

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, August 19, 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 JULY 22, 2010 CIP/PLANNING COMMITTEE MEETING MINUTES AS PRESENTED OR AMENDED.

VI. Items for Action.

1. Aurora Harbor Rebuild
Presentation by Port Director

Public Discussion

MOTION: TO BE DEVELOPED AT THE MEETING

Committee Discussion/Action

2. Statter Harbor Repair Projects
Presentation by Port Director

Public Discussion

MOTION: TO BE DEVELOPED AT THE MEETING

Committee Discussion/Action

3. DeHart's Marina Replacement/Fuel Dock Relocation
Presentation by Port Director

Public Discussion

MOTION: TO BE DEVELOPED AT THE MEETING

Committee Discussion/Action

4. ADOT STIP List
Presentation by Port Engineer

Public Discussion

MOTION: TO BE DEVELOPED AT THE MEETING

Committee Discussion/Action

5. Cruise Terminal Restroom Study
Presentation by Port Engineer

Public Discussion

MOTION: TO BE DEVELOPED AT THE MEETING

Committee Discussion/Action

VII. Items for Information/Discussion.

1. Fisherman's Memorial Committee Comments on 16B

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: September 23, 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, July 22, 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. Donek and Mr. Preston.

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. Stone added one more item for action, which is #3 Taku Smokeries dock expansion.

Then under items for information/discussion #2, Side Walk Vendor at Wayside Park and Mr. Gillette added Statter Harbor Grant update.

MOTION by Mr. Preston: 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 May 20, 2010. The motion passed without objection.

VI. Items for Action.

1. Contract Approval for Tinnea and Associates to Perform Cathodic Protection and Timber Pile Inspection of Steamship Wharf in the Amount of \$133,490.

Mr. Gillette stated that there is a memo of information in the committee member's packet. Mr. Gillette explained to the committee that basically what we are doing is joining the Engineering Department and doing a inspection of protection for the Marine Park parking garage and our dock facilities. He stated that we are not doing the steel piles at the main docks since we are going to be building a new facility there, but we want to look at the steel bulkhead that is at the Marine Park area and the pilings that are under the deck-over area. He stated that they will also be looking at the wood piles at the Alaska Steamship Wharf. This will give us some base information to see where we are at on that and what kind maintenance might be required.

Mr. Gillette stated that looking through the information packet there is quite a bit of scope presented so this will result in inspection, design and bid dock estimates.

He went over the portion that is related to docks and harbors and the estimated costs for this. This was reviewed with the attorney and since it is actually an engineering contract not a docks and harbors contract it does not have to go in front of the Assembly. He stated that it is up to the Board and the recommendation here is that the CIP committee passes this on to the Board for the recommendation to approve this.

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

Mr. White suggested that staff run this by Mr. Swope before passing it along to the Board.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND THAT THE BOARD APPROVE A CONTRACT IN THE AMOUNT OF \$133,490.00 TO PERFORM CATHODIC PROTECTION AND TIMBER INSPECTION OF THE STEAMSHIP WHARF AREA THEN PRESENT THIS TO THE ASSEMBLY FOR APPROVAL. The motion passed without objection.

2. Contract Amendment for JYL, Inc for Construction Administration and Inspection Services for the Port Customs and Visitors Center.

Mr. Gillette handed out a memo to the committee members and went over it with them at this time. It included the scope of work that will be done by JYL and the fees which will include their sub-consultants.

He stated that the amount would be \$408,950.00 and it would be a time and expenses based contract.

This is scheduled for the August 9 meeting to the Assembly.

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

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND THAT THE BOARD MAKE A RECOMMENDATION TO THE ASSEMBLY TO APPROVE A CONTRACT AMENDMENT IN THE AMOUNT OF \$408,950.00 TO JYL, INC. FOR CONSTRUCTION ADMINISTRATION AND INSPECTION FOR THE PORT CUSTOMS AND VISITOR CENTER PROJECT. The motion passed without objection.

