

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, April 25th, 2019

- I. Call to Order** (5:00 p.m. in the CBJ Assembly Chambers)
- II. Roll** (Weston Eiler, Bob Janes, Mark Ridgway, David McCasland, James Becker, Bob Westmann, Christopher Dimond, Budd Simpson and Don Etheridge)
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of March 28th, 2019 Board minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda –**
 - A. Public Requests for Consent Agenda Changes
 - B. Board Members Requests for Consent Agenda Changes
 - C. Items for Action

- 1. Transfer \$35K to H51-110 Visitor Information Kiosk Replacement Project
Presentation by the Port Engineer

MOTION: TO TRANSFER \$35,000 FROM THE DOCKS FUND BALANCE TO H51-110 VISITOR INFORMATION KIOSK REPLACEMENT PROJECT.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

VII. Unfinished Business - None

VIII. New Business - None

IX. Items for Information/Discussion

- 1. Amalga Harbor Resolution
Presentation by Territorial Sportsmen Inc, Board of Directors

Committee Discussion/Public Comment

- 2. Harris/Aurora Harbors Historic Determination
Presentation by Port Director

Committee Discussion/Public Comment

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3. Coast Guard Safety Zone – Gastineau Channel
Presentation by Port Director

Committee Discussion/Public Comment

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, April 17th, 2019
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Steering Committee Liaison Report

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday, May 22nd at 5:00pm
- b. Board Meeting – Thursday, May 30th, 2019 at 5:00pm

XVI. Adjournment

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I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 5:00 pm in the CBJ Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler (arrived at 5:04), Bob Janes, David McCasland, Mark Ridgway, Bob Wostmann, Christopher Dimond (via telephone), Budd Simpson, and Don Etheridge.

Absent: James Becker

Also present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, Dave Borg – Harbormaster, Matt Creswell – Deputy Harbormaster, and Teena Larson- Administrative Officer.

III. Approval of Agenda

MOTION By MR. SIMPSON: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Approval of February 28th, 2019 Regular Board Minutes

Hearing no objection, the February 28th, 2019 Regular Board Minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda –

- A. Public Requests for Consent Agenda Changes - None
- B. Board Members Requests for Consent Agenda Changes - None
- C. Items for Action

- 1. Amending the CBJ Codes Related to Planning Commission Review of CBJ Real Property Transactions

RECOMMENDATION: TO SUPPORT PROPOSED ORDINANCE CHANGES PERTAINING TO THE PLANNING COMMISSION REVIEW OF PROPERTY TRANSACTIONS.

- 2. FY2019 Docks Enterprise Budget Supplemental

RECOMMENDATION: THAT THE FY2019 DOCKS BUDGET BE INCREASED BY \$35,000 THROUGH THE SUPPLEMENTAL PROCESS.

MOTION By MR. SIMPSON: TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

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Consent agenda was approved with no objection.

VII. Unfinished Business

1. People's Wharf Lease Amendment #2

Mr. Uchytel said he wanted it known for the record he received several letters today from various members of the community in support of Tracy's Crab Shack and the Board members were given those letters. In front of the Board is a request from Mr. Bill Heumann for additional lease space along the People's Wharf. New news today from CBJ Law is that Docks & Harbors will not be able to combine the 400sf, which was the right of way permit, into our lease agreement. Mr. Heumann will still be able to use this area but he will need to obtain the 400sf right of way area under the right of way permit. Amendment #2 starts on page 22 in the packet. In 2006 Mr. Heumann received a 476sf lease with CBJ. Amendment #1 adjusted the area of the lease to 466sf. Today for Amendment #2 his lease area will increase by 305sf and be for seasonal use only with a 35 year term ending in 2041. The area was appraised and at the last Committee meeting the rate of \$21 per sq/ft was approved. If this lease amendment #2 is approved, the total lease will be \$12,355 per year. Other stipulations in the lease include, the additional area can only be used for outdoor seating April to September, and their propane tank and crab cooking area. If Tracy's Crab Shack is no longer a tenant of Mr. Heumann's amendment #2 would go away or he could have another restaurant move in.

Board Questions-

Mr. Wostmann asked if the adjusted rent amount is based on the per sq/ft appraisal that was looked at earlier?

Mr. Uchytel said yes for the outdoor seating. Law and the City Manager is aware of this request and the timing issue. If the Board approves this tonight this will go in for introduction to a Special Assembly meeting on April 3rd and taken up at the Regular Assembly meeting on April 24th.

Mr. Wostmann asked if the right of way permit will be issued at the same cost per sq/ft as this?

Mr. Uchytel said he does not know how they are figuring the rate. The right of way area is managed by CDD and the City Manager.

Mr. Gillette clarified that a right of way cannot be permanently assigned so they issue temporary permits and regular land can be leased.

Mr. Dimond left the meeting at 5:20 PM

Public Comment-

Daniel Glidmann, Douglas, AK

He said he is not here to interfere with Tracy's tenancy at People's Wharf location. He does have issues with public lands and public use. He would like to see Tracy's Crab Shack operate as last season until a well crafted waterfront policy is completed. The use of public land for private use is

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complicated. This started out with 55sf, and now has grown to 705sf. Do you just keep asking until you wear the governing body down? This is referring to all waterfront property owners and not just People's Wharf. Is this to increase revenue or help specific property owners? What if another property owner offered a higher amount for the property and leased it back to Tracy? Why does People's Wharf get preferential rights just because it is next to the property? He asked how an appraiser can come up with upside down conclusions? He asked how seasonal space can be added to an existing lease that is not seasonal? This is an annual lease used only part of the year like many entities in the tourist industry. No other entity can use this space. This is manipulating numbers for some unknown outcome. Another unknown is why does People's Wharf get to opt out of this lease amendment if Tracy's Crab Shack goes away? He has lots of tenants that would like to say that business isn't that great right now so take it off my lease. He should have to pay this for the 35 years whether he uses this or not and Mr. Heumann is receiving preferential treatment. He would like to see a coherent policy in place.

Reecia Wilson, Juneau, AK

Ms. Wilson said she is not here to change Tracy's Crab Shack operations. She is here for clarity on a policy. She has been in the restaurant business for 23 years and Mr. Heumann's tenant just happens to be in the same business. Establishing a policy regarding commercial use of public land can be a very complex issue. It can hurt some people and help others. Helping Tracy's Crab Shack is a good thing and it is a great brand for Juneau. She said as a property owner, she needs to know what the policy is. Ms. Wilson said she fundamentally disagrees that specifically developed public lands paid for with tax dollars should compete with private property not just our private property but all private property. She just wants to know what the policy is and there is a level playing field for property owners and tenants alike. She said she is not sure she can get clarity for her future developments and investment in Pier 49 or the Wharf until a policy is adopted and a lease is drafted with terms and conditions and assuming some limitations. This potential new lease vehicle will directly impact all waterfront commercial property especially if there are no limitations on how much public space can be leased. These concerns she said is shared with her neighbors. She looks forward to an adopted policy and hopes it is fair and creates unintended consequences for property owners and small businesses. She is in support of Docks & Harbors coming up with a policy to keep Tracy's brand alive in business. As a property owner, she just wants to ensure there are limitations and every year not just keep asking. If that is going to be the policy, she needs to know because she has significant plans for Pier 49 location and because she is in the same business as Tracy's Crab Shack there is such a thing as competition matters.

Mr. Ridgway asked Ms Wilson if she has looked at the drafted lease amendment?

Ms. Wilson said no. She said she did drill down on Mr. Horan's appraisal and there are things she agrees with and things she disagrees with in the appraisal.

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Dennis Watson, Juneau, AK

Mr. Watson said he has been coming to the Harbor Board meetings since 2005 and he believes Docks & Harbors has done an outstanding job over the years trying to come up with ideas that work well for both sides. He said he would get the same consideration if this was him asking to put up a balloon shop. He doesn't see any objection for the balloon shop because he would not be competing with other restaurants. He looks at this issue tonight like the complaints received from the brick and mortar stores that voiced their opinions on how unfair it was for people to have shops on the empty lot next to the Library which ended up being a very good thing. This added a local theme to what otherwise has become a highly profitable commercial activity for brick and mortar businesses. He said he supports what Mr. Uchytel has presented tonight to the Board. It is time to be innovative and he respects a merchant to come and be a little different. To deny this opportunity would in the end shortcut what will eventually have to be done. If this works out it will be a good example of being somewhat flexible.

Murray Walsh, Juneau, AK

Mr. Walsh said in terms of policy, the adjoining business probably has a higher claim on the ground than somebody not there at all. Even so, the process allows for other claims to be offered. The City took the leadership role in leasing property to Home Depot, but there was still opportunity if someone else wanted to build a hardware store there they could have. The troubling part of Home Depot in some people's minds is that the City is making it possible for another hardware to show up in a town that already had three of them. That type of thought can't creep into your decision making otherwise you end up taking sides in an environment where the businesses themselves should be making the decisions. The questions you should ask, "is this a good deal for the City and are you getting money for your resource", "does it fit within the land use requirements of the City", and "is some kind of City function going to be impaired"? If those things are met then the answer should be yes and this was the practice that gave rise to the Mt. Roberts Tramway. If the price is right, you are getting value for your land, and if it is an adjacent business the answer should be yes.

