

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, October 21, 2010

- I. Call to Order (5:00 pm in ASSEMBLY CHAMBERS).
- II. Roll Call (Williams, Jardell, Kueffner, Preston, Wostmann, Donek).
- 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 Previous Meetings Minutes.

MOTION: TO APPROVE THE AUGUST 19, 2010 CIP/PLANNING COMMITTEE MEETING MINUTES AS PRESENTED OR AMENDED.

VI. Items for Action.

- 1. Juneau Port Construction
Presentation by Howard Lockwood

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- 2. Direct Market Fisheries Study - Grant
Presentation by Port Engineer

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- 3. Cruise Terminal Rest Room Report
Presentation by Port Engineer

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VI. Items for Action(continued)

4. Under Bridge Park Concepts
Presentation by Port Engineer

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VII. Items for Information/Discussion.

1. South Harris Planning
Presentation by Port Engineer
2. Marine Park/Sea Walk Planning
Presentation by Port Engineer

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: November 18, 2010

X. Adjournment.

**MOTION: ASK UNANIMOUS CONSENT TO ADJOURN THE CIP/PLANNING
COMMITTEE MEETING.**

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES

For Thursday, August 19, 2010

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. Kueffner, Mr. Preston, Mr. Jardell, and Mr. Donek.

The following member was absent: Mr. Wostmann.

Also in attendance were: Mr. Stone – Port Director and Mr. Gillette – Port Engineer.

III. Approval of Agenda.

Mr. Gillette stated that under items for information he would like to add #2 float plane float and Norway Point development planning.

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

IV. Public Participation.

There was none at this time.

V. Approval of Previous Meeting Minutes.

MOTION by Mr. Donek: ASK UNANIMOUS CONSENT TO APPROVE THE PREVIOUS MINUTES OF July 22, 2010. The motion passed without objection.

VI. Items for Action.

1. Aurora Harbor Rebuild.

Mr. Stone stated that they have developed a concept plan for Aurora Harbor rebuild (See attached). He went over the plan with the committee members and the cost for the rebuild. He said that they have applied for a State Harbor Grant of 2 million dollars to be matched with 2 million of harbor money. The thought was that this amount would probably do the south portion of the harbor, floats A and B. This would leave the remaining floats to be completed later of which at this time there is no funding identified for this. Mr. Stone stated that we need to look into getting support for additional funding.

Mr. Stone recommended that we at least inform the Assembly that this is a capital improvement need of the docks and harbors and they should at least consider this in the next few years when they are looking at sales tax extensions and/or any general obligation bonds.

CIP/Planning Committee Meeting Minutes

August 19, 2010

Page 2

Mr. Stone stated that what he is looking for from this committee is a recommendation to the full board that we provide notice to the Assembly that funding will be needed in order to complete the rebuild of Aurora Harbor.

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

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND THAT THE BOARD REQUEST THE ASSEMBLY CONSIDER FUNDING TO DO THIS PROJECT AT LEAST TO GET IT ON THEIR RADAR SCREEN. The motion passed without objection.

2. Statter Harbor Repair Projects.

Mr. Stone stated that in the member's packet there is a cost estimate for repairs to be done at Statter Harbor (See attached). He stated that we are no where near able to do these projects with the harbor revenues. He stated that there are several things going on out at Statter Harbor. There is the launch ramp project that we are all familiar with. The cost estimate for this project is going to be about 10 million, which moves around a bit because we are still going through the permit process and the regulatory agencies can greatly influence how much it will cost. When this project is done it will leave some money for dealing with the Statter Harbor float system. With the remaining funds Mr. Stone stated that we would like to start working on the basic moorage system. There are a few priorities; one is the gang way going to the landing float which is in need of being replaced.

The harbor electrical feed into Statter Harbor is marginal and needs to be dealt with. Then there is a section starting at the gangway head float that is in need of being replaced. The reason for this is to follow with the master plan of building the new Dehart's floats for moorage.

The last priority is dealing with the replacement of the anchors of the breakwater. He went on to show the committee members the way the anchorage works and where the wear and tear may possibly be. The expectancy of life for these is twenty years and we are there now. He stated that we would systematically go through and replace these chains and will take several years and more money but at least we will get started on the places with the highest wear areas.

This is all rebuild work so it can be done under a general permit with the Corp of Engineers.

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

Mr. Stone stated that what he is looking from this committee is to move forward with this work and get a bid packet ready to put out.

More discussion took place regarding the replacement of the anchorage for the breakwater and where the funding sources would be coming from.

MOTION by Mr. Donek: ASK UNANIMOUS CONSENT TO FORWARD THIS TO THE FULL BOARD FOR APPROVAL OF STAFF TO PROCEED WITH GETTING COST ESTIMATES FOR THESE PROJETS AT STATTER HARBOR AND FINAL APPROVAL BY THE ASSEMBLY. The motion passed with out objection.

3. DeHart's Marina Replacement/Fuel Dock Relocation.

Mr. Stone stated that the condition at DeHart's is well known to all the committee members. There is one main issue and that is that under the lease with Petro Marine they are getting a bit nervous because the pipes for the fuel float and is getting tough to keep their pipes out of the water. We have approached them in regards to moving them sooner than later recognizing that it could be a few years before we replace the DeHart's Marina moorage and towards that end we asked them to think about maybe moving to the Statter Harbor float system somewhere.

They are thinking about it, and what Mr. Stone wanted to do was at least get recognition from the Board and even potentially approval to continue discussions with them about trying to relocate them if possible. It is likely that we will have to renegotiate the lease and there will be changes in terms and conditions of which he is sure it will come back to the board several times.

We do get a good chunk of revenue from them and Mr. Stone stated we would surely not want to lose them. One area that has been discussed is along the main float and he went on to explain this to the committee members at this time.

