

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, October 20th, 2011

- I. Call to Order** (5:00 pm in the Assembly Chambers)
- II. Roll Call** (Greg Busch, Don Etheridge, Kevin Jardell, Eric Kueffner, Budd Simpson, and Michael Williams).
- III. Approval of Agenda.**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.

- IV. Public Participation on Non-Agenda Items.**
(Not to exceed five minutes per person or twenty minutes total time).
- V. Approval of September 22nd, 2011 CIP/Planning Meetings Minutes.**
- VI. Items for Action.**

None

- VII. Items for Information/Discussion.**
 - 1. PRAC Letter Regarding SeaWalk Easement on Docks and Harbors Managed Tidelands
 - 2. Process for Naming Docks and Harbors Facilities
 - 3. Review of Condition Report for DeHart's Haulout Structure

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: November 17th, 2011 at 5:00 p.m. at CBJ Assembly Chambers.

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
For September, September 22, 2011

I. Call to Order.

Committee member Mr. Williams called the meeting to order at 5:00 p.m.

II. Roll.

The following members were present: Mr. Williams, Mr. Simpson, Mr. Kueffner, and Mr. Donek.

The following members were absent: Mr. Jardell, Mr. Busch, and Mr. Etheridge.

Also in attendance was: Mr. Uchytel – Port Director, Mr. Gillette – Port Engineer and Ms. Danner – Assembly Liason.

III. Approval of Agenda.

MOTION by Mr. Simpson: ASK UNANIMOUS CONSENT TO APPROVE THE AGENDA AS PRESENTED. The motion passed without objection.

IV. Public Participation.

There was none at this time.

V. Approval of Previous Meeting Minutes.

MOTION by Mr. Simpson: ASK UNANIMOUS CONSENT TO APPROVE THE MINUTES FROM July 21, 2011. The motion passed without objection.

VI. Items for Action.

1. Contract Amendment for Statter Launch Ramp.

Mr. Gillette stated that this is the PND proposal to move us into the permitting phase of the Statter harbor launch ramp. They have completed the environmental assessment, and the next step is to get the Corp of Engineers permit.

This fee proposal includes (See Attached) the work necessary to prepare the permit and there is time in there to develop mitigation plan, which is a key element of the permit. This is a time and materials basis so depending on how smooth the process goes we may not spend this whole amount or end up spending more if it doesn't go smooth. Mr. Gillette stated that they have been working with the Corp throughout the environmental assessment process so we feel that we are in good shape to move forward but we need PND and HDR to assist us to carry out this phase.

Further discussion among the committee members and Mr. Gillette took place at this time.

Public Comments:

Mr. Watson stated that if we were to have to go to SEAL Trust purchase for additional land there was a issue last year where they had to pay almost double the assessed value was of the property and suggested that the board keep and eye on or be aware of this issue.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO FORWARD THE CONTRACT AMENDMENT IN THE AMOUNT OF \$172,000.00 FOR TIME AND MATERIALS FOR PND AND RECOMMEND THE FULL BOARD BRING IT TO THE ASSEMBLY FOR FINAL APPROVAL. The motion passed without objection.

VI. Items for Information/Discussion.

1. CIP Projects Schedule.

Mr. Gillette stated that he included a graphic schedule in the committee member's packets of the major projects that we have undertaken (See Attached). He projected them out based on our schedule as of now has done some research on the current ordinance and stated that it has been in affect for 26 years. He went over the ordinance with the committee members regarding what is classified as new construction and who it would apply to. The main concern expressed by the committee is what funding source would be used to support this 1% and what sort of things constitutes as art.

Mr. Gillette brought it to the committee members attention that the ordinance is quite old and that there should be some review of specific wording and an update done. He would like the committee members to review the ordinance and submit any comments or questions if need be to be submit to the Assembly.

Further discussion among the committee and Mr. Gillette took place at this time regarding what sort of art would be utilized for this project.

The recommendation by Mr. Gillette is to have the Board seek clarification what the ordinance is defining as art.