Michael Degarimore, Juneau, AK

Mr. Degarimore said a set policy has not taken place that the public knows about. Moving forward might make sense to have a policy in effect. However, this is not the first City with a waterfront and we have businesses that operate on the waterfront. If he understands this correctly, there is the City and Docks & Harbors. There would be no Docks & Harbors if there wasn't cruise ships coming into town with all the people. All these people want something to do when they come to Juneau. Tracy is only asking for a sliver more of land to accommodate the patrons coming off the cruise ship looking for a place to eat. We have all traveled and seen restaurants with outdoor seating. What better way to show Juneau than eating crab outside looking at the beautiful water, mountains, and to celebrate Juneau.

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Tracy LaBarge, Juneau, AK

Ms. LaBarge said when she initially asked for this area, she didn't know how it was going to work. She saw an opportunity for her business to stay in business and got creative to make it work. She said she understands the concern for each year asking for more space but she did say last year for future she would like seating along the building. This is common and she is willing to pay fair market value for this space. She said with the downtown changes and more ships, we have to be open to look at new things in this town. It is not fair for a few people to own everything on the waterfront and no one else gets to be a part of it. There should be areas for people to do business and have stipulations. She wants to run her business and she hopes business continues to thrive.

Mr. Ridgway asked if she had an opportunity to look at the lease amendment?

Ms. LaBarge said she did a short time ago.

Board Discussion/Action

Mr. Eiler asked staff to speak to the assertions Daniel Gladmann made during public comment, in which he insinuated errors with the appraisals and preferential treatment in the lease process.

Mr. Uchytel said our process is to use Horan & Company who is our term contractor for appraisal services and Mr. Horan is very ethical. He said he does not challenge Mr. Horan's comparisons or dollar amount because he is the professional on appraisals. Mr. Heumann has seen the appraisal and has not said he disagrees with this amount and this is in line with what was used last year.

Mr. Wostmann said he has heard tonight there is a sense from the Board that we need to come up with a policy so people know what to expect. He said in terms of the 35 year lease term, he questioned considering a shorter term. A shorter term would still allow for Tracy's Crab Shack to continue to grow her business but to also give Docks & Harbors an opportunity to establish a clear policy and when the lease is up for review it could be brought inline with the policy if there are any differences.

Mr. Ridgway agrees with the need to develop a policy but does not envision one that would decline this lease. He sees the need for a policy in place for future asks.

Mr. Janes said he is uncomfortable with moving this forward without a policy in place and if putting this off for the next month or two jeopardizes Ms. LaBarge's ability to get ready for the season if the policy allows for this, he will recind his vote on this issue.

Mr. Ridgway said having a policy in hand that creates guidance to the Board is preferential. However, there may never be a policy for every ask and he does not see one eliminating this ask. He would agree with Mr. Wostmann on a shorter term.

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Mr. Simpson said he agrees with a policy in place that is consistent and predicatable going forward which was started a year ago but never finished. It just needs to be finished. **He said he will need to recuse himself from this issue because he has clients that would be interested in the outcome.**

Mr. Eiler said he appreciates Board members wanting to have a “policy” in place, but cautioned that simply constructing a written policy in haste will not be the best approach. He said his understanding of the definition of “public policy,” is anything a government does or does not do. He contended that under that definition the Board does have a policy, and it’s been working pretty well. The Board has taken a thorough but cautious approach to developing this area of Juneau’s waterfront. He cited examples such as the planning that went into the Archipelago Property deal, or the incremental way in which the Board has allowed the People’s Wharf to expand. The Board’s consideration of both these projects highlights a desire to build out our waterfront, while still having these new developments fit within the fabric of the downtown community. He stressed the importance of developing the waterfront and engaging in new leases in helping pay for the infrastructure improvements undertaken by the Board. He said that concept is central to our role as an enterprise board. He cautioned that developing a written policy for downtown waterfront leases will be challenging, and possibly counterproductive. He said the Board should resist having to have everything prescribed in a policy, or try to create something so broad that it covers any eventuality. He specifically asked what Board guidance or direction is lacking from the status quo. He said the open-for-business approach the Board has now might seem messy, but that is not a bad thing. He said that having the freedom to consider lease proposals as they are brought forward creates opportunities for entrepreneurs to expand business and innovate. He said ultimately, written or not, the real policy and effectiveness of this Board will depend upon its members.

Mr. Janes said he believes the policy can be written fairly quickly because of all the time spent on it previously. He would like to take a month to think this over and bring it back to the next Board meeting.

Mr. Ridgway said he is not sure how many commercial leases we have and if we had a policy for any of them? He is assuming we did not. He believes we do need a policy and liked Mr. Walsh’s comments and believes we can get this policy completed in fairly short order. He is not sure a month is enough. This is an ask that has cost us a lot of time and focus and the Board has approved leases without a very specific policy. Because of the limited area and a lot of people involved, stopping the process now due to no policy is difficult to fully support. He said he volunteers to be on an ADHOC committee to get the policy completed.

Mr. Wostmann asked if this motion does not pass today will Tracy’s Crab Shack have the permits and leases necessary to be able to operate?

Mr. Uchytel said no.

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Mr. Etheridge said he believes the Board needs to establish a policy but because this is something the Board members have not completed, Tracy's Crab Shack should not pay. The Board should approve this lease tonight so she can be in business.

Mr. Ridgway asked if the Board didn't want to approve a 35 year lease, could staff be directed to change the length of the lease tonight and then approve the lease?

Mr. Uchytel said the Board could direct him to make the changes and take it back to Law to make the changes to move on to the Assembly.

Mr. Janes asked if this is not approved tonight, Tracy's will not get the 55sf that she had last year?

Mr. Uchytel said that is the next action item. If the early entry is approved tonight and approved through the Assembly, she will have early entry on April 24th. Anything else it will take a month longer.

MOTION Mr. EILER: TO APPROVE LEASE AMENDMENT #2 TO PEOPLE'S WHARF FOR 305SF ADDITIONAL AT AN APPRAISAL RATE OF \$21/SF AND ASK UNANIMOUS CONSENT.

Mr. Simpson objected for registering his abstaining.

Mr. Wostmann objected to amend the motion to approve the lease amendment #2 for two years to People's Wharf subject to renegotiation based on a policy to be established by the Board.

Mr. Janes objected

Mr. Etheridge objected

Mr. McCasland objected based on it should be longer than two years.

Mr. Wostmann suggested a friendly amendment for five years.

Mr. Eiler asked if any other of docks & harbors' current leases have multiple expiration dates as is being contemplated in this amendment.

Mr. Uchytel said Gitkov has two parcels and are not linked up which is better for the reevaluations but we can do whatever the Board wants.

Mr. Ridgway asked if this could be a land use permit?

Mr. Uchytel said four months ago, CBJ Law said this has to be a lease.

Mr. Janes asked if Mr. Wostmann's amendment is still on the table?

Mr. Etheridge said the amended amendment is.

Voting on the amendment motion for five year lease term.

Mr. Eiler – No

Mr. Wostmann – Yes

Mr. Janes – No

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Mr. McCasland – No

Mr. Ridgway – Yes

Mr. Etheridge – No

Motion Failed

Mr. Janes made a friendly amendment to the main motion that we don't approach any other Seawalk commercial use application until we have a policy in order.

Mr. Eiler objected to the amendment to the motion and stated that it was likely out of order. He said that Mr. Janes' intention was a separate proposal than the question of whether the Board should adopt the amended lease for the People's Wharf property, and would need to be made under an action item of its own, which had been noticed on the Board's agenda.

Mr. McCasland requested a friendly amendment for 10 years.

Vote on 10 years lease term.

Mr. Eiler – No

Mr. Wostmann – Yes

Mr. Janes – No

Mr. McCasland – No

Mr. Ridgway – Yes

Mr. Etheridge – No

Motion Failed

Mr. Etheridge called for a vote on the original motion.

Mr. Eiler – Yes

Mr. Wostmann – Yes

Mr. Janes – Yes

Mr. McCasland – Yes

Mr. Ridgway – Yes

Mr. Etheridge – Yes

Motion Passed

MOTION By MR. JANES: NO FURTHER LEASES BE CONSIDERED OR AWARDED ON THE SEAWALK PROPERTY UNTIL WE HAVE A SOLID POLICY TOGETHER AS TO OUR DIRECTION.

Mr. Eiler objected. He stated that if the Board is going to consider a new policy, such as a broad moratorium on new waterfront lease or other business proposals, then such a proposal needs to be noticed in advance on the Board's agenda.

Mr. Simpson said this motion is not needed because the Board has the option to not approve them and the Board has decided to move forward on a policy.

Mr. Janes said he just wants to make sure this gets done.

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Mr. Etheridge requested this policy be on the next Operations meeting agenda and the next Board meeting agenda.

Mr. Janes withdrew his motion.

VIII. New Business –

Mr. Simpon recused himself from this topic.

1. People’s Wharf – Early Entry Agreement

Mr. Uchytel said the intent of this early entry is to allow Tracy’s Crab Shack to achieve early entry to the lease area before the Assembly takes action on the lease amendment. The 62sf she has had in the past is what she will be paying for and what she will have access to under this early entry.