The second issue that Mr. Stone spoke about with the DeHart's Marina is what to do with the patrons if it gets to the point that we would have to close it down and we don't have replacement moorage built.

There are a couple approaches to handle the moorage, one is to at least notify the patrons that there will be a dilemma of having to close the facility and there is a likelihood that we may not be able to replace it by that time and possibly have them look for arrangement to look for alternate arrangements. We do have other stalls in our harbor system where we can accommodate some of the people and even if the timing were such we rebuild it in the winter and move them to the Statter facility for a winter while it is done.

There is some other issues regarding moving the patrons over to Statter and they are the electricity is not the same and the first come first serve open moorage concept. The final issue is going to be people that are on the transient dock questioning why we are assigning permanent moorage to the Dehart's patrons. We could get by this if it were a temporary thing.

Mr. Stone stated that there are no easy solutions to this and he suggested that the best one would be to try to find funding to rebuild it and the estimate is about 5 million.

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

Public Comment: Mr. Fisk commented regarding adding additional moorage out at the Statter Harbor. He stated that with the funding source available at this time that some of the projects should be done now.

Public Comment: Ms. Danner inquired about the way the transient moorage works out at Statter Harbor regarding a possible Mediterranean style moorage. Mr. Donek stated that it wouldn't work due to the tides and the depth of the water.

More discussion took place at this time.

MOTION by Mr. Jardell: ASK UNANIMOUS CONSENT TO GIVE DIRECTION TO THE PORT DIRECTOR TO ENTER INTO DISCUSSIONS ON WHERE THE FUEL DOCK MAY BE RELOCATED FOR THE PURPOSES OF BRINGING BACK SOME PROPOSALS TO THE CIP TO LOOK AT AS TO ALTERNATIVES OF WHERE IT MIGHT BE FUNCTIONALLY DUABLE. The motion passed without objection.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO FORWAR THIS TO THE FULL BOARD TO COME UP WITH SOME TYPE OF PLAN OR FORMAL DOCUMENT TO BE WORKED OUT AND THEN BE ABLE TO PRESENT IT TO THE ASSEMBLY FOR FUNDING OF THE REBUILD OF DEHARTS MARINA. IN ADDITION TO THIS ASK THAT NOTIFICATION BE SENT TO ALL THE STALL HOLDERS OF DEHARTS MARINA OF THE POSSIBLE CLOSURE OF THE FACILITY WITH ALL KINDS OF OPTIONS. The motion passed without objection.

4. ADOT STIP List.

Mr. Gillette stated that every year we get asked by DOT what our needs are that they will then evaluate and ultimately decide whether it goes on to the statewide transportation improvement program list. Mr. Gillette went over the current list with the members at this time (See attached).

Mr. Gillette is recommending that we remove numbers 1, 2, 3, 6, 7, 9, and 11 from the list and to retain projects numbered 5, 8 and 10 and project #4 should have the dollar amount modified from 300,000 to 17,000,000 (See attached list).

After further discussion among the committee members and staff they concluded that the committee would like to see the list priorities with the highway related projects at the top of the list. They also discussed the entrance ways into the harbors via the main highway and the concerns for safety issues in these areas. It was then discussed more in regards to combining the two highway items and removal of the harbor building construction projects.

Further discussion took place at this time.

After further discussion the committee concluded that they would combine the highway related

intersection ones into one and put them at the top of the list and remove the new Harbormaster building.

MOTION by Mr. Donek: ASK UNANIMOUS CONSENT TO FORWARD THE LIST TO THE FULL BOARD FOR APPROVAL AND THEN FORWARD THE LIST ON TO ADOT. The motion passed without objection.

5. Cruise Terminal Restroom Study.

Mr. Gillette stated that during the design process for this project the issue was brought up by some of the vendors and others that we should look at the adequacy of toilet rooms in this area. The tram has facilities and under their lease agreement it is that these facilities would be provided to the public. He stated that they have been talking with people in this area and this is one of those things that if you needed a toilet there are never enough around. We are trying to get a handle on what is the real need? At certain times of the day there is quite the influx of people coming from other areas to catch their tours.

Mr. Gillette stated that what we thought we could do is expand the contract that we have with Jensen Yorba Lott, who have been doing the design work for us. Have them take a look at trying to identify what the need is and then come up with some concepts. What we found with the survey is that there is sort of a gap of toilet facilities between the tram building and the parking garage.

The biggest need is at the tram area and Mr. Gillette has come up with three scenarios, one is adding on to the tram facility. Second would be a separate facility but he isn't exactly sure where that would be possibly on some of the uplands area. Finally, look at some sort of facility out on the dock area and the distinction is that building them on the dock structure is more expensive to get the utility lines up there than if you were on land.

Mr. Gillette has asked Joan to put together a scope of work and a fee proposal to take a look at the needs, come up with some concepts, and some cost estimates. The fee proposal to have this done is \$13,700.00 which would just be added to their existing contract.

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

Public Comment: Ms. Danner stated that with the amount of passengers coming into town there is a definite need for enough stalls to accommodate them.

MOTION by Mr. Jardell: ASK UNANIMOUS CONSENT TO MOVE THIS TO THE FULL BOARD WITH A RECOMMENDATION THAT THE STUDY IS DONE, AND THAT THE PORT DIRECTOR ENTER INTO DISCUSSIONS WITH THE CITY FOR MAINTENANCE AND OPERATIONS OR SOME TYPE OF AGREEMENT ON MANAGEMENT OF THE FACILITIES. The motion passed with a 5 to 1 vote.

VII. Items for Information/Discussion.

1. Fisherman's Memorial Committee Comments on 16B.

Mr. Stone stated that they had met with the committee about a month ago and spoke with them about plan 16B. He had a power point and went over where the traditional blessing of the fleet is held each spring. He went over the alternatives for relocation of the ceremony with the committee at this time.