Ms. Danner stated that this topic had been brought up at the last Assembly meeting and feels that the funding source shouldn't be an issue and should be included in the project.

2. Draft CIP 5 Year Plan.

Mr. Gillette stated that there is a list in the committee members packets that he put together addressing the current projects that are in progress as well as projects needing to be done in the future. Mr. Gillette did not go over each individual project but gave a brief overview of the list.

Mr. Gillette asked the committee members to go over the attached list, make recommendations for additions or deletions, and other comments as appropriate.

Further discussion among the committee members and Mr. Gillette took place at this time.

3. Fisherman's Memorial Relocation.

Mr. Gillette stated that the Alaska Commercial Fisherman's Memorial Board had asked us to hold a public meeting and take comments, which took place on May 25th and extended the time from for written comments till the middle of June. What it basically comes down to is that they have 3 preferences, the first is to not construct Dock 16B. The second preference is to be relocated along the waterfront by Marine Park where it can continue to have open water access. The third preference is to relocate the Memorial along the Sea Walk between the IVF and the Franklin Dock as long as they are guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel. interpretation of what Federal Laws apply in terms of FAA and Interstate Commerce. He went on to explain this to the committee members regarding the loading of passengers as well as products on the Cruise Ships.

Further discussion took place at this time.

Mr. Gillette and Mr. Benner are working on a draft letter commenting on this noise ordinance.

Public Comments:

Mr. Watson stated that this ordinance can have a major impact on to the community. He stated that the Assembly is expressing some concerns regarding this ordinance also. The ordinance he feels needs a lot more work done and it is a goal to make it as palatable as possible. He stated that any input from Docks and Harbors would be very helpful at this time.

Further discussion among the committee members and Mr. Watson took place at this time.

VII. Member & Staff Reports.

There were none at this time.

VIII. Committee Administrative Matters.

The next meeting is scheduled for July 21, 2011 at 5:00 pm in the City Chambers.

X. Adjournment.

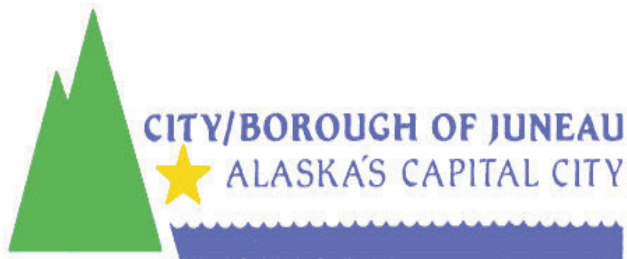
**MOTION by Mr. Preston: THE MEETING ADJOURNED BY UNANIMOUS CONSENT.
The motion passed without objection.**

CIP/Planning Committee Meeting Minutes

June 23, 2011

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The meeting was adjourned at 6:30 pm.



City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Port of Juneau MEMORANDUM

To: Docks and Harbors Board CIP/Planning Committee
From: Carl Uchytel, Port Director
Date: October 14, 2011
Re: PRAC Letter Regarding Seawalk Easement on Docks and Harbors
Managed Tidelands

The Docks and Harbors Board received a copy of a letter from the CBJ Park and Recreation Advisory Committee to the Mayor and Assembly dated October 3, 2011. The letter recommends that the Assembly set aside an easement on Docks and Harbors Board managed tidelands in front of the Goldbelt property (between Merchant's Wharf and NOAA). The letter states that an easement would "... ensure that future development or expansion in this area would require Seawalk planning and design development as stated in the Juneau Long Range Waterfront Master Plan ... and ... Provide CBJ Docks and Harbors guidance with future CBJ Tideland lease negotiations in this area."

Upon review of the letter Docks and Harbors Staff has the following comments regarding the reasoning for PRAC's easement proposal.

The PRAC's first reason for the easement is to ensure that a seawalk is developed in this area. The City Code Title 49 at Section 49.70.960(c)(6)¹ requires that new development and redevelopment provide a public seawalk as part of the project. Thus the proposed easement seems unnecessary and redundant.

