comparisons.

Ms. Gretchen Kaiser of SEAL Trust will be at the meeting to explain their role in the process and commitment to the Army Corps of Engineers as an entity that accepts ILF funds.

Gary Gillette

From: Southeast Alaska Land Trust <setrust@ptialaska.net>
Sent: Tuesday, January 08, 2013 11:03 AM
To: Gary Gillette
Subject: Statter Hbr In-lieu Fee Estimate
Attachments: 130108 ILF Estimate - Statter Harbor, JNU.pdf

Gary - attached is an In-lieu fee estimate for the City & Borough of Juneau's Statter Harbor Improvements Project, based on the Corps permit (POA 2008-782) you were issued in Sept 2012.

The ILF estimate has an ILF Cost Total of \$729,901 for 10.28 acres of compensatory mitigation, or \$71,037 per acre. Given the substantial price tag, we offer this estimate for discussion so we can answer any questions you might have. A final ILF estimate can promptly follow our discussion.

There are four components to an ILF estimate: 1) estimated land cost, 2) standard land transaction costs (for appraisal, survey, legal, env. review, closing, etc.), 3) a calculated stewardship fee that provides funds to annually monitor & steward a property in perpetuity, and 4) a 6% fee to cover SEAL Trust's administrative costs. In the attached spreadsheet, we calculated these standard costs for a 10-acre waterfront parcel we might purchase to replace the impacted estuarine wetlands, and then pro-rated the cost to your project's 10.28 acres of mitigation. The estimate breaks out the compensatory mitigation by the different type & value wetland impacts, and then totals the mitigation acreage and ILF cost. We based the land cost estimate on the current \$0.11/sq.ft lease for the Gitkof dock as it is a fair market rate for waterfront acreage in the general Auke Bay area.

This ILF calculation is a good-faith estimate of the costs that SEAL Trust will incur to execute mitigation project/s that would fulfill the compensatory mitigation requirement for this project. Once SEALTrust receives your in-lieu fee payment, we would notify the Corps of the ILF transaction (and copy you on the notification). At that point, CBJ, as permittee, will have met their mitigation requirement. The SEAL Trust assumes the mitigation obligation and has full control and responsibility for the in-lieu fee.

If you'd like to arrange a phone call to discuss this with Diane & me, afternoons are best. Suggest a time, 2pm or later, that works for you.

Gretchen Keiser

*Southeast Alaska Land Trust
119 Seward Street, Suite 2
Juneau, AK. 99801
www.southeastalaskalandtrust.org
(907) 586-3100 phone
(907) 586-3125 fax*

SEAL Trust In-Lieu Fee Estimate - for discussion

Project Requiring ILF Mitigation: Statter Harbor Improvements

Applicant/Permittee: City & Borough of Juneau, Docks & Harbors

U.S. Army Corps of Engineer Permit #: POA 2008-782

Examples	Acres	Land Cost \$/Acre	Land Cost Subtotal	SEAL Trust Site Visit Transp. Cost	Appraisal	Staff Time	Legal	Survey	Phase 1 Environmental	Base-line	Real Estate Closing (cost varies)	Transaction Costs Subtotal	Stewardship or Management Endowment	ILF Project Cost Subtotal	SEAL Trust 6% Admin. Fee	In-Lieu Fee Cost TOTAL	Est. Cost per Acre
Base Transaction & Stewardship Costs for an Average 10-acre Mitigation Project in No. Southeast	10.0	\$59,895	\$598,950	\$0	\$7,000	\$5,000	\$3,000	\$5,000	\$3,500	\$3,000	\$2,857	\$29,357	\$41,850	\$670,157	\$40,209	\$710,366	\$71,037
ILF for 0.11 acres of Estuarine (eelgrass) wetland impact at HIGH 6:1 mitigation ratio	0.66	\$59,895	\$39,531	\$0	\$462	\$330	\$198	\$330	\$231	\$198	\$189	\$1,938	\$2,762.10	\$44,230	\$2,654	\$46,884	\$71,037
ILF for 0.95 Ac Estuarine (mudflats) wetland impacts at HIGH 3:1 mitigation ratio	2.85	\$59,895	\$170,701	\$0	\$1,995	\$1,425	\$855	\$1,425	\$998	\$855	\$814	\$8,367	\$11,927	\$190,995	\$11,460	\$202,454	\$71,037
ILF for 0.61 Ac Estuarine & Palustrine wetlands impact at MODERATE - HIGH 2.5:1 mitigation ratio	1.525	\$59,895	\$91,340	\$0	\$1,068	\$763	\$458	\$763	\$534	\$458	\$436	\$4,477	\$6,382	\$102,199	\$6,132	\$108,331	\$71,037
ILF for 2.62 Ac Estuarine wetland impact at MODERATE 2:1 mitigation ratio	5.24	\$59,895	\$313,850	\$0	\$3,668	\$2,620	\$1,572	\$2,620	\$1,834	\$1,572	\$1,497	\$15,383	\$21,929	\$351,162	\$21,070	\$372,232	\$71,037
Project Total: 10.28 acres of mitigation credits														\$688,586	\$41,315	\$729,901	\$71,037