3. Taku Smokeries Dock Expansion.

Mr. Stone reported to the committee members that if they recall at the past few meeting Mr. Gillette talked about moving forward with conceptual designs for this. They have done some designs and shared them with Taku Smokeries and they have taken a look at them and have come back to us and stated what they preferred to do was actually build the dock improvements

themselves. The reasoning for doing this is they believe they can do it for less money and obviously would be less cost to them. They also think they can get the project done quicker because they won't have all of our requirements. They submitted a proposal to that with that in mind and that is attached to the committee member's memo (See attaché).

Mr. Stone stated in order to facilitate this they would like the Board to consider an amendment to the dock use agreement to allow them to do this work. The City originally did a dock use agreement starting in 1984 and then it was renewed last year. Mr. Stone explained to the committee that what he has done is take their proposal and the dock use agreement and sent it over to our new deputy attorney. She looked through it and had a couple concerns of which Mr. Stone went over with the committee members at this time.

Mr. Stone stated that the committee needs to decide if they would allow Taku Smokeries to build something that they will own and have it attached to the public facility and then if it were allowed he stated that there are some issues with regards to the use agreement.

One other issue would be that we would probably want to review the rent at the time of the renewal of the use agreement.

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

They went over the design concepts with cost estimates at this time.

MOTION by Mr. Preston: ASK UNANIMOUS CONCENT TO RECOMMEND TO THE FULL BOARD TO ENTER INTO AN AGREEMENT TO ALLOW AN AMENMENT TO TAKU SMOKERIES LEASE AGREEMENT FOR THEM TO DO DOCK IMPROVEMENTS. The motion passed without objection.

More discussion took place among the committee members and Mr. Stone regarding the wording of the new proposed amendments.

VII. Items for Information/Discussion.

1. Douglas Harbor Re-Build.

Mr. Stone reported that they just want to bring the committee up to date on this. He said at this point they are trying to develop a permit amendment that would potentially allow us to go forward with the permit process, which would basically be to dredge the harbor, put all the material in the middle of the channel and then cover it with a combination of sandy material that we could get from the airport at a reduced price. Also we would obtain a certain amount of shot rock. In addition to this we would over dredge it about 6" and place a cap of c-1 material down.

Mr. Stone stated that PND is developing a permit application amendment that would do both of these and then we will submit it to the regulatory agencies and see what they say. There was some indication from EPA that maybe enough to move forward with the permit.

Mr. Stone said he has finished scoping out a study with the Corps of Engineers laboratory in Mississippi, but have put them on hold pending seeing what the regulatory agencies say about the cap approach. We are hoping to have the cap information from PND by next week to put in with the application. He said it looks like we may be a little bit short to bid. We were at six million and the cost is about six point four million. It may be one of those deals where we can get approved for it but won't have enough money to bid it.

Mr. Stone stated he isn't sure what the regulatory agencies will accept.

He said the latest environmental issue is bioturbation. He explained that what this means is this has to do with organisms that live in marine sediments that actually convey sediments from deep down up to the surface and of course that is the concern with the cap. There is not a lot of information regarding this.

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

2. Cruise Terminal Staging Area Reconfiguration.

Mr. Gillette reported to the committee that this is the area in front of the tram between Taku Smokeries and the Peoples Wharf. There is an RFP out for the final design bid documents and cost estimates. He would like to invite one committee member to be on the selection committee of which Mr. Kueffner has volunteered to do.

3. Statter Harbor.

Mr. Gillette stated that we will be receiving \$500,000.00 dollars of grant funds from the Federal Sport Fisheries money to continue our work with the environmental assessment. The Alaska Fish and Game does not have the 25% match left in their funds so we are covering it out of the funds that we have.

It will be introduced at the August 9th Assembly meeting.