The PRAC's second reason for the easement is to guide Docks and Harbors Board with future tideland leases in this area. Goldbelt has for many years expressed a desire to redevelop the Seadrome property which may require additional tideland lease area. The proposed easement may limit or restrict development opportunities on city tidelands and revenue potential for the Docks and Harbors Department. New development on the Goldbelt property may require leasing of city tidelands to meet

¹ Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to 20 percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

their obligation to provide a seawalk similar to what has been done in recent waterfront developments along South Franklin Street (People's Wharf and Pioneer Jewelers area for example).

The current lease with Goldbelt (dba Cultural Preservation, Inc.) was signed in May of 1998 for 35 years with a clause to extend for an additional 35 years unless D&H has "good cause" to terminate. The uplands filled tidelands rents for \$30,422 annually and the unfilled tide lands for \$6,025 annually. The files do not show any adjustment to this amount since the lease began.

It is Staff's recommendation that the Docks and Harbors Board not support an easement for a seawalk in the Goldbelt area (Merchant's Wharf to NOAA) at this time because it does not seem necessary due to the city code requirement for new or re-development projects to provide a seawalk along the waterfront and that the easement may limit potential revenue opportunities of the Docks and Harbors.



PARKS AND RECREATION ADVISORY COMMITTEE

155 S. Seward Street
Juneau AK 99801
(907) 586-5226

MEMORANDUM

Date: October 3, 2011
To: CBJ Assembly
CBJ Mayor, Mr. Bruce Botelho
FROM: Parks and Recreation Advisory Committee
Jeffrey Wilson, P.E. - Chair
RE: Marine Park Seawalk Connector

The City and Borough of Juneau Long Range Waterfront Plan, Adopted October 25, 2004 (Ordinance 2004-40) identified community priorities and uses of Juneau's Downtown waterfront.

Expanding public access and spaces along the waterfront, including the development of a Seawalk and waterfront parks was given the highest levels of consensus from the public, with 73% of survey respondents supportive or very supportive of the Seawalk concept.

The Marine Park, Under the Bridge Park and the Seawalk connector has continuously been chosen as one of PRAC's top annual priorities, since 2007. PRAC has worked closely with CBJ Engineering and Docks and Harbors to plan the development of this area into desirable public spaces and pedestrian corridors that residents and visitors can enjoy for waterfront recreation purposes.

On August 31, 2011, CBJ Mayor, Mr. Bruce Botelho, received a letter from Goldbelt, owner of the Seadrome waterfront property. The letter stated that Goldbelt is declining the City's offer of constructing the Seawalk adjacent to and through the Seadrome uplands property due to future development opportunities.

In light of the fact that the CBJ owns all the tidelands in front of the Seadrome Building, except for a small CBJ tidelands lease for Goldbelt's dock ramp, we request that the CBJ Assembly set aside a Seawalk corridor for future expansion of the Seawalk project in the area between Merchant's Wharf and the NOAA waterfront facilities. This would do two things: One, ensure that future development or expansion in this area would require Seawalk planning and design development as stated in the Juneau Long Range Waterfront Master Plan; and two, Provide CBJ Docks and Harbors guidance with future CBJ Tideland lease negotiations in this area.

The Seawalk project from Merchant's Wharf to the Under Bridge Park is very important to the overall success of the future of the downtown waterfront Seawalk.

CC: CBJ Docks & Harbors
CBJ Engineering
Goldbelt, Inc.



ENGINEERS, INC.

October 12, 2011

PND 112066.01

Gary Gillette
Port Engineer
CBJ Docks & Harbors Department
155 South Seward Street
Juneau, Alaska 99801

Subject: DeHart's Marina Boat Haul-Out Structure – General Condition Assessment

Dear Mr. Gillette:

The following report is a summary of the general condition assessment performed by PND Engineers, Inc. (PND) for the DeHart's Marina Boat Haul-Out Structure. The report includes recommendations to address the conditions noted, and provides a budgetary cost estimate for recommended repairs and/or component replacement. Specific designs necessary for repair and/or replacement work are not included in the condition assessment scope.