Board Questions – None

Public Comment - None

Board Discussion/Action

MOTION By MR. MCCASLAND: TO APPROVE AN EARLY ENTRY FOR 62SF AT \$114/MONTH NEAR THE PEOPLE’S WHARF UNTIL THE LEASE AMENDMENT #2 IS AUTHORIZED BY THE ASSEMBLY.

Mr. Eiler – Yes

Mr. Wostmann – Yes

Mr. Janes – Yes

Mr. McCasland – Yes

Mr. Ridgway – Yes

Mr. Etheridge – Yes

Motion passed.

IX. Items for Information/Discussion-

1. Amalga Harbor Launch Ramp Improvement Public Meeting

Mr. Uchytel said Tuesday is the public meeting at the Mendenhall Valley Library at 6:00 PM. PND will be facilitating the meeting. We have gone out with social media, advertised in the newspaper, emailed Amalga launch ramp users, and sent letters to every member of the Hoffman Cove Amalga Harbor area. Staff has done an in house evaluation on what was best for the community because the Assembly suggested we didn’t do enough. This will be the third public meeting at the Library. Mr. Borg and I were on Action Line yesterday and advertised the meeting. He invited the Board members to come and hear the presentation and the community input. He said his plan is that PND will make the presentation and summarize the various meeting as well as discussion on Fish & Game’s refusal to allow any off shore fish cleaning and come up with other out of the box thinking ideas. After this meeting, PND will come to the Board to present what came from the public meeting so the Board can provide direction.

Board Discussion/Public Comment - None

2. Juneau Bike Share Program –

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Mr. Uchytal said he brought this up last week at the Operations Committee meeting that the Alaska Club wanted to bring a bike sharing program to Juneau. However, the Recreation Department communicated with the Alaska Club saying the City is not ready to coordinate a bike sharing program this summer.

Board Discussion/Public Comment -

Mr. Eiler suggested that city staff consider and investigate augmentations to the downtown parking garage that could provide a central location, and accommodate programs such as a bike share.

3. FY2020 Budget Update – MPF/PDF

Mr. Uchytal said the City Manager will release the list for the MPF and PDF requests. Docks will be given more money for our operating costs. We will get the \$25,000 to purchase the EMV vehicle and the \$30,000 for the current monitoring system as well as the money for the security check stands.

Board Discussion/Public Comment- None

4. Derelict Vessel LUMBERMAN

Mr. Borg said Global Diving pumped about 8,000 gallons of water off the Lumberman at the beginning of the month and secured hatches. Yesterday staff went out on the Skookum Yarder to secure spectra line on the bow because our other attachment were almost wore through. Aaron Timian from DNR went out with us and put an AIS tranponder given to them from Marine Exchange on the Lumberman so now it can be watched and tracked at all times.

Mr. Uchytal said the RFI/SI is on page 37 in the packet that was released earlier this week, we are looking for ideas on marine salvage efforts to remove the Lumberman. This is before the firm fixed bid goes out.

Board Discussion/Public Comment-

Mr. Ridgway asked what the ownership is now?

Mr. Uchytal said it is still on DNR land and we have not taken ownership of the vessel.

Mr. Borg said DNR has trespassed the vessel but that is all they can do.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting-Wednesday, February 20th, 2019–

Mr. Eiler provided a report on the committee's recent meeting, citing that most of those items were taken up at tonight's board meeting.

2. Member Reports – None

3. Assembly Lands Committee Liaison Report-

Mr. Eiler said the CBJ Lands Committee met last week, and that the group has been engaged in a series of overview briefings by CBJ staff. The topics of these sessions have ranged widely including management of private cemeteries, the benefits of gravel pits, and new housing subdivisions -- but have not generally been applicable to docks & harbors business. He said

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their most recent meeting discussed the Pocket Park, and the vacant lot property at the corner of Front and Franklin Streets, as a potential location for food carts. This proposal could possibly accommodate some of the small businesses dislocated by commencement of construction on the Archipelago Property.

4. Auke Bay Steering Committee Liaison Report-

Mr. Janes said the next meeting is April 10th at 7:00 pm at the National Guard UAS complex and he will not be able to attend.

Mr. Eiler suggested that staff might consider engaging with Auke Bay area stakeholders as the funding prospects for that project have improved.

XI. Port Engineer's Report –

Mr. Gillette said his written report is in the packet. He reported;

- The Downtown Waterfront Improvement project materials procurement is due June 15th and is on schedule.
- The 95% design submittal is due Friday but there are some changes needed so that will probably change to early next week. This is still on schedule to go to bid early May, bid opening early June, to the Assembly end of June, and the notice to proceed first of July.
- The Marine Park Sheet Wall coating project is complete.
- The Douglas Harbor pump out cart has arrived and operates fine. We are waiting for the creosote wood to build the barge for the sewage tank which would then be pumped out by a service.
- The Visitor Information Kiosk is moving forward. Unfortunately, there is a lot of utilities that go through that area that we didn't know about because there are not good records. The building is going up and still on schedule at this point.

Mr. Uchytel said we will probably need to transfer more money into this project because they found an ACS vault that staff didn't know about.

Mr. Janes asked Mr. Gillette how his trip to Portland went when he met with the Archipelago Architects.

Mr. Gillette said he went with James Bibb who is our design architect for our portion of the project and met with Bob Kuhar with Archipelago Properties and his architect Frank Schmidt. He said he had two long days and made a lot of decisions. The architects were trying to make the buildings visually connect with each other with roofing and canopies. It was a very valuable meeting and they are coming together with a combined vision. As part of the Archipelago project, the old foundation was not removed and Trucano will start the demolition for that as early as next week.

XII. Harbormaster's Report –

Mr. Borg reported;

- A pile on the North end of Aurora is broken or jacked up. Deputy Port Engineer Erich Schaal has been looking into this and Trucano came out and welded a piece of pipe inside the pocket to stabilize it.
- The season starts Monday and a lot of training over the next couple of weeks.

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- The floats are in at North Douglas and pressure washed

XIII. Port Director's Report

Mr. Uchytel reported;

- As requested from the last OPS Committee meeting he provided the North Douglas expansion drawings showing the existing launch ramp.
- April 23rd are the pre-season meeting for the Statter Harbor users, loading zone users, and waterfront vendors.
- Staff is engaged with our Federal Lobbyist and will have a debrief by USDOT on Friday about our BUILD grants and how we can make that better. We are targeting other grant ideas.

Mr. Janes asked about the protocol on the Auke Bay Marine Station new dock extension.

Mr. Creswell said he met with four of the main companies representatives to find the easiest way to make use of that float. They worked among themselves and each company will get two months float use with ten parking spaces provided by the road. All the other applicable fees will apply.

Mr. Janes asked if there is water on the dock.

Mr. Creswell said there is water by the State Trooper vessel.

Mr. Ridgway asked Mr. Uchytel if there was some information available on the basis of the design for the preliminary drawing for the North Douglas project. How did they come up with the size?

Mr. Uchytel said he instructed them to design for 100 truck and trailer spaces. There are no studies.

XIV. Assembly Liaison Report – None

XV. Board Administrative Matters

Waterfront Policy Committee members – Mr. Ridgway(Chair), Mr. Janes, and Mr. Eiler.

Mr. Eiler recommended scaling back the next OPS Committee agenda to provide ample time to consider the question of developing waterfront lease policy. He also suggested that the working group meet expeditiously to review drafts, and that staff should solicit comment from waterfront lease holders and business owners.

Mr. Ridgway wanted to know the area the policy is to cover?

- a. Ops/Planning Committee Meeting – Wednesday April 17th at 5:00pm
- b. Board Meeting – Thursday, April 25th, 2019 at 5:00pm

XVII. Adjournment – The regular Board Meeting adjourned at 7:06pm.



Port of Juneau

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From: *Carl J. Uchytel*
Carl Uchytel, Port Director

To: Docks & Harbors Board

Thru: Docks & Harbors Operations-Planning Committee

Date: April 12th, 2019

Re: DOCKS FUND BALANCE TRANSFER REQUEST – VISITORS
INFORMATION KIOSK REPLACEMENT

1. The Visitors Information Kiosk Replacement project is currently under construction. During the course of excavation for the foundation and drainage system, unknown underground utilities including phone, data, and electrical vaults and cabling were discovered. The management of these systems within the design required additional work to prepare the site for the completion of the project.

2. The Docks Fund Balance is currently \$2.1M. I request approval of an appropriation ordinance to transfer \$35,000 from the Docks Fund Balance for construction of a new visitor information kiosk.

3. The following ordinance is scheduled for introduction at the April 22nd regular Assembly meeting:

Ordinance 2018-11(AJ) An Ordinance Appropriating to the Manager the Sum of up to \$35,000 as Funding for Visitor Information Kiosk Replacement Capital Improvement Project; Funding Provided by the Dock Fund's Fund Balance.