Notes:

1. The cost per acre of waterfront property is calculated based on the current rate of the Gitkof intertidal lease in Auke Bay area, or \$0.11/sq. ft. The lease rental fee is capitalized at 8%, according to the standard rate throughout Southeast Alaska, for a fee-simple land cost of \$59,895/acre.
2. The base transaction cost (\$29,357) and base stewardship cost (\$41,850) are calculated for an average 10-acre project in northern Southeast AK, potentially within the Lynn Canal HUC (USGS Hydrologic Unit Code). These costs are pro-rated by acreage in the subsequent ILF estimates.
3. The Stewardship Endowment is based on national standards and calculated for a project in northern Southeast. The endowment sets aside funds and assumes a 3.32% real return to generate approximately \$1,400 for annual stewardship of a conservation land in perpetuity.
4. Transportation cost is estimated for Juneau for 2 adults 1-day trip. Costs could be higher if boat/air charter is needed to a remote parcel.

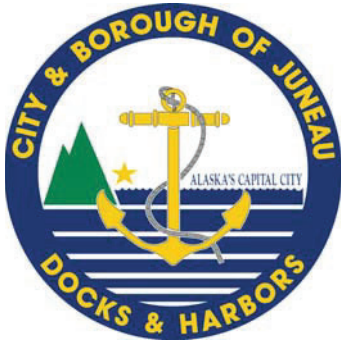
Prepared by Southeast Alaska Land Trust, 119 Seward St., Suite 2, Juneau, Alaska 99801. (907)586-3100. setrust@ptialaska.net.

Lease Costs for Tidelands / ATS

Location	Lease Rate	EQUIVALENT SALES PRICE, CAPITALIZED @ 8%	PRICE / ACRE
Gitkof Dock*	\$ 0.11/sq ft	1.375/sq ft	\$ 59,895. / AC
Andrews Marina / Fishermen's Pond	\$ 0.078/sq ft	0.975/sq ft	\$ 42,471 / AC
Hokan appraisal for Andrews Marina	\$ 0.20/sq ft	2.50/sq ft	\$ 108,900 / AC
2012 Property Assessment			
13391 Glacier Hwy Allen Marine Tows CBS ATS 1533	\$ 316,600 / 4 AC	—	\$ 79,150 / AC
1423 Harbor Way CBS ATS 16 FR & USS 2664 FR	\$ 236,700 / 20,000 sq ft.		\$ 515,533 / AC

* ADOTPE tideland lease @ 13395 Glacier Hwy, Juneau, also has a lease rate of \$ 0.11/sq ft/yr, or \$ 1.375/sq ft capitalized at 8%.

SEAL Trust 1/2013



Port of Juneau

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

From: Carl Uchytel, Port Director
To: Docks & Harbors Operations & CIP Committee
Date: August 16, 2013
Re: Douglas Harbor Parking Lot – ADF&G Employees

Docks & Harbors has been approached by the State Leasing & Facilities Manager of the Department of Administration/Division of General Services to consider entering into a long term lease for privately owned vehicles. The request is for up to 40 privately owned vehicles to use the Douglas Harbor Parking Lot and/or adjacent street parking for an indefinite period. The ADF&G Building (aka Douglas Island Center Building) will be undergoing a construction project and the State anticipates additional personnel being assigned to this facility once complete. DIC Building currently has approximately 180 assigned employees with 95 available parking spaces (~20 parking spaces at the DIC and an additional 75 spaces in Douglas from three private sources). The average monthly parking space for the three privately owned lots is \$37, the highest leased lot is \$42/space per month.

In 2012, Docks & Harbors entered into multi-year, renewal agreement with ADF&G to permit 26 full size pick-up trucks to be parked at the Douglas Harbor from September to May for the sum of \$5000 per season. These vehicles typically are deployed to other SE Alaskan rural communities in the summer and are not operated while parked over the winter.