INSPECTION

The boat haul-out structure was originally constructed in the early 1980's (design drawings dated 2-14-80) from salvaged creosote treated timber materials, and is currently being used by a private business which leases the facility and Travelift from the CBJ.

The structure consists of two, 8-ft wide by 90-ft long piers supported by creosote treated timber piles and framed with creosote treated 12x12 pile caps, 6x18 stringers which span 18-ft between pile caps, and 3x12 decking. The Travelift travels along the inside edge of each pier directly above double, 6x18 stringers which bear on the 12x12 pile cap directly above the inside support pile.

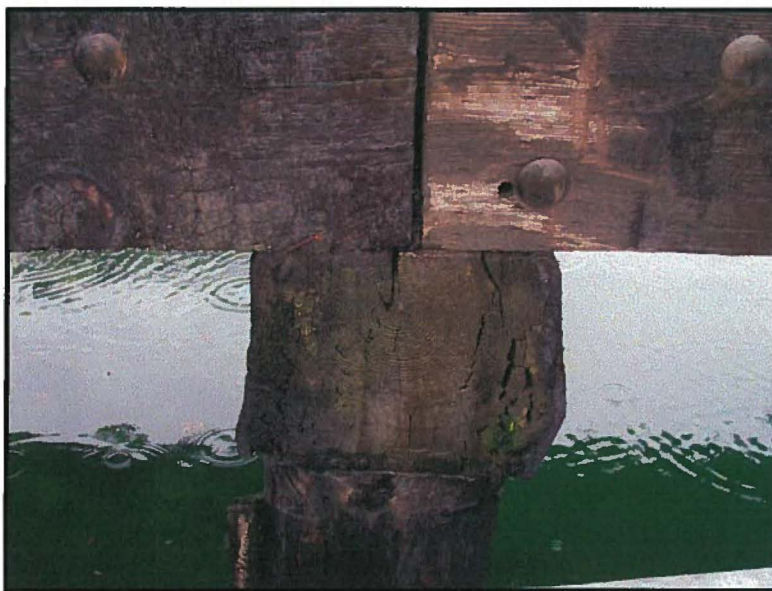
Observations:

In general, the boat haul-out structure is in poor condition. The following specific conditions were observed:

- Deck timbers are in fair condition. Substantial mechanical wear exists where the Travelift tires travel along the haul-out pier. Approximately 3/16"-1/4" of wear was observed full length of both haul-out piers. Since a pair of stringers (doubled) is located directly beneath the deck at these locations, the structure's load capacity is not limit by this condition. In addition, a significant portion of the decking at the shore end of the south pier has fire damage along the underside.
- The 6x18 stringers are in fair condition. Some fire damage exists on the stringers in the area mentioned above. The impact upon load capacity for these stringers is estimated to be minimal. At several locations, the butt-splice of load bearing stringers was observed to not be centered over the

Consequently, these stringers have minimal bearing on the pile cap and the potential exists for the stringers to come off the pile cap as a result of sudden movement/stoppage and/or failure of the degraded pile caps.

- The pile caps are in poor to very poor condition. All pile caps are split vertically allowing water to freely penetrate deep into the timber. As a result, several pile caps have deteriorated to the point where they have crushed under the loading imposed by the Travelift. This condition, coupled with the condition discussed above presents a potential for structural failure. Although the condition appears to have existed for some time, the potential for failure due to excessive crushing of the pile cap only increases with time. See attached instrumentation readings for indication of the level of pile cap degradation observed.



Typical crushed pile cap.



Minimal bearing of stringer on degraded pile cap.



Supplemental stringer bearing detail.

- In general, the timber support piles appear to be in fair condition. Pile 6B is split at the top, but adequate bearing appears to exist for the pile cap and the condition does not currently appear to be a detriment to the structure. The tops of all support piles are capped with asphaltic paper which has done well to protect this typically vulnerable area.
- Lateral bracing is in fair to poor condition. Broken bracing exists at two locations.