#



Port of Juneau

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

MEMORANDUM

To: Docks and Harbors Board
From: Gary Gillette, Port Engineer
Date: April 19, 2019
Re: ACOE Determination of Eligibility – Harris and Aurora Harbors

Background: The U.S. Army Corps of Engineers, Alaska District (USACE) is planning a project to repair the rubble mound breakwater at Harris Harbor and replace the breakwater wall atop the rubble mound at Aurora Harbor. It is anticipated that this work will be performed in the fall/winter of 2019. The planned dredging of the harbors would occur the next fall/winter season.

As part of the NEPA process the USACE must consider their project's impact on historic structures. The first step is to make a determination to ascertain whether the facility subject of the proposed project meet the criteria to be listed on the National Register of Historic Places (NRHP). The USACE has completed a Determination of Eligibility (DE) concluding the harbors did not meet the criteria thus is not eligible to be listed on the NRHP.

Subsequently, the USACE submitted their report and findings to the Alaska State Historic Preservation Officer (SHPO) along with a letter asking concurrence on their determination. The letter was copied to Don Etheridge, Chair, Docks and Harbors Board.

The Docks and Harbors Board (Board) is not asked to concur on the USACE findings but was notified as a local stakeholder. The Board may or may not choose to comment on the report and findings relative to a DE.

The DE report and findings were discussed at the OPS/Planning Committee on April 17, 2019. The question arose as to what is in the best interests of Docks and Harbors related to this issue. The proposed USACE breakwater repair project is important to Docks and Harbors and it is in the best interest to have USACE proceed with the project in a timely fashion.

Recommendation: Given that the USACE is requesting SHPO's concurrence, not the Board's, it is recommended that the Board take no action and allow the DE process to run its course through the SHPO.

Attached: USACE Letter dated April 4, 2019



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 6898
JOINT BASE ELMENDORF-RICHARDSON, AK 99506-0898

CEPOA-PM-C-ER

APR 24 2019

Ms. Judith Bittner
State Historic Preservation Officer
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The U.S. Army Corps of Engineers, Alaska District (USACE) plans to conduct future operational maintenance dredging and repair at two small boat harbors in Juneau, Alaska. In compliance with Section 106 of the National Historic Preservation Act of 1966 [36 CFR § 800.4(c)], the USACE has evaluated the historic significance of the Harris Harbor (JUN-1291) and Aurora Harbor (JUN-1292). Please find attached the USACE's determination that these harbors are **not eligible** for the National Register of Historic Places (NRHP). Per 36 CFR § 800.4(c)(2), the USACE seeks your concurrence on that the Harris Harbor (JUN-1291) and Aurora Harbor (JUN-1292) are **not eligible** for the NRHP. If you have any questions about the project, please contact Kelly Eldridge by phone at (907) 753-2672 or email at kelly.a.eldridge@usace.army.mil.

Sincerely,

A handwritten signature in black ink that reads "Kelly A. Eldridge".

Kelly A. Eldridge
Archaeologist
Environmental Resources Section

Cc:

Don Etheridge, Chair, Docks and Harbors Board, City and Borough of Juneau
Gary Gillette, Board of Directors, Gastineau Channel Historical Society



®

**US Army Corps
of Engineers**

Alaska District

**Civil Works
Operations and Maintenance**

Determinations of Eligibility for Harris Harbor (JUN-1291) and Aurora Harbor (JUN-1292) in Juneau, Alaska



April 2019

Statement of Confidentiality

To protect fragile, vulnerable, or threatened cultural sites from disturbance, access to site-specific information from the Alaska Heritage Resources Survey is restricted or confidential. Distribution of those portions of this report that identify the location of cultural resources is to be limited to those with a legitimate need to know, such as appropriate personnel from the U.S. Army Corps of Engineers, Alaska State Historic Preservation Office, tribal entities, and other authorized researchers. Restricted or confidential information is withheld from public records disclosure per Alaska state law (AS 40.25.110) and the Federal Freedom of Information Act (PL 89-554). Information about site inventory may be restricted pursuant to AS 40.25.120(a)(4), Alaska State Parks Policy and Procedure No. 50200, the National Historic Preservation Act (PL 89-665; 54 USC § 300101), and the Archaeological Resources Protection Act (PL 96-95).

Executive Summary

The Harris and Aurora Harbors are located along the Gastineau Channel in Juneau, Alaska. This report discusses the history of the harbors and evaluates their historic significance in compliance with Section 106 of the National Historic Preservation Act [36 CFR § 800.4(c)]. After applying the National Register criteria (36 CFR § 63) to the Harris Harbor (JUN-1291), the Alaska District, U.S. Army Corps of Engineers (USACE) has determined that it does not meet the requirements of the National Register Criteria for Evaluation. The USACE has also determined that the Aurora Harbor (JUN-1292) does not meet the requirements of the National Register Criteria for Evaluation. These two harbors are **not eligible** for the National Register of Historic Places. This report has been prepared to support project planning and provide relevant cultural resources documentation for future Federal undertakings.

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1.0 Introduction

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (formerly 16 USC § 470, now 54 USC § 300101 et seq.) and its implementing regulations require all Federal agencies to identify historic properties within an undertaking's area of potential effect [36 CFR § 800.4(b)]. The purpose of this report is to evaluate the historic significance of the Aurora Harbor and the Harris Harbor in preparation for future U.S. Army Corps of Engineers (USACE) undertakings under the Civil Works Operations and Maintenance Program [36 CFR § 800.4(c)]. Both harbors are located in Juneau, Alaska (Section 22, T41S, R67E, USGS Quad Juneau B-2 SE, Copper River Meridian; Figure 1).

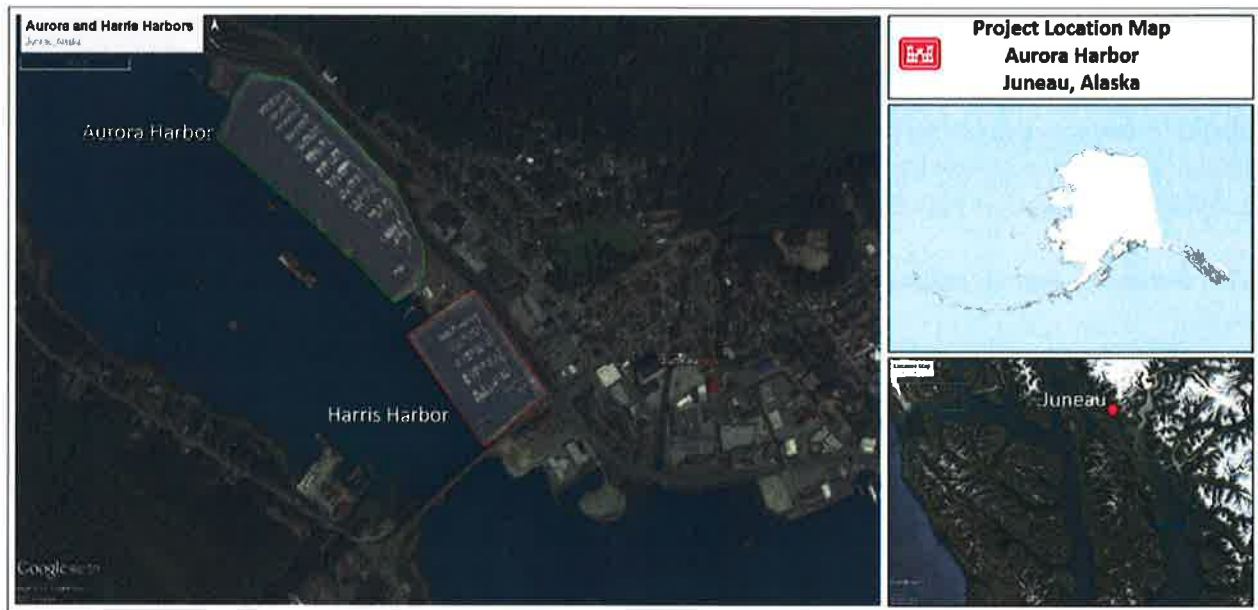


Figure 1. Location of Aurora and Harris Harbors in Juneau, Alaska.

2.0 Historic Context

The City of Juneau was incorporated in 1900; however, the area was already inhabited by the Áak'w Kwáan, and Euroamericans had been drawn to the region for decades. In 1880, Alaska's first major gold strike occurred when Joe Juneau and Richard Harris, with the assistance of local Tlingit, found gold in the Silver Bow Basin (Stefansson 1959; Haycox 2002). Subsequent gold mining spurred the development of the area, eventually resulting in the settlement of Juneau and Douglas. By 1890, the two communities boasted a combined five hotels, three lodging houses, two restaurants, 36 saloons, two drug stores, 13 general merchandise stores, two grocery stores, two barbers, a steam laundry, two stove and tinware stores, a shoe shop, two breweries, two jewelers, two fur and curio shops, two cigar factories, and a slaughterhouse and meat market. At the time of its incorporation, Juneau became the center of Federal activity in the Alaska Territory (Haycox 2002).