From July 18 to August 15th, I have been taking an inventory count of privately owned vehicles which are parked adjacent to Douglas Harbor. The daily average, including weekends, was 52 vehicles. The daily average, excluding weekends was 49. The peak number of 73 vehicles was recorded on Saturday July 28 and Sunday August 11 (Derby Weekend). The attached drawing suggests that approximately 118 spaces are available in the area which I surveyed. Because the Douglas Harbor lot is not paved, a conservative 10 feet width space is assumed (often 8 feet is used in parking space design). It is also assume that angled parking is not required (which is currently posted) which provides addition vehicular spaces.

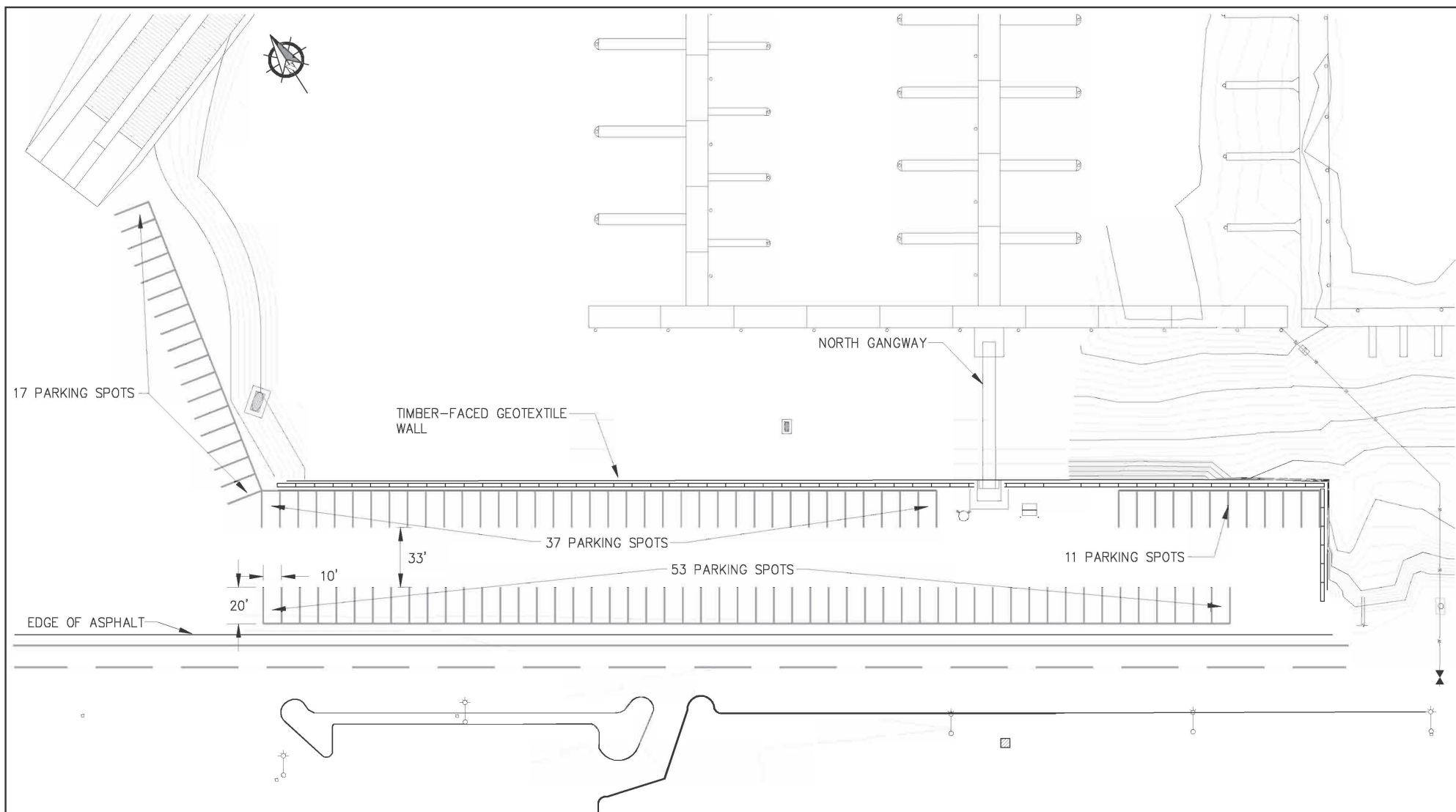
Based upon the available data, I recommend the following:

- That Docks & Harbors agree to a ten-year lease, renewable annually with the State.
- That the 40 permitted vehicles be provided hang tags for identification purposes and that the permit are valid during normal working hours of the State of Alaska.