Recommendations:

The current condition of the boat haul-out structure warrants a complete replacement due to the safety concerns associated with the severely degraded pile caps. As a minimum, the load bearing stringers (directly below the Travelift tire path) need adequate, competent bearing area to safely support the loads currently being imposed on the structure. The photo above generally illustrates an acceptable method with which to accomplish this. Specific member sizes and hardware required would need to be determined.

Also, the lateral bracing that is broken should be replaced in-kind.

With the repairs and modifications identified above, PND recommends a maximum Travelift load limit of 25,000 lbs. Per manufacture's recommendations, this loading would impose a maximum wheel load of approximately 10,000 lbs., or roughly 20% of the allowable bearing capacity for a new 12x12 pile cap. It should be noted, that the repairs/modifications recommended are temporary to allow use of the structure on a short-term basis with the understanding that the structure ultimately needs to be replaced in-kind or with a viable alternative for removing and launching large boats.

October 12, 2011

DeHart's Marina Boat Haul-Out Structure – General Condition Assessment

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PND appreciates the opportunity we have had to assist you with this work, and we hope this information serves your needs. Should you have any questions, please feel free to contact us.

Sincerely,

PND Engineers, Inc. | Juneau Office



John DeMuth, P.E.

Principal | Senior Engineer

Attachments

TABLE 1

DATES: 9.28.11 AND 9.29.11

NOTE ABBREVIATIONS: DIA. = DIAMETER

SPLIT = VERTICAL SPLITS IN PILE

CREO = CREOSOTE

PIC. = PICTURE

ML = MUD LINE

GREEN = GREEN GROWTH

ABB. = ABRADED PILE

WORMS = SURFACE WORM HOLES

BARN = BARNACLES

Instrument: FAKOPP Microsecond Timer; Serial No.:FN-10/2010; Operator: Per Rasmussen, PND Staff Engineer

NOTES: 1) ~244 μ S/FT STANDARD WITHOUT TREATMENT THRU PILES2) 30% INCREASE IN STRESS WAVE TRANSMISSION TIMES IMPLIES 50% LOSS IN STRENGTH > 317 μ S READING3) 50% INCREASE IN STRESS WAVE TRANSMISSION TIMES INDICATE SEVERELY DECAYED WOOD > 366 μ S READING4) SEVERELY DEGRADED MEMBERS EXHIBIT VALUES 1,000 μ S OR HIGHER