In the 1930s, Juneau supported a population of about 5,000 people, and was the primary supply and transfer point for a dozen gold mining and cannery settlements in the area (Jacobs and Woodman 1976). During World War II, Juneau served as a transshipment point for military

supplies and troop transports moving from Seattle, Washington, to Kodiak Island and the Aleutian Islands. In 1942, Juneau served a key role during the establishment of a military barge terminal in Excursion Inlet, 38 miles northwest of Juneau. Emphasis on temporary use of the harbor facilities at Juneau resulted in an expansion of the existing government dock including the purchase of the Fenner dock to secure additional space and buildings for use as warehouses. The upgrades were authorized on July 26, 1942 and were completed in early April of 1943. Juneau continued to serve as a transshipment point for materials needed for the war effort until the close of World War II in August 1945 (Mighetto and Homstad 1997).

In 1949, command of Army Corps of Engineers activity in Alaska was moved from Seattle to Fort Richardson in Anchorage. The newly-formed U.S. Army Corps of Engineers, Alaska District assumed responsibility for support of military and civil construction projects throughout the state and, in particular, the development of navigation improvements. The years following World War II can be characterized as a period of rapid growth and expansion of infrastructure related to water ways in the state (Mighetto and Homstad 1997). Between 1950 and 1960, Alaska's population grew by over 100,000 people; this decade represents the largest decade jump in Alaska's population between 1930 and 1970 (Ramirez et al 2016).

2.1 Harbors and Breakwaters

Breakwaters are some of the earliest coastal structures to appear in the archaeological record. They were built to protect harbor entrances from wave energy and, in some cases, to aid in the defense of harbors. Breakwater construction has been recorded as early as 79 AD off the coast of Germany (Hill 2015). The first known "modern" breakwater was constructed at Cherbourg, France in 1784. The Cherbourg breakwater was constructed of wooden frames set in a cone shape which were then filled with stone (Tanimoto and Goda 2015).

The history of harbor and breakwater development in the United States is tied to the economic development of its coasts in association with population growth and the rise of the beach-going middle class during the late 1700s and 1800s. In the 1900s, development of mass public transportation systems and largely affordable automobiles also increased the rate of economic growth of coastal communities. Engineered breakwaters became important as valuable property built in the wake of modernization and expansion was lost to coastal erosion. However, up into the 1930s the construction of these erosion countermeasures and breakwaters was largely left to the states and local communities; as a result, many structures offered negligible protection or exacerbated the problem. In 1930, Public Law 520 was approved by the 71st Congress, authorizing investigations by the U.S. Army Corps of Engineers aimed at understanding coastal erosion and wave currents for the development of effective coastal marine infrastructure (Quinn 1977).

Breakwaters can be attached or detached from the shore and serve to protect inner waters against the effects of heavy seas and winds (DoD 1978). There are three basic configurations of breakwaters: (1) rubble-mound construction, (2) solid vertical walls, and (3) floating wave attenuators. Many breakwaters use a combination of these methods to create an effective barrier. Rubble-mound breakwaters are the most common type of breakwater used for nearshore protection, and a rubble-mound with vertical wall barriers is a common composite design (Sorum 2006).

Rubble-mound breakwaters are simple but robust engineering solutions designed to be reliable and require relatively little maintenance. They consist of a core of sand, gravel, or stone which is placed on the seabed to form the foundation of the structure. Large, irregular rocks known as rubble or riprap are then placed over the core to protect it from wave erosion. The size of the breakwater and the material used to construct it is dependent on the environment and expected wave action. Failures in the structure can include sloughing of riprap, erosion or sinking of core material, or displacement due to heavy wave action (Sorum 2006). Prior to 1950, the majority of the breakwater types in the United States were sloping face rubble-mound structures (Thorndike et al. 1966).

Solid vertical walls are breakwaters generally built of galvanized steel; they form a vertical barrier to counter wave action. Vertical barriers can be permeable or impermeable, and they offer flexibility in design and are resistant to seismic damage. An added benefit of vertical breakwaters is that they consume considerably less space than a traditional rubble-mound breakwater. Using a vertical wall maximizes the useable space in the basin over the traditional rubble-mound breakwater, which requires a 2:1 side slope (Sorum 2006).

3.0 Harris Harbor (JUN-1291)

In the 1930s, the USACE began conducting investigations into the feasibility of navigation improvements in Gastineau Channel. The Seattle District Engineer recommended the construction of an 11.5-acre boat and floatplane basin protected by two rubble-mound breakwaters. In 1935, the Alaska Road Commission completed the construction of the Douglas Bridge across Gastineau Channel, allowing land access between Juneau and Douglas. In 1937, Congress authorized dredging and construction of a breakwater to serve both communities. The USACE completed the dredging of the “Small Boat Basin No. 1” and the construction of its breakwaters in December 1939 (Jacobs and Woodman 1976; Figure 2). The local Cole Brothers construction company built the docks in 1939, using a floating piledriver which they purchased from the Pacific American Fisheries at Excursion Inlet (CBJ 2019a). Today, Harris Harbor has 204 slips for small vessels (CBJ 2019b; Figure 3).

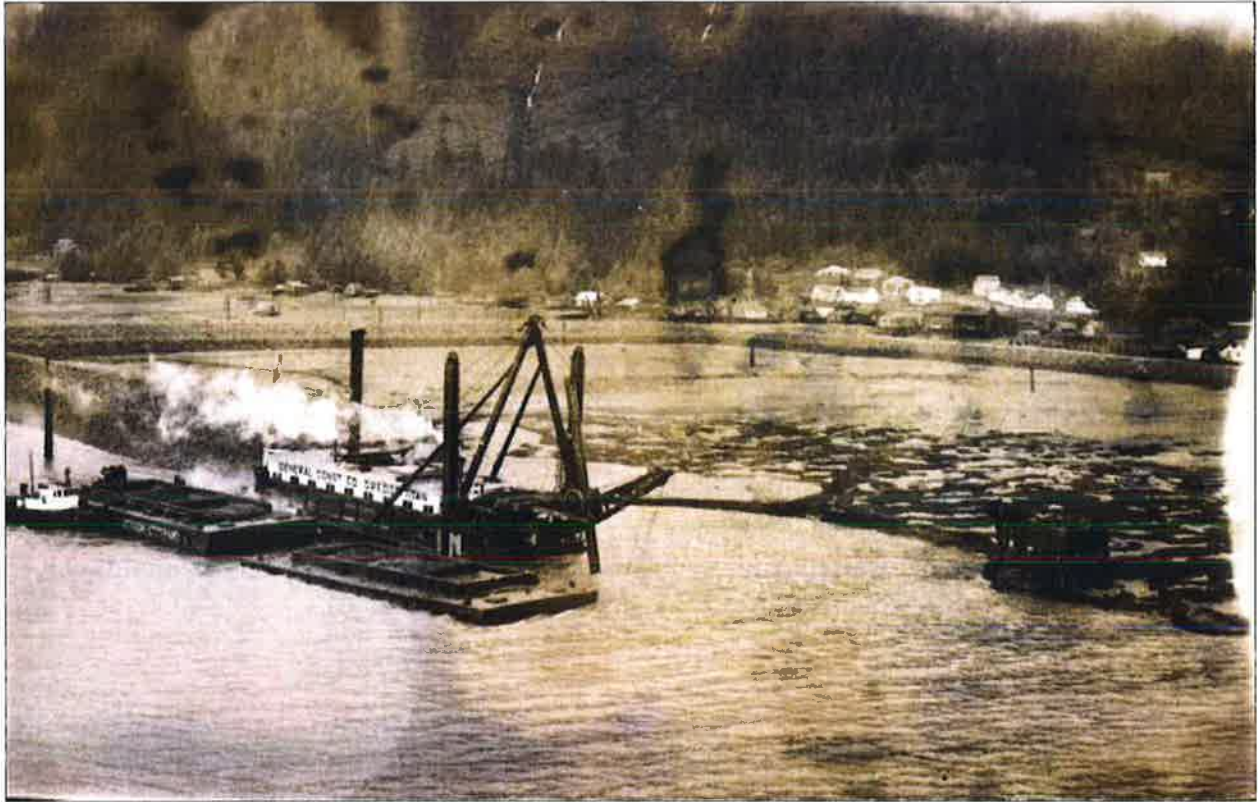


Figure 2. Dredging of Harris Harbor in 1939 (Alaska State Library, ASL-P359-035).



Figure 3. Aerial view of Harris Harbor, Juneau (USACE 2017).

4.0 Aurora Harbor (JUN-1292)

In 1960, the Alaska District Engineer recommended that a second small boat basin be constructed in Juneau (Jacobs and Woodman 1976; Figure 4). The USACE finished dredging the Aurora Harbor basin in March 1963 and the main breakwater was completed in February 1964. Although the initial engineering plans called for a 670-foot (ft) long jetty on the north side of the harbor and a 1,150-ft long wave barrier, during construction the composite rubble-mound and vertical wall wave barrier was extended to 1,500 ft (USACE 1962, 1963).