4. Sidewalk Wayside Vendor Booth.

Mr. Stone stated that this should have been brought in front of the Operations Committee, but the meeting was canceled. He stated there is a lady Ms. Haywood that has a mobile vending machine truck and would like to set up by the Wayside fishing float for the next several weeks while it is busy.

Mr. Stone stated that what they have done in the past is we have issued these waterfront sidewalk vendor permits. He used as an example the one that was given to a fish taco vendor. If the committee doesn't object to it then he will go ahead and issue one to this lady. There is an application fee of \$50.00 and then a permit fee of \$300.00 per month. They will have to have public liability insurance. They will also need to give a plan where they will be operating.

Mr. Stone also checked with the Parks and Recreation Department and they don't have a problem with it.

Further discussion took place at this time.

VIII. Member & Staff Reports.

No reports at this time.

IX. Committee Administrative Matters.

The next meeting is scheduled for August 19, 2010 at 5:00 pm in the City Chambers.

X. Adjournment.

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

The meeting was adjourned at 6:00 p.m.



Port of Juneau

To: Docks and Harbors CIP/Planning Committee
CC:
From: John M. Stone, P.E. Port Director
Date: August 2, 2010
Re: Aurora Harbor Rebuild

As you know, Aurora Harbor needs replacement. We prepared the attached Aurora Harbor rebuild plan and presented it at numerous public forums. It was well-received by harbor patrons. I would like to use this plan as a basis for adopting a rebuild funding strategy so we can start bringing attention to this project.

The rebuild was estimated at \$17.1 million in today's dollars. We submitted a Tier I municipal harbor grant to ADOT this year. If approved and funded, we would be able to do about \$4 million of the rebuild with our local match. This would include Floats A and B. In order to complete the project, we will need an additional \$13.1 million in today's dollars.

In order to apply for municipal harbor grants, we need to provide local match funding. Since we do not have any local funding available, we should consider asking the Assembly to place a special sales tax or GO bond question on the ballot. This would give us the ability to apply for future grant funding. I should point out that there is no guarantee of grant funding. It is subject to Legislative and Administration approval. However, it is our best bet for getting the harbor replaced before its condition becomes unusable.

Therefore, I am recommending the Board request the Assembly consider a special sales tax or a GO bond to provide local match funding for a state harbor grant to complete the rebuild of Aurora Harbor. Provided the grants come through, we would need an additional \$7.6 million of local match (half of \$13.1 with 5 years of 3% inflation). This would take two grants since we can only apply for \$5 million per harbor in a single year.

Call me at 586-0294 if you have questions.

Attachments



PRELIMINARY

AURORA HARBOR RECONFIGURATION

CONCEPT NO. 3A SITE PLAN

DATE: 1/1/2020

DESIGNER: [Logo]

PROJECT: [Logo]

SCALE: 1" = 100'

DATE: 1/1/2020

CITY OF AURORA

DEPARTMENT OF PUBLIC WORKS

DOCKS & BARBERS DEPARTMENT









Port of Juneau

To: Docks and Harbors CIP/Planning Committee
CC:
From: John M. Stone, P.E. Port Director
Date: August 10, 2010
Re: Statter Harbor Rebuild

With the award of municipal harbor grant, we are in a position to move forward with the rebuild of the Statter Harbor float system. I would like to get direction from the Board so we can begin work on this project as soon as possible. The work envisioned can be accomplished under a nationwide general permit so there should be no permit delay. This memo asks for your approval of a prioritization of work so we can move forward.

The recently awarded \$5 million state harbor grant is for replacement of the previously-owned state harbor facility. This includes the launch ramp and the float system at Statter Harbor. Unfortunately, it does not include replacement of the DeHart's Marina moorage floats. DeHart's was never in state ownership. It was purchased from a private party in 2005.