The fleet committee members had a meeting and they considered the pros and cons they stated that they don't think that it will work with the new dock and now the only solution is not to build 16B or to move the memorial to a place where we can do this ceremony the way it has been done in the past.

Mr. Stone stated that he is going to try and talk to them again to see if we can convince them to maybe move the blessing of the fleet ceremony down to the float. This would offer them an opportunity for expansion and would provide a much closer venue to the vessels than they have been able to provide in the past.

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

2. Float Plane float and Norway Point.

Mr. Gillette stated that the Public Works and facility is moving out of their building under the bridge soon. It is getting to be that time that we should be thinking about what we want with the area to accommodate and use. He said what we should do is hire a firm to take a look at the area first and also the Norway Point area, primarily because we have been getting some requests for lease space to put up buildings to support some of the charter boat operators and other business. It would be worth while to take a look at what sort of things could be accommodated in the space and get some ideas out on the table.

If the committee concurs Mr. Gillette will select a firm to take a look at this with us. The committee concurred and staff will move forward on this.

Public Comment:

Mr. Fisk discussed with the committee what were some of the original plans for the area, south of the bridge and what were some of the ideas to utilize it at that time.

Further discussion took place at this time.

CIP/Planning Committee Meeting Minutes

August 19, 2010

Page 7

VIII. Member & Staff Reports.

There were none at this time.

IX. Committee Administrative Matters.

The next meeting will be rescheduled for later date as many of the committee members will be out of town.

X. Adjournment.

**MOTION by Mr. Donek: ASK UNANIMOUS CONSENT TO ADJOURN THE MEETING.
The motion passed without objection.**

The meeting was adjourned at 7:00 p.m.

JUNEAU PORT DEVELOPMENT LLC

P.O. BOX 20734
JUNEAU, ALASKA 99802
PHONE (907) 209-4250
FAX (907) 463-3055
juneau_port_dev@hotmail.com



John M. Stone, P.E.
Port Director
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

October 8, 2010

John,

As instructed by the Docks & Harbors Board Chair, Jim Preston, after my updated presentation at the regular Board meeting on September 30, 2010, please schedule an action item, to be presented by me, to the CIP Committee meeting on October 21, 2010 and to the full Docks & Harbors Board meeting on October 28, 2010.

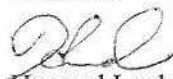
I will make a PowerPoint presentation at both meetings and will be asking for a vote of approval of the Project Concept Plan, as presented, together with approval of an additional 2-year time period, of which to acquire the permits necessary, in order to start work on the Harbor Facility.

CC: Mike Williams- CIP Chair
Jim Preston- Board Chair

Attachments:

Letter to John Stone - Sept. 14, 2010
Coastal Project Questionnaire and Certification Statement - May 1, 2008

Regards,


Howard Lockwood
Manager

JUNEAU PORT DEVELOPMENT LLC

P.O. BOX 20734
JUNEAU, ALASKA 99802
PHONE (907) 209-4250
FAX (907) 463-3055
juneau_port_dev@hotmail.com

John M. Stone, P.E.
Port Director
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

RECEIVED
SEP 15 2010

BY:

September 14, 2010

John,

Pursuant to Page 6 of 22, Paragraph 5, (a), (b) and (c), of the Lease by and between CBJ Docks and Harbors Board and the Juneau Port Development LLC, which was recorded at #2007-007947-0, Juneau Recording District on December 10, 2007, I would like to schedule a time for me to present a chronological report of the activity and progress that has been made thus far, in the ongoing endeavor to plan, design, permit, construct, and operate a harbor facility, which would accommodate vessels between 80 feet and 300 feet, together with the related infrastructure and newly created uplands.

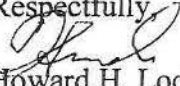
There is the need of approval of the concept modification, which would extend construction of the harbor wall across the face of AML's facility. The exact provision of this has yet to be negotiated between AML and Juneau Port Development LLC.

Also, the need of approval of the concept to plan, design and construct approximately 75 waterfront apartment units at the Little Rock Dump sewer waste disposal site.

We should schedule approximately 15 minutes for the power point presentation and then whatever time is necessary for the Board members to ask questions.

I will be asking for a formal vote of approval of the concept plan and engineering drawings, prepared by PND Engineers, Inc, together with the modifications, as outlined above, details of which are to be presented at this meeting, together with recognition, that at best, it will take between 18 and 24 months before work can actually start on construction of the harbor wall and placement of the fill behind.

Respectfully,


Howard H. Lockwood
Manager

5. AUTHORIZED USE OF LEASED PREMISES

(a) Lessee agrees to use the Leased Premises to plan, design, engineer, permit, finance, construct, sub-lease, and operate a full-scale harbor marina complex, together with uplands commercial marine-related facilities, a public park, and all of the related amenities necessary for the operation of these facilities and improvements.