- That Docks & Harbors will provide snow removal and make reasonable efforts to ensure snow is removed prior to 0700 in the morning.
- So as not to undermine or compete with the current free-market lot providers, that Docks & Harbors be compensated at rate of the highest commercial lot.

#

Date	Day	Time	Vehicles	vehicle + trailer
18-Jul	Thursday	2100	47	17
19-Jul	Friday	1300	45	35
19-Jul	Friday	2030	57	37
20-Jul	Saturday	1530	59	52
21-Jul	Sunday	1630	57	32
23-Jul	Tuesday	1400	43	23
25-Jul	Wednesday	800	48	25
26-Jul	Thursday	800	43	21
26-Jul	Thursday	1300	42	24
27-Jul	Friday	800	45	25
27-Jul	Friday	1330	47	30
28-Jul	Saturday	1100	73	51
28-Jul	Saturday	1600	60	45
29-Jul	Monday	800	50	32
29-Jul	Monday	1330	54	24
30-Jul	Tuesday	800	50	20
30-Jul	Tuesday	1300	44	26
31-Jul	Wednesday	800	46	23
1-Aug	Thursday	800	59	32
2-Aug	Friday	1300	57	43
8-Aug	Thursday	700	49	22
8-Aug	Thursday	1400	40	27
9-Aug	Friday	730	58	50
9-Aug	Friday	1830	65	66
10-Aug	Saturday	1500	71	81
11-Aug	Sunday	1330	73	66
12-Aug	Monday	730	51	20
13-Aug	Tuesday	1330	43	23
14-Aug	Wednesday	800	44	17
15-Aug	Thursday	800	44	16



PRELIMINARY SUBMITTAL

REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

DESIGN: _____ CHECKED: EES

DRAWN: EES APPROVED: _____

SCALE: SCALE IN FEET

0 25 50 FT.

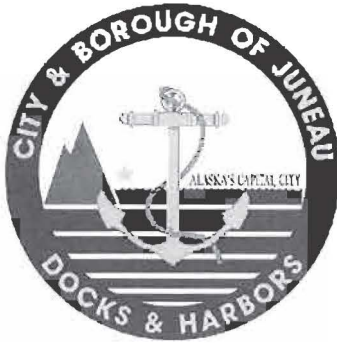
DATE: 08/15/13

CITY & BOROUGH OF JUNEAU, ALASKA
DOUGLAS HARBOR PARKING AGREEMENT
CONTRACT NO. DH13-XXX

SHEET TITLE: EXISTING CONDITIONS AND PROPOSED PARKING LAYOUT

PROJECT NO.: XXXXXX DWG. FILE: _____

1.00
SHEET
1 OF 1



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: August 7, 2013
Re: Online Boat Launch Ramp Sales Update

The online boat launch ramp permit sales has been useful to the users with the recent permit being purchased on August 3, 2013. Staff has reported the nearly 1,500 annual launch ramp permits sold through a combination of online and in office purchases. The daily launch ramp permits sold have been about 196 permits.

The figures are as follows:

Online annual ramp permits sales revenue: \$11,880.00= 125 annual launch ramp permits.

Online daily ramp permits sales revenue: \$910.00= 61 daily launch ramp permits.

For the conventional launch ramp permits report, staff had split up the accounting codes to show the revenues between Town and Statter and are as follows:

Town annual ramp permits revenue: \$53,910.00= 570 annual launch ramp permits

Town daily ramp permits revenue: \$588.00= 40 daily launch ramp permits

Statter annual ramp permits revenue: \$76,140.00= 805 annual launch ramp permits

Statter daily ramp permits revenue: \$1,400.00= 95 daily launch ramp permits



Port of Juneau

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To: Operations Committee
From: Dwight Tajon- Harbormaster
Date: June 20, 2013
Re: Norway Point Power

Alaska Light and Power changed out a transformer in the late 90's or early 2000 near the Aurora N- approach dock. The workers had also dug a trench from the transformer diagonally over to the Norway Point approach dock prior to the float being rebuilt and installed conduit. At the time it was asked why they were doing this and the foreman recognized the possibility for rebuilding of the float and dock.

AEL&P was contacted last month and asked to do a locate on this conduit to ensure that it is still in place and available to use. The measures that AEL&P took for this locate, was to blow compressed air in the line and see where it comes out by the approach dock. This attempt did not render good results. Another type of retrievable equipment was ordered to better assist in locating the buried conduit.

With the conduit in place this can serve a few purposes.