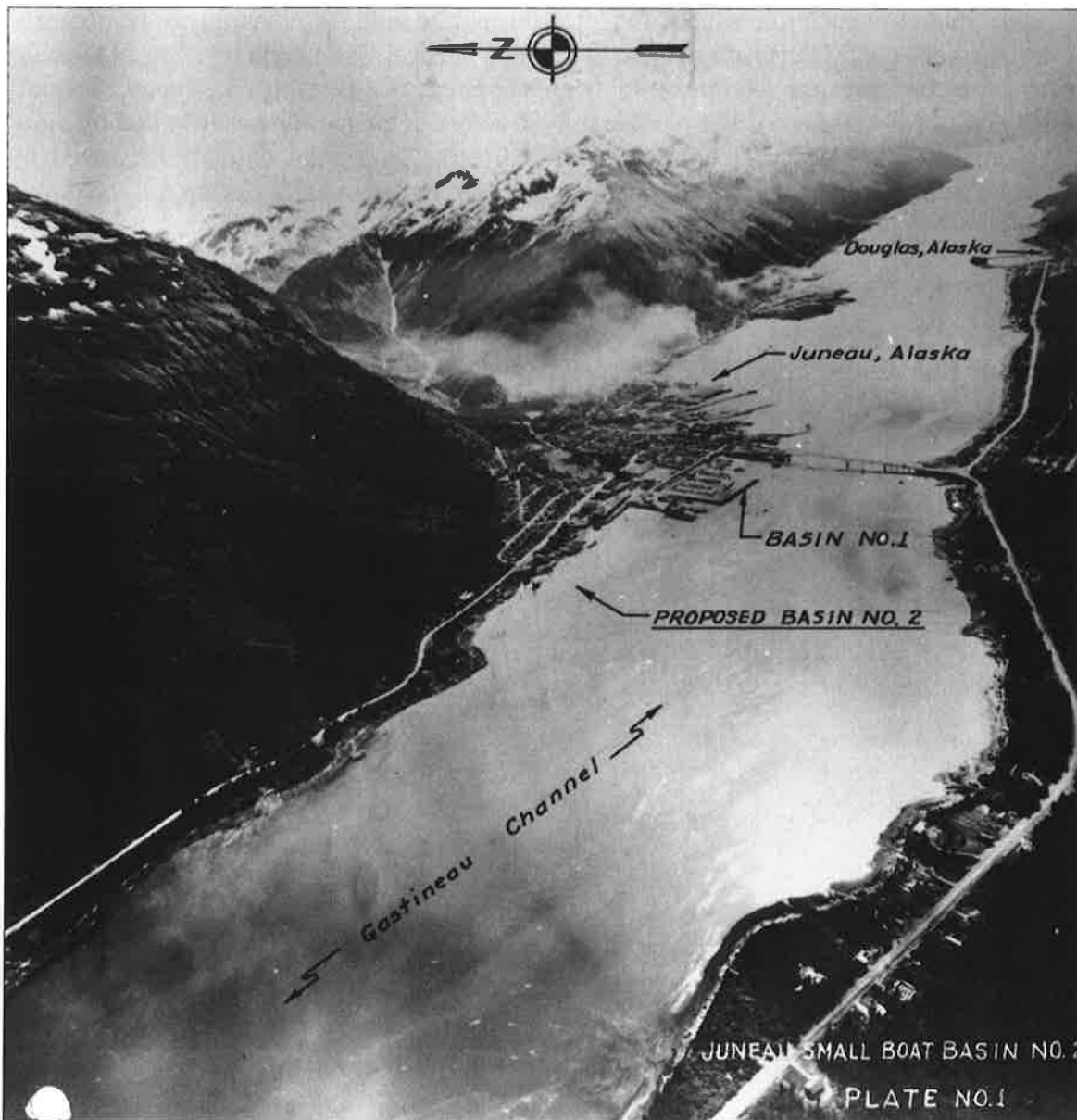


Figure 4. Aerial view of the proposed Aurora Harbor location (USACE 1962).

The vertical wall was constructed out of wooden planks and steel lagging as a cost-saving measure. This particular composite design was unique; although a timber-and-steel lagging wall

is a common type of solid vertical wall, they are not usually constructed on *top* of rubble-mound breakwaters. Jacobs and Woodman (1976:64) mention that

“the Alaska District’s design of the breakwater was novel in its extension of a wall of planking supported by steel piling placed on top of the rock mound. The plank wall, designed to resist 100 mph ‘Taku’ winds, was intended to lessen the structural weight of a breakwater that had to be built on soft soils.”

The timber and steel lagging wall is constructed of 3 inch (in) x 12 in creosote-treated wood planks with whalers at each pile which are bolted through to hold the planking on the opposite side. Thirteen horizontal planks are stacked to obtain a vertical wall height of 12 ft. The whaler side of the structure faces the Aurora Basin, while the plank side faces the Gastineau Channel (USACE 1962, 1963; Figure 5). The electric infrastructure at the harbor was installed by the local Wright and Hills Electrical Contractors (CBJ 2019a). The estimated life of the wave barrier was 15 years (USACE 1963); it is currently 55 years old. Today, Aurora Harbor has 449 slips, and is the home of the Juneau Yacht Club (CBJ 2019c; Figure 6).



Figure 5. Composite wave barrier at Aurora Harbor, Juneau (USACE 2019).



Figure 6. Aerial view of Aurora Harbor, Juneau (USACE 2017).

5.0 Considerations of National Register Criteria for Evaluation

Cultural properties (districts, sites, buildings, structures, or objects) may be eligible for the National Register of Historic Places (NRHP) if they meet one or more of the National Register Criteria for Evaluation. The criteria listed in 36 CFR § 60.4 are:

- A. *Events*. Association with events that have made a significant contribution to the broad patterns of history.
- B. *Persons*. Association with the lives of persons significant in the past.
- C. *Design or Construction*. Embodies the distinctive characteristic of a type, period, or method of construction, representing the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. *Information potential*. Yielded or is likely to yield information important in prehistory or history.

As outlined in 36 CFR § 60.4, in order to be considered eligible for the NRHP a property must retain sufficient integrity to convey its significance in American history, architecture, archaeology, engineering, or culture. There are seven aspects of integrity – location, design, setting, materials, workmanship, feeling, and association. The property must also convey its historic identity through retention of essential physical features. Essential physical features enable the property to convey its historic identity; the features represent *why* and *when* a property was significant.

If a property is eligible for the NRHP under Criterion A, it should retain the essential physical features “that made up its character or appearance during the period of its association

with the important event” (NPS 1997:46). And while design and workmanship may not be as vital, the integrity of location, setting, materials, feeling, and association should ideally be retained (NPS 1997:48; Table 3).

If a property is eligible for the NRHP under Criterion C, the structure “must retain most of the physical features that constitute that style or technique” (NPS 1997:46). If it has lost the majority of the features that characterized its style, then the property is not eligible. Under Criterion C, the integrity of design, workmanship, and materials are usually more important than location, setting, feeling, and association (NPS 1997:48; Table 5).

If a property is eligible for the NRHP under Criterion D, the integrity of the structure “is based upon the property’s potential to yield specific data that addresses important research questions” (NPS 1997:46). For “properties eligible under Criterion D, including archeological sites and standing structures studied for their information potential, less attention is given to their overall condition, than if they were being considered under Criteria A, B, or C” (NPS 1997:46). NPS (1997:49) recommends that evaluation of integrity under Criterion D focus “primarily on the location, design, materials, and perhaps workmanship” of the site (Table 3).

5.1 Application of National Register Criteria to Harris Harbor (JUN-1291)

Harris Harbor was completed in 1939; the structure is 80 years old. It is not listed on the Juneau Community Development Department’s Historic Sites & Structures database (CBJ 2019d), nor is it considered to be a key feature to the Juneau Downtown Historic District (Winter & Co. 2009).

Criterion A: Association with Significant Events

To be considered for listing under Criterion A, a property must be associated with an important historic event (NPS 1997:12). Although Harris Harbor was constructed in response to a burgeoning population and economy in southeast Alaska, it was not built in association with any specific, significant historic event. It was used as a harbor of convenience during World War II, but it was not the only harbor in the area to perform that role, nor did it stop serving the general populace. Harris Harbor is not significant for its association or linkage to historic events; therefore, JUN-1291 is **not eligible for the NRHP under Criterion A.**

Criterion B: Association with Lives of Significant Persons

To be considered for listing under Criterion B, a property must be associated with the productive life of an individual whose specific contributions to history can be identified and documented (NPS 1997:15). An archival search, including a search of the “Gastineau Channel Memories” interviews that are archived by the Juneau-Douglas City Museum, revealed no significant persons associated with Harris Harbor (CBJ 2019a). Harris Harbor is not connected to a person of significance in the past; therefore, JUN-1291 is **not eligible for the NRHP under Criterion B.**

Criterion C: Distinctive Characteristics of a Type, Period, or Method of Construction

To be considered for listing under Criterion C, a property must “embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). More specifically, properties associated with design or construction “must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction” (NPS 1997:18). And “a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history” (NPS 1997:18). Harris Harbor was built with the same construction methods that are used to build harbors today. The engineering of the rubble-mound breakwater and the dredging specifications were in use prior to its construction, and continue to be used by hydrological and civil engineers today. Harris Harbor does not embody distinctive construction methods; therefore, JUN-1291 is **not eligible for the NRHP under Criterion C.**

Criterion D: Potential to Yield Important Information in prehistory or History

To be considered for listing under Criterion D, a property must have the potential to answer “important research questions about human history [that] can only be answered by the actual physical material of cultural resources” (NPS 1997:21). Harris Harbor was built using standard plans, common construction methods, and common construction materials. The actual physical materials of the property, the breakwater and docks, are not likely to answer important research questions about the history of Juneau or the history of harbor construction in Alaska. Harris Harbor has no potential to yield specific data that addresses important research questions; therefore, JUN-1291 is **not eligible for the NRHP under Criterion D.**

5.2 Application of National Register Criteria to Aurora Harbor (JUN-1292)

Construction of the Aurora Harbor was completed in 1964; the structure is 55 years old. It is not listed on the Juneau Community Development Department’s Historic Sites & Structures database (CBJ 2019d), nor is it considered to be a key feature to the Juneau Downtown Historic District (Winter & Co. 2009).