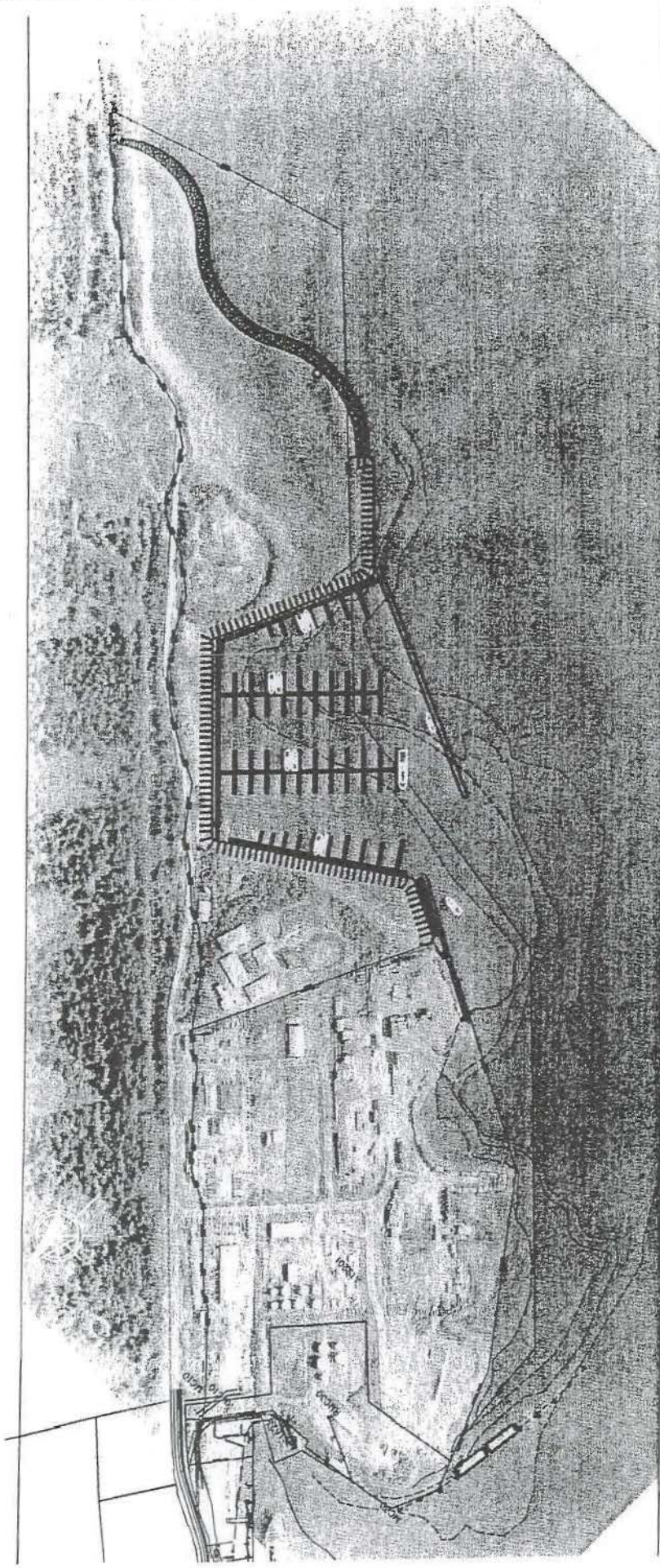
(b) Lessee shall be responsible for obtaining all necessary permits and approvals that may be necessary for Lessee's development of the Leased Premises.

(c) Lessee agrees to obtain and have in place the permits and approvals necessary to start construction of the harbor facilities and amenities listed in subsection (a) of this Section 5 within 36 months after the effective date of this Lease. The site plan, conceptual design, cost estimates, and construction plan and schedule for the development of the Leased Premises will be presented to the Port Director and the City Docks & Harbor Board for review and approval prior to the commencement of any construction, unless otherwise agreed in writing by the parties. If Lessee does not have the permits in place within 36 months after the effective date of this Lease, the Lease shall terminate; provided, Lessee may request in writing to the Port Director that City extend the 36-month planning and permitting period if Lessee makes a showing satisfactory to

City that it has pursued the planning and permitting for its development of the harbor facilities on the Leased Premises with all due diligence and cannot meet this 36-month deadline for reasons beyond its control. Any extension to this 36-month period must be approved in writing by the Port Director.

(d) Lessee agrees to complete construction and commence operation of the harbor facilities and amenities within 48 months after Lessee has been issued all the permits and approvals necessary to start construction. If Lessee does not complete construction and commence operation within this 48 month period, the Lease shall terminate; provided, Lessee may request in writing to the Port Director that City extend this 48-month period if Lessee makes a showing satisfactory to City that it will complete construction and commence operation of the harbor facilities and amenities with all due diligence and cannot meet this 48-month deadline for reasons beyond its control. The time period of any such extension shall be decided by the Docks and Harbors Board; any extension must be in writing by City.

(e) The Leased Premises shall be used only for purposes within the scope of Lessee's lease proposal and the terms of this Lease, and in conformity with the City and Borough Code, and all applicable State and Federal laws and regulations. Use or development of the Leased Premises for other than the authorized uses shall constitute a violation of this Lease and subject the Lease to cancellation at any time. Lessee acknowledges that the Leased Premises adjoin the Juneau Wastewater Treatment Plant and that the Treatment Plant does and will cause the release of malodorous vapors. Lessee agrees to hold City harmless from any and all effects resulting from or caused by any and all such releases. This indemnification provision is in addition to the hold harmless and indemnification provision set out in Appendix C, Section 9, of this Lease, which also applies to this Lease.



PRELIMINARY

JUNEAU PORT DEVELOPMENT LLC

CONCEPT NO. 4
ENLARGED SCALE DEVELOPMENT PLAN
THIS PROJECT (06-072081.0) FILE REG.



3500 Glacier Highway, Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.gad.state.ak.us

ENGINEERS, INC.
APPROVED: [Signature] DATE: 02/28/08
DRAWN: [Signature] DATE: 02/28/08

REV.	DATE	DESCRIPTION	CHKD.	APP.