One of the challenges facing us is the lack of funding to do all of the necessary work. We are estimating the cost of the new launch ramp at \$10 million and have adequate funding to proceed with construction when permits are obtained. The funding breakdown for the launch ramp project is as follows:

- ADF&G Launch Ramp Grant - \$3.00 million
- CBJ Match - \$0.9 million (CBJ Special Sales Tax)
- State Passenger Fee Sewalk Grant - \$0.8 million
- Marine Passenger Fees - \$0.5 million
- State Harbor Grant - \$2.4 million
- CBJ Match - \$2.4 million (CBJ Special Sales Tax)

This leaves about \$5.6 million available in the project account for rebuilding the Statter Harbor float system. This includes \$2.6 million of state harbor grant and \$2.6 million of local match.

I would like the Board to prioritize work on the Statter Harbor float system since the \$5.2 million is not enough money to complete the entire rebuild of the float system. Based on work previously done by the Board, I recommend we proceed with development of bid documents prioritized as follows:

1. Gangway Landing Float Replacement – I am assuming we will refurbish existing gangway.
2. Harbor Electrical Feed Replacement – This is a life safety issue.
3. Replacement of Head Float from gangway landing float to "A" float. We will set this up so Dehart's replacement moorage can be installed off it at a later date.
4. Anchor Chain Replacement – We will do as much as funding allows starting with the breakwater. This may include some maintenance on the floats when the chains are replaced.

We may not have enough money to do all of this work. As we get into the design, I can update the Board how much work we can do. My goal is to get a bid package on the street this winter so we can do the work during the fall of 2011.

Call me at 586-0294 if you have questions.



Port of Juneau

To: Docks and Harbors CIP/Planning Committee
CC:
From: John M. Stone, P.E. Port Director
Date: August 13, 2010
Re: DeHart's Marina Replacement

The moorage floats at DeHart's Marina have exceeded their useful life. We do not have funding to replace them. We need to develop a plan and take actions to address the short and long term issues related to closure and replacement of the facility.

DeHart's Marina provides moorage for 55 year-round stallholders and 17 seasonal stall holders. In addition, it contains a fuel float facility that is under lease with Petro Marine, dba Harbor Enterprises.

The master plan for CBJ's harbor facilities in Auke Bay, adopted by the Board in 2005, called for removal of the current DeHart's Marina facility and replacement of its moorage and fuel float functions off the existing head float at Statter Harbor (see attached master plan).

Because this reconfiguration would displace the loading zone function at the Statter Harbor head float, the plan called for the installation of a dedicated passenger boarding float next to the new launch ramp in the area where the Dehart's moorage floats are currently located. The Statter Harbor loading zone is the most heavily used float in the CBJ harbor system and handles about 35,000 tour passengers each summer. There are no alternative moorage areas suitable for accommodating this activity. Loss of a loading area for tours would cause severe economic disruption to many local businesses.

This reconfiguration plan requires us to replace and refurbish the affected portion of the head float at Statter Harbor before installing the replacement floats for the DeHart's patrons and Harbor Enterprises. In particular, the gangway landing float needs to be replaced and the portion of the head float accommodating the new floats needs to be refurbished and modified to accept the new moorage floats.

The master plan encompasses a series of interdependent projects that must be carefully sequenced to avoid major disruptions to any of groups using the facilities. A dilemma is created because there is inadequate funding to undertake and sequence the projects in a manner allowing us to avoid displacement of a user group for other than a temporary period of time. The only portion of the project with current funding is the refurbishment of the existing Statter Harbor head float. The other projects, DeHart's replacement moorage at \$5 million, and a passenger boarding float at \$2.5 million, are unfunded.

We are about \$7.5 million short of what is needed to properly sequence the master plan to avoid major disruptions. The Dehart's moorage replacement and the passenger boarding float would most likely qualify as Tier II projects under the state harbor grant program. If approved, 50% of the \$7.5 million would be funded by the state. However, the track record for Tier II grant approval under the state program is very poor. Tier II projects suffer from a reduced likelihood of funding since they are statutorily ranked lower than all Tier I applications.