ELEVATION REF.	PILE A	NOTES	PILE B	NOTES	PILE C	NOTES	PILE D	NOTES
BENT 1		BURIED		BURIED		BURIED		BURIED
STRINGERS		EXT. STRINGER 6" t MID SPAN B1PB TO B2PB						EXT. STRINGER 6" t MID SPAN B1PC TO B2PC
		111						111
		109						108
		104						108
BENT 2		PILE A NOTES		PILE B NOTES		PILE C NOTES		PILE D NOTES
MUD		345 10" DIA.		465 14" DIA.		310 12" DIA.		312 12" DIA.
LINE		327 ABB.		477 SPLITS		259 CREO.		303 CREO.
		325 GREEN		476 GREEN		250 GREEN		296
ML +5		555 9" DIA.		637 14" DIA.		234 11" DIA.		324 12" DIA.
		571		658 SPLITS		237		320 GREEN
		535		639 GREEN		232		322 ABB.
STRINGERS & PILE CAPS		EXT. STRINGER 6" t MID SPAN B2PB TO B3PB		PILE CAP 12 X 12		PILE CAP 12 X 12		EXT. STRINGER 6" t MID SPAN B2PC TO B3PC
		118		885 H = 9"		418 H = 9"		102
		120		894 CRACKS		411 CRACKS		97
		111		885		412		96
				732 H = 3"		1226 H = 3"		
				718		1254		
				704		1137		
BENT 3		PILE A NOTES		PILE B NOTES		PILE C NOTES		PILE D NOTES
MUD		226 12" DIA.		274 10" DIA.		258 11" DIA.		390 10" DIA.
LINE		219 ABB.		265 BARN		254 BARN &		362 BARN &
		220		264		267 MUSSELS		358 MUSSELS
ML +5		405 11" DIA.		309 12" DIA.		270 12" DIA.		352 11" DIA.
		403 SPLIT		278 BARN		267 BARN &		352 GREEN
		384		279		264 WORMS		352 ABB.
NEAR PILE CAP						327 12" DIA.		
						333		
						326		
STRINGERS & PILE CAPS		EXT. STRINGER 6" t MID SPAN B3PB TO B4PB		PILE CAP 12 X 12		PILE CAP 12 X 12		EXT. STRINGER 6" t MID SPAN B3PC TO B4PC
		111		1136 H = 9"		198 H = 9"		121
		110		1146 CRACKS		208 CRACKS		126
		108		1144		200		118
				886 H = 3"		274 H = 3"		
				864		270		
				878		270		
BENT 4		PILE A NOTES		PILE B NOTES		PILE C NOTES		PILE D NOTES
MUD		229 10" DIA.		304 13" DIA.		247 12" DIA.		223 10" DIA.
LINE		226 ABB.		291 ABB.		247 ABB.		220 ABB.
		228		283		244		217
ML +5		255 11" DIA.		360 14" DIA.		285 12" DIA.		214 10" DIA.
		254 MUSSELS		345 MUSSELS		279 MUSSELS		212 BARN
		256		343		274		213
NEAR PILE CAP				386 15" DIA.		453 14" DIA.		
				366 SPLITS		436		
				361		438		
STRINGERS & PILE CAPS		EXT. STRINGER 6" t MID SPAN B4PB TO B5PB		PILE CAP		PILE CAP 12 X 12		EXT. STRINGER 6" t MID SPAN B4PC TO B5PC
		121		465 3 STACKED		435 H = 9"		111
		128		452 TIMBERS		434 CRACKS		111
		125		443 MID TESTED		442		112
						207 H = 3"		
						206		
						206		
BENT 5		PILE A NOTES		PILE B NOTES		PILE C NOTES		PILE D NOTES
MUD		234 16" DIA.						
LINE		240 CLEAN						
		335 ABB.						
ML +5		331 16" DIA.		243 12" DIA.				
		337 MUSSELS		244 MUSSELS				
		318		249				
CROSS BRACE		267 12" DIA.		272 12" DIA.		272 14" DIA.		296 12" DIA.
-4'		270 BARN &		252 BARN &		273 BARN &		284 BARN &
		268 MUSSELS		253 MUSSELS		279 MUSSELS		283 MUSSELS
NEAR PILE CAP				199 12" DIA.		781 12" DIA.		
				196 SPLITS		744 SPLITS		
				195		733		
PILE CAPS				PILE CAP 12 X 12		PILE CAP 12 X 12		
				336 H = 9"		261 H = 9"		
				322 CRACKS		248 CRACKS		
				322		247		
				396 H = 3"		226 H = 3"		
				382		225		
				391		229		



DEHART'S MARINA
BOAT HAUL-OUT STRUCTURE

BOAT HAUL-OUT STRUCTURE



**DEHART'S MARINA HAUL-OUT STRUCTURE REPAIRS
ROM Cost Estimate**

Prepared By: PND Engineers, Inc., October 2011

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization/Demobilization	LS	All Req'd	\$5,000	\$5,000
2	Supply and Install Supplemental Stringer Bearings	EA	10	\$2,500	\$25,000
3	Supply and Install New Lateral Bracing	EA	2	\$3,000	\$6,000
ESTIMATED CONSTRUCTION BID PRICE					\$36,000
CONTINGENCY (5%)					\$1,800
TOTAL RECOMMENDED PROJECT BUDGET					\$37,800