JUNEAU PORT DEVELOPMENT LLC
3500 Glacier Highway, Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.gad.state.ak.us

SCALE IN FEET
0 250 500 FT

APPROVED: [Signature] DATE: 02/28/08
DRAWN: [Signature] DATE: 02/28/08

JUNEAU PORT DEVELOPMENT LLC
CONCEPT NO. 4 - DEVELOPMENT PLAN

PRELIMINARY BUDGET ESTIMATE
Prepared By: PND Engineers, Inc. on February 28, 2008

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization	LS	All Req'd	8%	\$6,411,840
2	Construction Surveying	LS	All Req'd	\$100,000	\$100,000
3	Sheet Pile Bulkhead	LF	3830	\$6,000	\$22,980,000
4	Dredging	CY	950,000	\$20	\$19,000,000
5	Imported Bulkhead Fill	CY	150,000	\$20	\$3,000,000
6	Armor Rock	CY	20,000	\$50	\$1,000,000
7	Beach Access Trails	LS	All Req'd	\$300,000	\$300,000
8	Bulkhead Fender System	LF	300	\$1,000	\$300,000
9	Bulkhead Concrete Face Apron	LF	3830	\$1,000	\$3,830,000
10	ADA Compliant, 6' x 80' Covered Aluminum Gangway	EA	4	\$100,000	\$400,000
11	Moorage Floats Including Anchor Piles, Power & Lighting, Domestic Water & Fire Suppression, Life Safety Equipment	SF	121590	\$200	\$24,318,000
12	24' x 1420' Floating Breakwater w/Anchors	SF	19680	\$250	\$4,920,000
ESTIMATED CONSTRUCTION BID PRICE					\$86,559,840
CONTINGENCY (15%)					\$12,983,976
OTHER INDIRECT COSTS (15%)					\$12,983,976
TOTAL RECOMMENDED PROJECT BUDGET					\$112,527,792

DRAFT

JUNEAU PORT DEVELOPMENT LLC

P.O. BOX 20734
JUNEAU, ALASKA 99802
PHONE (907) 209-4250
FAX (907) 463-3055
juneau_port_dev@hotmail.com

May 1, 2008

Coastal Project Questionnaire and Certification Statement Background & Project Description Test Facility at Portion of ATS 556A

Ownership:

The area is filled tide and submerged land at ATS 556A, owned by the State of Alaska, conveyed to the City & Borough of Juneau, by the State of Alaska, for management, through ADL 106678, dated February 14, 2001, under the provisions of AS 38.05.825.

The property involved in this application is a portion of ATS 556A, the area known as the Little Rock Dump. It is partially filled tide and submerged lands, created by the deposit of crushed rock and sand from the AJ Gold Mine, upon the original beach, during its operational days, over 70 years ago. Local residents historically used the area for a **rifle, pistol and shotgun shooting range, car dump and boat dump.**

Material:

The area contains rock and sand material, which was discharged from the A.J. Mine and placed on the surface of the existing beach, to an area approximately 5 ft. above mean high tide. Continual erosion and wave action over the years has cut this bank down and washed much of the light material out to sea and left the heavier material, such as **old car parts, boat parts, rusty iron, lead bullets, lead birdshot B-B's, burnt battery plates, burnt tire weights etc.**, to list a few, on the surface of the sand, which is washed and moved about daily by the tidal wave action.

Project Objective:

The proposal is to remove the top 1 ft. to 2 ft. of known undesirable material and place this material inside approved containment boom areas for processing. In order to accommodate the need for the screening, classification and removal of the undesirable material, this material will be scraped into piles, working only at low tide with a cat and loader, and then carried to a place inside the boomed off area, where it will be lifted by the use of a vacuum dredge system, sand pump or sand screw, to a working area above +20.8 MHW (mean high water), for separation by gravity, with the **old car parts, boat parts, rusty iron, lead bullets, lead birdshot B-B's, burnt battery plates, burnt tire weights etc.**, being removed and sent to a proper place for disposal. The inert sand and rocks remaining will be stored and examined for its quality, to be used for fill behind the Boat Harbor retaining wall, to create the new Public Recreational Park, together with creating the new usable Uplands. No chemicals will be used in this process. After this is completed, 20 additional samples will be taken for examination, from test holes drilled to -20 MLT (mean low tide), inside the potential Harbor area, at locations to be determined by agreement, with the DEC.

Process:

The applicant approached the Docks and Harbors Board in March 2001, with the concept proposal to Plan, Design, Engineer, Finance and Construct and Operate a Harbor and related Upland facilities at this site, at no cost to the City or its taxpayers. The Docks & Harbors Board approved this concept, unanimously, in 2002 with the following conditions and stipulations:

- a. The project must be in accordance with and compatible to the provisions of the New Long-Range Waterfront Plan.
- b. The project must be certified by the City Law Department, to be in total compliance with all Federal, State and City Laws, Regulations and Ordinances.

The title and equity interest of all improvements created by this endeavor, including the Harbor facility, its Docks, Ramps, Breakwaters, newly created Uplands, newly created Public Park, together with the Park

Infrastructure, will vest in title to the City, at no cost to the City or its taxpayers. The project will be Designed, Permitted, Financed, Constructed and Operated, entirely with private enterprise capital.

After nearly four years of meetings, presentations, reviews, comments, analyses and changes, together with providing a Final Lease document, with the provisions necessary to carry the project through to successful fruition in the Private Sector market, the Ordinance, prepared by the City Law Department, supporting the Final Lease, was presented to the City Assembly, at its regular scheduled meeting on August 6, 2007, for review and approval.

- a. The Ordinance #2007-43 was approved by the City Assembly, at its regular scheduled meeting on August 6, 2007.
- b. The Lease between the City & Borough of Juneau and Juneau Port Development LLC was signed on November 14, 2007 and recorded on December 10, 2007, Recording No. 2007-007947-0.

The Lease, signed between Juneau Port Development LLC and the City, provide that the project would be developed in two phases.