Even if the \$7.5 million of funding becomes available, it is unlikely we could accomplish this work within two years. My biggest concern is that the Dehart's float system does not have two years of life left in it, especially the fuel float portion of the facility.

As a long term strategy, I recommend the Board immediately pursue full funding for DeHart's replacement moorage and the passenger boarding float from the Assembly.

The short term strategy follows.

I have begun discussions with Harbor Enterprises to move the fuel float facility to the existing Statter Harbor float system. The condition of the floats housing the fuel lines and the condition of the fuel float are significant liabilities for both parties that need to be addressed expeditiously. The recent fuel link break has brought the full attention of the U.S. Coast Guard to bear on the condition of the fuel facility. Provided we want to keep a fuel facility in Auke Bay, movement to Statter appears to be the only option available to us.

Since movement of the fuel float operation will require significant investment on the part of Harbor Enterprises, we will likely need to renew the lease. One area for relocation we are considering is on the south side of the head float beyond the work float towards the breakwater. This is probably a much better location from a user and congestion management standpoint than the current location and the

location proposed in the master plan. It may also increase revenues to both parties since larger vessels will be able to access the float. The lease rent is based on fuel sales.

The existing lease allows us to renegotiate a new lease if a replacement facility is built. My goal is to get them into a new location by next summer if possible. **I would like approval from the Committee to undertake discussions with Harbor Enterprises for the purpose of finding a replacement site for the fuel float facility in Statter Harbor.**

The issue with DeHart's replacement moorage is more complicated. We could probably run the moorage facility for another season. I would encourage Board members to walk the floats so you can get a first-hand impression of its condition. I have serious concern using the floats after 2011.

Our purchase agreement with Mr. Deems, the previous owner of DeHart's, stipulated that we would give his stallholders preferential consideration of moorage space if a replacement facility was built, provided they were in good standing on the day of purchase and the treatment is consistent with harbor regulations. Since a replacement facility will not be built before the existing facility is shut-down, this requirement doesn't apply as a legal matter.

In any event, the Board should do everything possible to accommodate the DeHart's patrons during the interim. In this regard, I have the following recommendation:

1. Notify the stallholders that we are intending to close the facility on November 1, 2011. This gives stallholders plenty of time to look for alternate moorage.
2. If necessary, offer to move the stallholders to the top of waiting lists at the downtown harbors. We could accommodate many of the small boats immediately. I expect everyone would get a stall assignment in the downtown harbor by the closure date.
3. Offer to put the stallholders at the top of the winter hot berth list at Statter. This would give them a stall assignment during the winter. In the summer, they would use the harbor as a transient like other boaters. This would also be available during the winter of 2011/2012 if we can somehow pull off a rebuild by the summer of 2012.

Docks and Harbors CIP/Planning Committee

August 13, 2010

Page 4 of 4

4. Place them at the top of a waiting list for Dehart's replacement moorage so they can get preferential consideration if/when it is built.

Call me at 586-0294 if you have questions.

Attachments



PROPOSED PARKING SUMMARY	
60	TRAILER PARKING
40	PASSENGER VEHICLE PARKING
0	CHARTER AND TOUR BUS PARKING
0	BOAT YARD
0	BOAT YARD