Criterion A: Association with Significant Events

To be considered for listing under Criterion A, a property must be associated with an important historic event (NPS 1997:12). Although Aurora Harbor was constructed in response to growing populations in Juneau and Douglas which caused increased vessel traffic in the Gastineau Channel, it was not built in association with any specific, significant historic event. Aurora Harbor is not significant for its association or linkage to historic events; therefore, JUN-1292 is **not eligible for the NRHP under Criterion A.**

Criterion B: Association with Lives of Significant Persons

To be considered for listing under Criterion B, a property must be associated with the productive life of an individual whose specific contributions to history can be identified and documented (NPS 1997:15). An archival search, including a search of the “Gastineau Channel Memories” interviews that are archived by the Juneau-Douglas City Museum, revealed no significant persons associated with Aurora Harbor (CBJ 2019a). Aurora Harbor is not connected to a person of significance in the past; therefore, JUN-1292 is **not eligible for the NRHP under Criterion B.**

Criterion C: Distinctive Characteristics of a Type, Period, or Method of Construction

To be considered for listing under Criterion C, a property must “embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or, represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). More specifically, properties associated with design or construction “must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction” (NPS 1997:18). And “a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history” (NPS 1997:18). Although the specific combination of the timber-and-lagging vertical wall and rubble-mound breakwater for the wave barrier is unique, it does not represent a particular type, period, or method of construction. Timber-and lagging vertical walls and rubble-mound breakwaters are common construction methods that continue to be used in harbor construction today. The engineering of the composite wave barrier, the rubble-mound breakwater, and the dredging specifications were in use prior to its construction, and continue to be used by hydrological and civil engineers. Aurora Harbor does not embody a specific historic type, period, or method of construction; therefore, JUN-1292 is **not eligible for the NRHP under Criterion C.**

Criterion D: Potential to Yield Important Information in prehistory or History

To be considered for listing under Criterion D, a property must have the potential to answer “important research questions about human history [that] can only be answered by the actual physical material of cultural resources” (NPS 1997:21). Aurora Harbor was built using standard plans, common construction methods, and common construction materials. The actual physical materials of the property, the breakwater, wave barrier, and docks, are not likely to answer important research questions about the history of Juneau or the history of harbor construction in Alaska. The site is not likely to yield any information that has not already been recorded by extant engineering as-builts and photographic documentation. Aurora Harbor has no potential to yield specific data that addresses important research questions; therefore, JUN-1292 is **not eligible for the NRHP under Criterion D.**

6.0 Conclusion

Harris Harbor and Aurora Harbor, located along the Gastineau Channel in Juneau, Alaska, were constructed in 1939 and 1964, respectively. After applying the National Register criteria (36 CFR § 63) to these cultural resources, it is clear that neither the Harris Harbor (JUN-1291) nor the Aurora Harbor (JUN-1292) meet the requirements of the National Register Criteria for Evaluation. Per 36 CFR § 800.4(c)(2), the Alaska District, USACE requests your concurrence on the determination that these two harbors are **not eligible** for the National Register of Historic Places.

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and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of Biomedical Imaging and Bioengineering Special Emphasis Panel; Brain Initiative RFAs (EB-17-003; EB-17-004) Review SEP.

Date: May 3, 2019.

Time: 8:00 a.m. to 5:30 p.m.

Agenda: To review and evaluate grant applications.

Place: The William F. Bolger Center, 9600 Newbridge Drive, Potomac, MD 20854.

Contact Person: Ruixia Zhou, Ph.D., Scientific Review Officer, National Institute of Biomedical Imaging and Bioengineering, National Institutes of Health, Two Democracy Boulevard, Suite 957, 6707 Democracy Blvd., Bethesda, MD 20892, 301-496-4773, zhou@mail.nih.gov.

Dated: April 5, 2019.

Sylvia L. Neal,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2019-07183 Filed 4-10-19; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Center for Scientific Review; Notice of Closed Meetings

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meetings.

The meetings will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: Center for Scientific Review Special Emphasis Panel; AREA Applications in Oncological Sciences.

Date: May 22, 2019.

Time: 11:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, 6701 Rockledge Drive, Bethesda, MD 20892.

Contact Person: Svetlana Kotliarova, Ph.D., Scientific Review Officer, Center for

Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 6214, Bethesda, MD 20892, 301-594-7945, kotliars@mail.nih.gov.

Name of Committee: Infectious Diseases and Microbiology Integrated Review Group; Host Interactions with Bacterial Pathogens Study Section.

Date: June 5, 2019.

Time: 8:00 a.m. to 6:00 p.m.

Agenda: To review and evaluate grant applications.

Place: Residence Inn Bethesda, 7335 Wisconsin Avenue, Bethesda, MD 20814.

Contact Person: Fouad A El-Zaatari, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 3186, MSC 7808, Bethesda, MD 20892, (301) 435-1149, elzaataf@csr.nih.gov.

Name of Committee: Musculoskeletal, Oral and Skin Sciences Integrated Review Group; Oral, Dental and Craniofacial Sciences Study Section.

Date: June 6-7, 2019.

Time: 8:00 a.m. to 2:00 p.m.

Agenda: To review and evaluate grant applications.

Place: Ritz-Carlton Hotel at Pentagon City, 1250 South Hayes Street, Arlington, VA 22202.

Contact Person: Yi-Hsin Liu, Ph.D., Scientific Review Officer, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 4214, MSC 7814, Bethesda, MD 20892, 301-435-1781, liuyh@csr.nih.gov.

(Catalogue of Federal Domestic Assistance Program Nos. 93.306, Comparative Medicine; 93.333, Clinical Research, 93.306, 93.333, 93.337, 93.393-93.396, 93.837-93.844, 93.846-93.878, 93.892, 93.893, National Institutes of Health, HHS)

Dated: April 5, 2019.

Sylvia L. Neal,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2019-07180 Filed 4-10-19; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Eunice Kennedy Shriver National Institute of Child Health & Human; Notice of Meeting

Pursuant to section 10(a) of the Federal Advisory Committee Act, as amended, notice is hereby given of a meeting of the National Advisory Board on Medical Rehabilitation Research.

The meeting will be open to the public, with attendance limited to space available. Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should notify the Contact Person listed below in advance of the meeting.

Name of Committee: National Advisory Board on Medical Rehabilitation Research.

Date: May 6-7, 2019.

Time: May 6, 2019, 9:00 a.m. to 5:00 p.m.

Agenda: NICHD Director's report; Strategy to update the NIH Rehabilitation Research Plan; Initial Planning for the Rehabilitation Research Conference; Complementary and Integrative Health Update; Centers for Medicare and Medicaid Services Research Policies and Efforts.

Place: NICHD Offices, 6710B Rockledge Drive, Rooms 1425/1427, Bethesda, MD 20892.

Time: May 7, 2019, 9:00 a.m. to 12:00 p.m.

Agenda: Concept Clearance; Use of Secondary Data for Rehabilitation Science; Scientific Presentation on Extending the Reach of Rehabilitation Using Technology.

Place: NICHD Offices, 6710B Rockledge Drive, Rooms 1425/1427, Bethesda, MD 20892.

Contact Person: Ralph M. Nitkin, Ph.D., Deputy Director, National Center for Medical Rehabilitation Research (NCMRR), Eunice Kennedy Shriver National Institute of Child Health and Human Development, NIH, DHHS, 6710B Rockledge Drive, Room 2116, Bethesda, MD 20892-7002, (301) 402-4206, RN21e@nih.gov.

Individuals will also be able to view the meeting via NIH Videocast. Select the following link for Videocast the day of the meeting: <https://videocast.nih.gov/default.asp>.

Information is also available on the Institute's/Center's home page: <http://www.nichd.nih.gov/about/advisory/nabmrr/Pages/index.aspx> where the current roster and minutes from past meetings are posted. (Catalogue of Federal Domestic Assistance Program Nos. 93.864, Population Research; 93.865, Research for Mothers and Children; 93.929, Center for Medical Rehabilitation Research; 93.209, Contraception and Infertility Loan Repayment Program, National Institutes of Health, HHS)

Dated: April 8, 2019.

Ronald J. Livingston, Jr.,

Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2019-07182 Filed 4-10-19; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2018-1057]

RIN 1625-AA00

Extension of Comment Period for the Safety Zone; Gastineau Channel, Juneau, AK

AGENCY: Coast Guard, DHS.

ACTION: Extension of comment period.