Phase No.1: Permitting

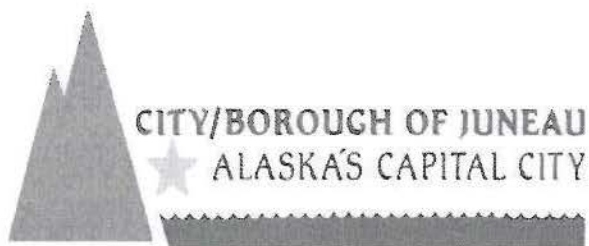
- a. This application is to procure the necessary permits, review and approval from all agencies, by the installation and operation of a test facility, in order to develop and demonstrate the procedure, which is planned for use in the construction method for creation of the Harbor, Uplands and Public Park.
- b. The intent is to present a concept of the entire project, but only apply for the Phase No. 1 permit, which will involve working with the various Federal, State and City agencies, in order to remove and isolate known undesirable materials, **old car parts, boat parts, rusty iron, lead bullets, lead birdshot B-B's, burnt battery plates, burnt tire weights etc.**, which exist in and upon the top 1 ft. to 2 ft. of the entire area. This is to be done prior to drilling the test holes, which are required by DEC, to analyze the sand at deeper levels.
- c. During this testing period, the applicant will be working on the final Design, Cost and Engineering for the entire project. The final Engineered plan and procedure for the movement of the dredged material from the Harbor area, to be used as fill for the creation of the new

Public Park facility, together with newly created Uplands for the benefit of the various City controlled projects, will be processed for permitting in the Phase #2 application.

Phase No. 2: Construction

- a. Involves the final phase of all Infrastructures, providing for Engineering, Financing, Construction, completion and Operation of the entire facility.
- b. Using the information obtained from the work and test performed in Phase #1, and after having received approval from all agencies of the methodology, which had been developed by and through the activation and use of the test facility, an amended version of this application will be presented for the actual construction of the Harbor. The Phase #2 permit application will include detailed Engineered drawings, which will include supporting calculations for the actual work to be required. The Phase #2 permit application will be forthcoming, on or before 36 months (3 years), from November 14, 2007, unless extended, in writing, by all parties


Howard H. Lockwood,
Manager



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

Port of Juneau

ALASKA FISHERIES DEVELOPMENT FOUNDATION GRANT

PLANNING FOR DIRECT MARKETING FACILITY in JUNEAU, ALASKA

STATEMENT OF WORK

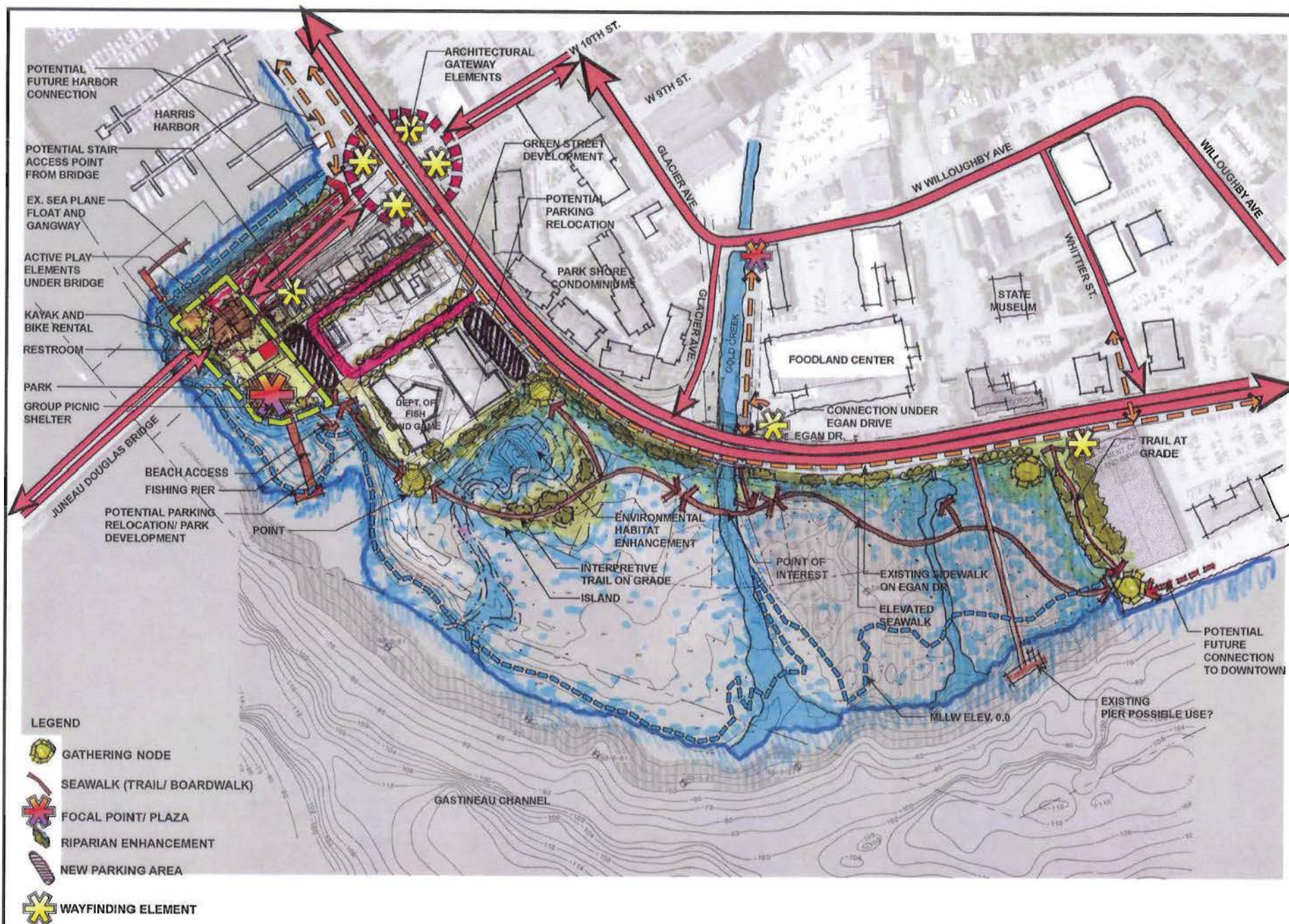
- I. Project Title: Juneau Harbors Direct Marketing Facilities Planning
- II. Project Manager: Gary Gillette, Port Engineer / City & Borough of Juneau, Docks & Harbors Department
- III. Project Start / End Dates: Work on the project would begin in approximately 30 days after official notice of grant award as the Assembly must adopt an ordinance appropriating the funding. All work would be completed by March 31, 2011
- IV. Project Background: For many years there have been discussions of providing area salmon fishermen with improved facilities from which to retail their product direct to the public. Juneau represents the largest market in Southeast Alaska, with some 30,000 residents. This represents a substantial opportunity for fishermen to sell direct for local consumption. Many locals have also expressed interest in purchasing fish directly from fishermen to ship to relatives and friends in the Lower '48. We also receive more than 1 million visitors each year. If a fishermen's direct marketing location becomes well established, it could become an attraction for some of those visitors, with additional direct market opportunities for the fishermen. There is already a certain amount of direct sales taking place off vessels in our harbors. However, there are problems with lack of dedicated spaces and facilities, and poor communication with the potential buying public. Typically, fishermen put up "jury rigged" cardboard signs on the highway near harbor facilities.
- V. Objectives: 1.) Develop a coherent approach to helping fishermen direct market salmon to the public in Juneau. 2.) Improve access for Juneau residents and visitors to high quality, "right off the boat" locally caught Alaska salmon