- Install limited 30 amp power on the float
- Lighting
- Be another area that we can utilize during the Aurora construction phases for boats to go to with minimal services.

The Norway point float is not a deep water moorage float but can accommodate vessels that are about 32-42 feet in length. Currently the float serves as a tie-up for vessels not requiring electricity and gillnetters needing to do net repair work during the gillnet fishing season, Juneau Youth Sailing Club and up to two house boats.

An aerial photograph of a parking lot and surrounding area. A long, narrow rectangular area on the left is outlined by a white line and labeled '356 feet'. A larger, roughly triangular area in the center is outlined by a white line and labeled '326 feet'. The parking lot contains several cars and a blue building. To the right is a multi-lane highway.

356 feet

326 feet



3D



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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Harbormaster's Monthly Report

August 15, 2013

1. Burned used oil buckets to downtown harbors
2. Clean out area by hill in Deharts lot and moved 40 foot connex.
3. Patched hole in parking lot 3x3, 100 lbs. D-1 - 3 buckets cold patch.
4. Installed 2nd fish table on main float.
5. Installed signage at end of SHA float. Assigned moorage only. Removed grass growing on launch ramp at ABLF. Re-install speed zone marker on s side was missing.
6. Cleaned ABLV launch ramp, swept off with power sweeper.
7. Repaint line in parking lot.
8. Brushed and trimmed around parking lot.
9. Installed signage at end of SHB float. Assigned moorage only.
10. Concrete patch on A & B floats.
11. Cut trees along guard rail on drive.
12. Washed walk from garage to ramp and office windows and sills.
13. Started clean up at Auk Nu cove.
14. Cut grass and brush at Amalga.
15. Electrical work on brown shed on floats.
16. Replaced wire rope on the two yellow hoists and performed monthly inspections
17. Repaired harbor carts, also transferred two carts to Taku Harbor
18. Cleaned launch ramp at North Douglas and Douglas
19. Secured loose planks at Douglas harbor
20. Tagged items on docks at all harbors

Erich Schaal

From: Carl Uchtyl
Sent: Friday, August 16, 2013 4:31 PM
To: Erich Schaal
Subject: FW: Web Form Mail:Amalga Harbor

From: Carl Uchtyl
Sent: Friday, August 09, 2013 8:54 AM
To: 'secs@gci.net'
Cc: Ashley Bruce
Subject: RE: Web Form Mail:Amalga Harbor

Ms. Harvey,

My apologies we were unable to place your concerns in front of the Docks & Harbors Board in July. Please be assured that Docks & Harbors places an emphasis on safe and secure facilities. Unfortunately, I will be unable to direct the removal of the fish cleaning station prior to this, the Golden Salmon Derby, weekend. I am willing to place the topic on the Docks & Harbors Operations/CIP Committee Meeting scheduled for August 22nd. Typically, bringing concerns like yours to a Docks & Harbors "Committee" first before a full "regular Board" meeting provides an opportunity for the staff to resolve in a more efficient manner. The Operations/CIP Committee will meet at 5 pm in Assembly Chambers.

Sincerely,

Carl

Carl J. Uchtyl, PE
Port Director
Port of Juneau
907.586.0294

From: secs@gci.net [<mailto:secs@gci.net>]
Sent: Thursday, August 08, 2013 1:22 PM
To: Carl Uchtyl
Subject: Web Form Mail:Amalga Harbor

Sender: Joan Harvey	Email: secs@gci.net Telephone: 907-789-5401
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Subject: Amalga Harbor

Message:

I was very disappointed to learn that our safety concern in regard to Amalga Harbor was totally ignored at the last Docks and Harbors meeting. We were told to document our concern, return it to the harbor office and it would be addressed at the meeting. Not a word was brought up. You can ignore our concern, but, it certainly is not going to make the problem go away. The cleaning table at the end of the dock needs to be removed to another area. At high tide there is very little space to dock your boat to load or launch and at low tide there is 50% less space. People choose to park their boat and clean their fish before getting their boat out. As many as 4 at a time. This creates a huge hazard as boats are trying to come in. We end up floating around in the tiny, rock infested harbor area trying to avoid hitting rocks and each other. Sometimes as many as 10 to 12 boats at a time. The creates a huge hazard and someone is going to get hurt or end up on the rocks. There is a private dock out there that has a cleaning table perhaps the city could put their cleaning table on a separate dock, but, the one on the end of the only launch/load dock needs to be removed. THE SOONER THE BETTER.... Please address this issue. I am trying to go through the right channels only to be ignored!