CITY & BOROUGH OF JUNEAU
ALASKA CAPITAL CITY



DOCKS & HARBOR DEPARTMENT

CONCEPT NO. 1 SITE PLAN



ENGINEERS, INC



RESEARCH
BUREAU
OF RECORDS



USKH

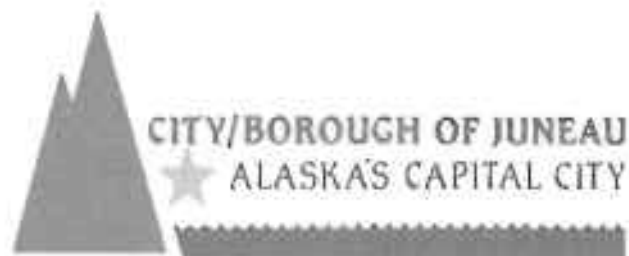
CITY & BOROUGH OF JUNEAU
STATTER HARBOR IMPROVEMENTS

CONCEPT NO. 1 SITE PLAN

DATE: 8/12/2016

PROJECT NO: 08010

SHEET NO: 5



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

Port of Juneau MEMORANDUM

To: Docks and Harbors CIP/Planning Committee
From: Gary Gillette, Port Engineer
Date: August 12, 2010
Re: Statewide Transportation Improvement Program (STIP)

The CJB has been asked by ADOT&PF to update its needs list for the 2012-2015 STIP list. The state will take project information until September 13, 2010.

Following are docks and harbors related projects on the current STIP list. The listed items with strikethrough are those projects that have been completed, partially or fully funded, or may no longer be viable projects for ADOT listing.

1. Name ~~Areawide Moorage Reconfiguration~~

Description Reconfigure all existing harbors so as to allow most efficient use of each. Taking into account commercial, recreational use by the general public and commercial fishery. Promote non-use by vessels under 24'. Use existing list in reconfiguration study.

Estimate 1,275,000

2. Name ~~Auke Bay Commercial Landing Facility~~

Description Construct a marine loading facility to serve regional commercial fleets, including landing craft operations that service surrounding communities. This will facility will separate commercial fleet activities from other fleets, and reduce wear on smaller size floats and gear at the nearby transient floats. The freight and fish transfer facility includes covered upland storage and drive down gangway and float.

Estimate

3. Name ~~Aurora Harbor ADA Improvements~~

Description Construct ADA improvements on ramp to float system.

Estimate 651,000

4. Name ~~Aurora Harbor Reconstruction~~

Description Reconstruct finger floats at #A-A-06/ A-07 from 70 to 100 feet.

Estimate 300,000

- 5. Name** Aurora Harbor-Vehicle Access Improvements
Description Improve access and egress with northbound acceleration lane at main entrance. Connect north and south parking areas.
Estimate 756,000
- 6. Name** Douglas Dock Reconstruction
Description Reconstruct dock, approach, hoist, and bulkhead.
Estimate 150,000
- 7. Name** Douglas Harbor Expansion
Description Dredge turning basin and moorage basin; construct new floats.
Estimate 2,900,000
- 8. Name** Egan Drive Harbor Area Intersection Improvements
Description Construct intersection improvements to Harbor Area intersections. Includes improvements or modifications to Egan Drive intersections with 12th Street, Highland Drive and with the driveways to Harris and Aurora Harbors. Also includes pedestrian and service drive connection between north and south parking areas of Aurora Harbor.
Estimate 3,330,000
- 9. Name** Auke Bay Seawalk Construction
Description Construct a waterside path and wayside between the overflow parking lot (opposite Auke Bay School) and the access road to Statter Harbor, with a connection to the harbor entrance. Includes interpretation.
Estimate 400,000
- 10. Name** North Douglas Highway Resurfacing & Shoulder Widening
Description Excavate rock on the uphill side and widen the highway pavement to 30 feet. Includes improvements to the launch ramp area, the wayside at False Outer Point and the Outer Point trailhead.
Estimate 4,800,000
- 11. Name** Tee Harbor Launch Ramp and Parking Lot
Description Construct a new approximately 12' x 180' boat launch ramp, 6' x 225' launch ramp float and parking lot.
Estimate 1,000,000

Staff recommendations are to remove projects numbered 1, 2, 3, 6, 7, 9, and 11 from the STIP list and to retain projects numbered 5, 8 and 10 for the 2012-2015 STIP list. In addition project numbered 4 should be modified and a new project added as follows:

4. Name Aurora Harbor Reconstruction

Description Reconstruct Aurora Harbor facility.