- VI. Results / Deliverables: Using in house management and planning capabilities along with contractual services of architectural / engineering consultants we will develop plans to integrate fishermen's direct marketing facilities into at least one, and possibly two of Juneau's four small boat harbor facilities. Target facilities are Don D. Statter Harbor in Auke Bay and Harris Harbor or Aurora Harbor in downtown Juneau. In the case of Statter Harbor we are in design phase of a major harbor upgrade and major maintenance project. Statter Harbor is very heavily utilized by local residents and represents an excellent point of contact between commercial fishermen taking part in the Lynn Canal salmon fisheries and the Juneau public. Harris and Aurora Harbors are adjacent to one another in downtown Juneau. Harris was recently rebuilt. Reconstruction of Aurora is planned. Egan Drive, our major thoroughfare passes right by both harbors.

Plans will address: a.) harbor moorage management to facilitate fishermen's sales, b.) evaluation of alternative upland facilities within the harbor areas, c.) investigation of effective signage to notify the public of vessels in port and what they are selling; d.) potential integration with Juneau's "Saturday Market"; and d.) compliance with applicable DEC direct marketing and ADF&G catcher seller regulations.

- VII. Benefits to Salmon Fisheries / Salmon Fishers / Communities: Increased, higher value retail sales and enhanced community awareness of local fisheries and fishermen and better access to top quality seafood.
- VIII. Milestones / Timelines: Completion of studies and plans by March 31, 2011
- IX. Partners: We intend to consult with the Juneau Fisheries Development Committee, a nine member committee appointed by the CBJ Assembly for the purpose of advising and assisting the Assembly regarding all aspects of fisheries development and enhancement in the Juneau area. In addition we intend to consult with the Juneau Economic Development Council, which was established to enhance economic development opportunities in the community.
- X. Budget:

	FY11	FY12	Total
100 Personnel	\$9,000		
200 Travel			
300 Contractual	\$14,000		
400 Supplies	\$1,000		
500 Equipment			
Total Direct Costs	\$25,000		



ALTERNATIVE #1

Scale: 1" = 100'

0' 100' 200'