SUMMARY: The United States Coast Guard is extending the comment period for the notice of proposed rulemaking

for a safety zone which appeared in the **Federal Register** on April 2, 2019 (33 CFR 165) for the proposed modification of an existing safety zone for certain waters of the Gastineau Channel in Juneau, AK. The notice of proposed rulemaking is to expand an existing safety zone for certain waters of the Gastineau Channel in order to improve safety of large passenger vessels anchoring within the safety zone. The comment period has been extended an additional 30 days to May 13, 2019.

DATES: Comments and related material must be submitted to the online docket at <http://www.regulations.gov> or reach the Docket Management Facility on or before May 13, 2019.

ADDRESSES: You may submit comments identified by docket number USCG-2018-1057 using the Federal eRulemaking Portal at <https://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice please contact LT Kristi Sloane, Sector Juneau, Waterways Management Division, U.S. Coast Guard, at telephone number 907-463-2846 or email to D17-SMB-Sector-Juneau-WWM@uscg.mil.

Dated: April 5, 2019.

Stephen R. White,

Captain, U.S. Coast Guard, Captain of the Port, Southeast Alaska.

[FR Doc. 2019-07192 Filed 4-10-19; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2019-0002]

Final Flood Hazard Determinations

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Notice.

SUMMARY: Flood hazard determinations, which may include additions or modifications of Base Flood Elevations (BFEs), base flood depths, Special Flood Hazard Area (SFHA) boundaries or zone designations, or regulatory floodways on the Flood Insurance Rate Maps (FIRMs) and where applicable, in the supporting Flood Insurance Study (FIS) reports have been made final for the communities listed in the table below.

The FIRM and FIS report are the basis of the floodplain management measures that a community is required either to adopt or to show evidence of having in effect in order to qualify or remain qualified for participation in the Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program (NFIP). In addition, the FIRM and FIS report are used by insurance agents and others to calculate appropriate flood insurance premium rates for buildings and the contents of those buildings.

DATES: The date of June 20, 2019 has been established for the FIRM and, where applicable, the supporting FIS report showing the new or modified flood hazard information for each community.

ADDRESSES: The FIRM, and if applicable, the FIS report containing the final flood hazard information for each community is available for inspection at the respective Community Map Repository address listed in the tables below and will be available online through the FEMA Map Service Center at <https://msc.fema.gov> by the date indicated above.

FOR FURTHER INFORMATION CONTACT: Rick Sacbibit, Chief, Engineering Services Branch, Federal Insurance and Mitigation Administration, FEMA, 400 C Street SW, Washington, DC 20472, (202) 646-7659, or (email)

patrick.sacbibit@fema.dhs.gov; or visit the FEMA Map Information eXchange (FMIX) online at https://www.floodmaps.fema.gov/fhm/fmx_main.html.

SUPPLEMENTARY INFORMATION: The Federal Emergency Management Agency (FEMA) makes the final determinations listed below for the new or modified flood hazard information for each community listed. Notification of these changes has been published in newspapers of local circulation and 90 days have elapsed since that publication. The Deputy Associate Administrator for Insurance and Mitigation has resolved any appeals resulting from this notification.

This final notice is issued in accordance with section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR part 67. FEMA has developed criteria for floodplain management in floodprone areas in accordance with 44 CFR part 60.

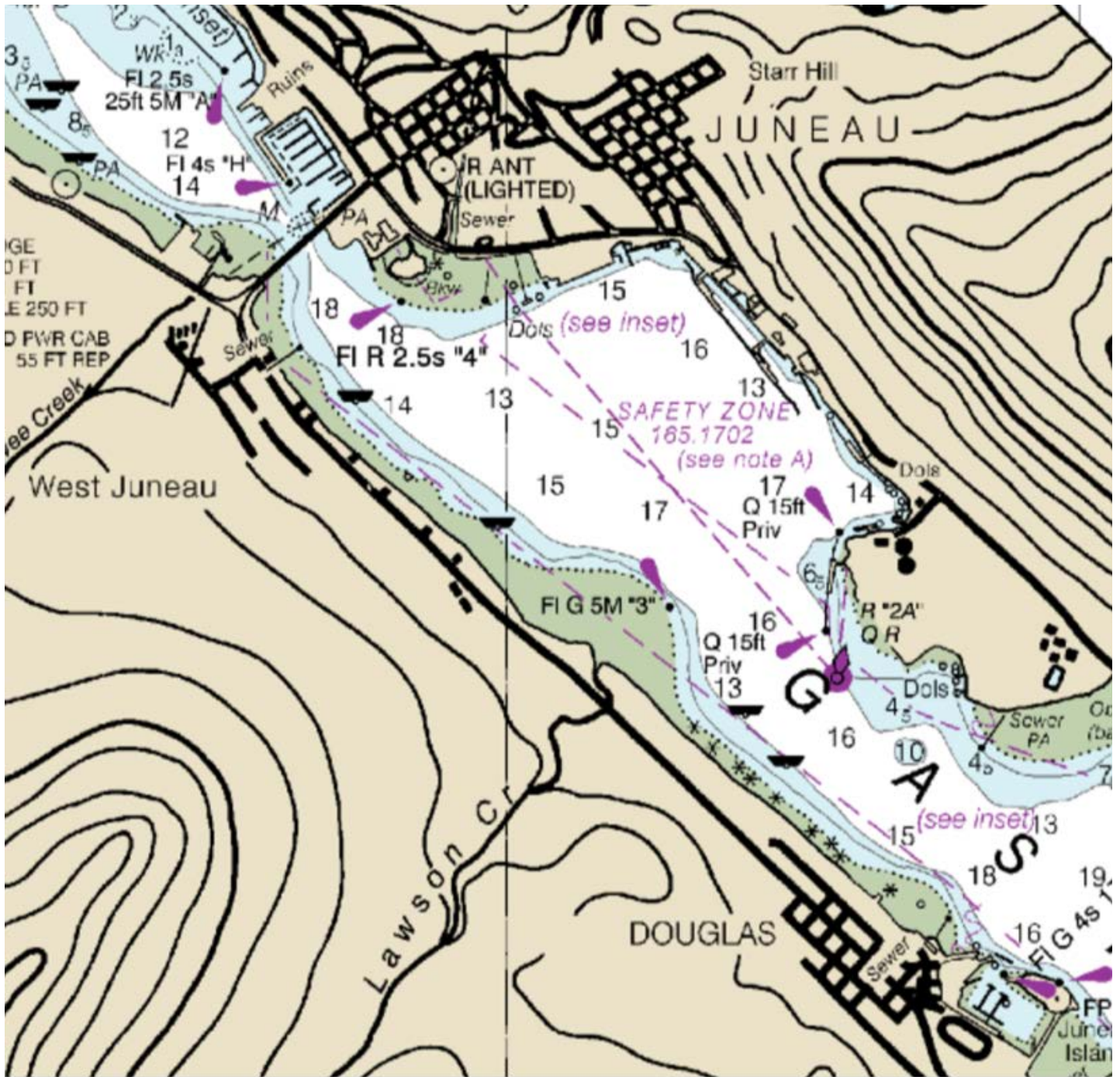
Interested lessees and owners of real property are encouraged to review the new or revised FIRM and FIS report available at the address cited below for each community or online through the FEMA Map Service Center at <https://msc.fema.gov>.

The flood hazard determinations are made final in the watersheds and/or communities listed in the table below. (Catalog of Federal Domestic Assistance No. 97.022, "Flood Insurance.")

Michael M. Grimm,

Assistant Administrator for Risk Management, Department of Homeland Security, Federal Emergency Management Agency.

Community	Community map repository address
Carroll County, Indiana and Incorporated Areas Docket No.: FEMA-B-1811	
Unincorporated Areas of Carroll County	Carroll County Area Plan Commission, Carroll County Courthouse, 101 West Main Street, Delphi, IN 46923.
Montgomery County, Kansas and Incorporated Areas Docket No.: FEMA-B-1759	
City of Caney	City Hall, 100 West 4th Avenue, Caney, KS 67333.
City of Cherryvale	City Hall, 123 West Main Street, Cherryvale, KS 67335.
City of Coffeyville	Engineering Department, 102 West 7th Street, Coffeyville, KS 67337.
City of Dearing	City Clerk's Office, 306 South Independence Avenue, Dearing, KS 67340.
City of Elk City	City Hall, 114 North Montgomery Avenue, Elk City, KS 67344.
City of Havana	Montgomery County Judicial Center, 300 East Main Street, Lower Level, Independence, KS 67301.



(1176) §165.1702 Gastineau Channel, Juneau, Alaska safety zone. (1177) (a) The waters within the following boundaries are a safety zone: A line beginning at position 58°17.8'N., 134°24.9'W., in the direction of 140° True to Rock Dump Lighted Buoy 2A (LLNR 23685) at position 58°17.1'N., 134°23.8'W.; thence in the direction of 003° true to a point at position 58°17.4'N., 134°23.8'W., on the north shore of Gastineau Channel; thence northwesterly along the north shore of Gastineau Channel to the point of origin (1178) (b) Special Regulations: (1179) (1) All vessels may transit or navigate within the safety zone (1180) (2) No vessels, other than a large passenger (including cruise ships and ferries) may anchor within the safety zone without the express consent from the Captain of the Port, Southeast Alaska