CITY/BOROUGH OF JUNEAU

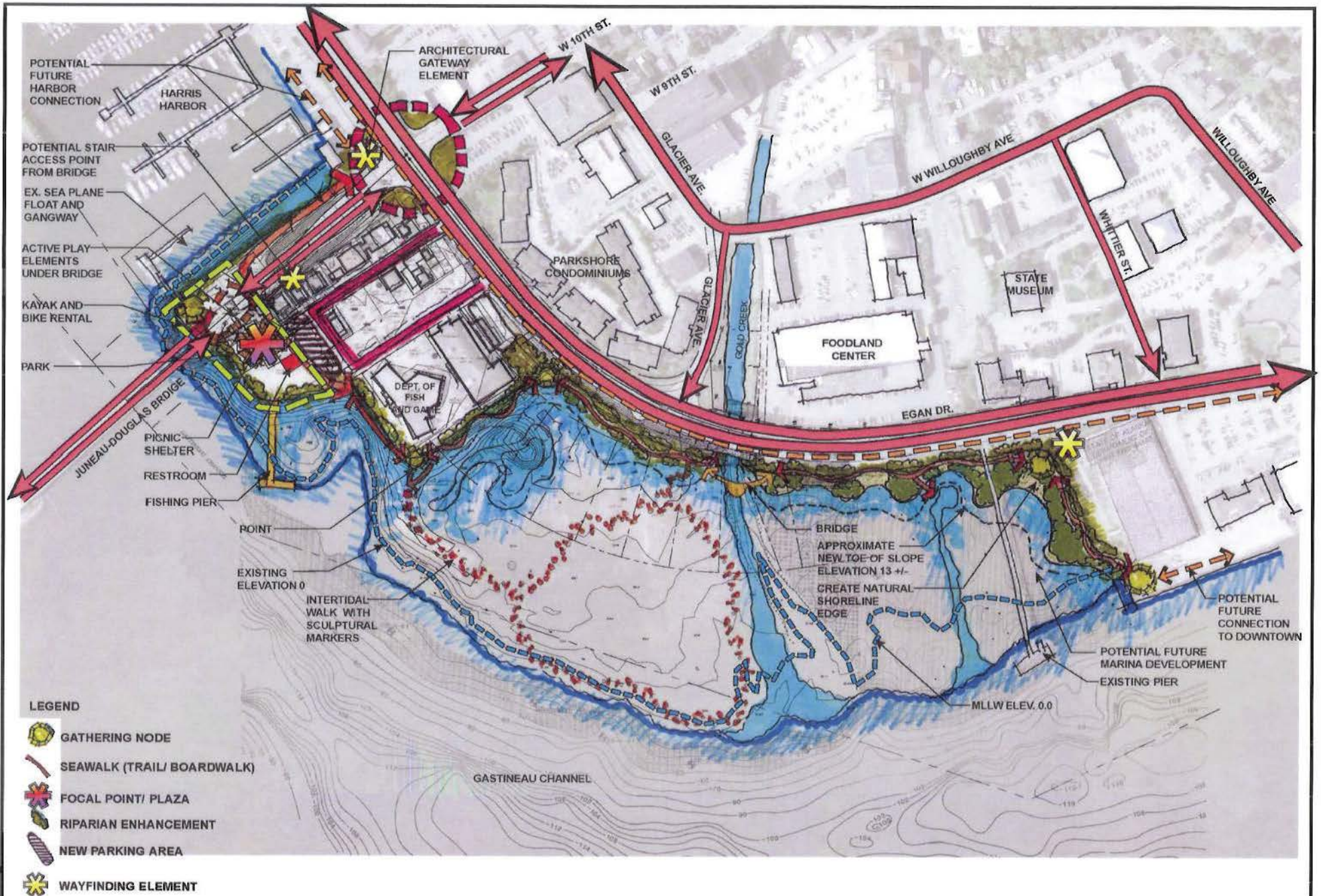


SEPTEMBER 24, 2010

j.a. brennan

ASSOCIATES PLLC





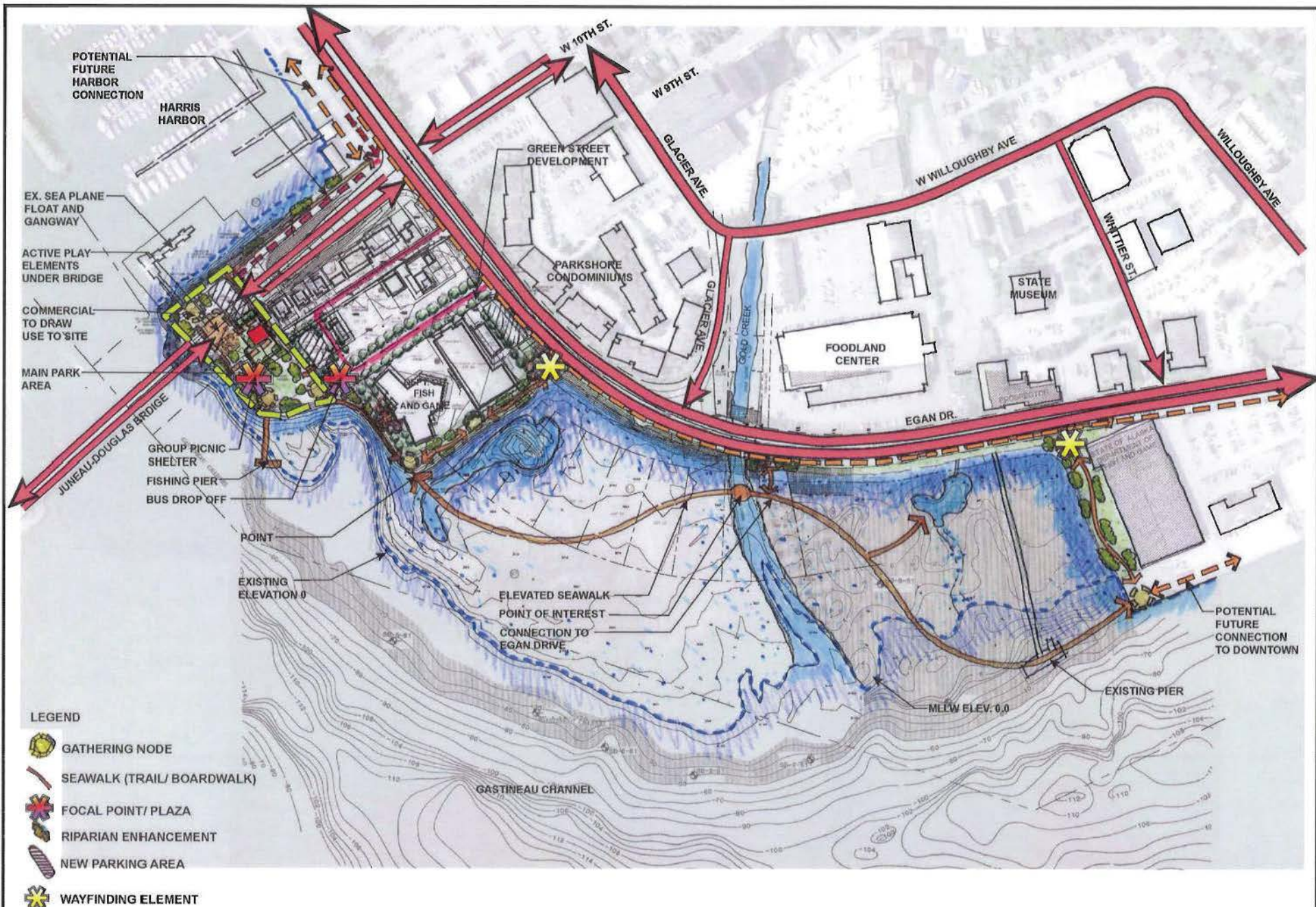
ALTERNATIVE #2

CITY/BOROUGH OF JUNEAU



SEPTEMBER 24, 2010





ALTERNATIVE #3

Scale: 1" = 100'



CITY/BOROUGH OF JUNEAU



SEPTEMBER 24, 2010

j.a. brennan
ASSOCIATES PLLC