Estimate 17,000,000

12. Name Replace Aurora Harbormaster's Building.

Description Replace deteriorating Harbormaster's office at Aurora Harbor and include space for Port Director office.

Estimate 3,000,000

Therefore the recommended list for submission to ADOT is as follows:

1. Aurora Harbor Reconstruction - \$17M
2. Aurora Harbor-Vehicle Access Improvements - \$756K
3. Egan Drive, Harbor Area Intersection Improvements - \$3.33M
4. North Douglas Highway Resurfacing & Shoulder Widening - \$4.8M
5. Replace Aurora Harbormaster's Building - \$3M

Designing Alaska Since 1935

Date: August 5, 2010
To: Gary Gillette
CBJ Port Architect
From: Joann Lott
RE: CBJ Docks & Harbors Toilet Room Concepts
CC:

Gary,

Thank you for the opportunity to provide a fee proposal for conceptual design services for toilet rooms in the Columbia lot area.

We propose the following scope of work as outlined at our 7-23-10 meeting.

Prepare 3 conceptual designs for toilet rooms as follows:

1. Addition to the existing toilet facilities at the Tram building to increase both men and women's toilets by 3 fixtures each.
2. Design a separate toilet room with Men's and Women's rooms, each with 3 toilet fixtures, to be built on the uplands areas of the site. Conceptual design will include a suggested building location.
3. Design a separate toilet room with Men's and Women's rooms, each with 3 toilet fixtures, to be built on the dock. Conceptual design will include a suggested building location.

The design concepts will be developed for presentation including identification of pros and cons. The initial concepts will include one or 2 building configurations for each option, to be reviewed and discussed with the Docks and Harbors Architect. The concepts will be refined to select one concept design for each of the 3 options noted above. This will be accomplished through 3 meetings with the Docks and Harbors Architect and others as desired.

Each refined concept design will include a cost estimate prepared by HMS.

Research: Review potential building locations and any constraints, such as size, vehicle and pedestrian traffic, adjacent building access, site features, visibility, ease of access. Research use of Columbia lot as a cruise ship

passenger shuttle point, and how that impacts the need for toilet rooms at that location. Monitor use of the toilet rooms at the Tram on two ≥ 3 boat days to observe extent of use, lines and congestion.

Need Analysis: A written narrative including comments received during the previous project related to the need for toilet rooms in this area; compilation of research data identifying findings; incorporation of work provided by Docks and Harbor Architect Gary Gillette identifying existing public toilet locations and separation distances.

A presentation to the Docks & Harbors CIP committee meeting is included.

Deliverables:

11x17 colored site plan depicting three or four potential locations.

11x17 concept floor plan and 3d sketch - one of each concept (3).

8 1/2x11 narrative/needs analysis.

All of the above in PDF format, printing to 11x17 or 8 1/2 x 11.

G:_Projects\0847\Corr\scope-fee\CBJD&H toilet rooms\designscope 8-4-10.doc

JENSEN YORBA LOTT, Inc.
DESIGN SERVICES PROPOSAL

TOILET DESIGN CONCEPTS

Project: **CBJ Docks & Harbors Ports, Customs and Visitors Buildings**

STAFF:	Arch/LArch/IDes							TOTAL
	PMgr	III	II	ACC	Intern	Drft	AA	
	\$140	\$115	\$105	\$85	\$90	\$80	\$70	

ARCHITECTURE:

Project Management	2							
Preliminary Research	4				8			
Design Meetings	3				3			
Narrative	6				8		2	
Conceptual Design	21				20	12		
Presentation Drawings	2				8			
Presentations To Board	1							
Accounting				1				
Subtotal (hours)	39	0	0	1	47	12	2	101
Subtotal (dollars)	\$5,460	\$0	\$0	\$85	\$4,230	\$960	\$140	\$10,875

CONSULTANTS:

Engineering Surveying								
Geotechnical Invest								
Structural Engineering								
Mechanical Engineering								
Electrical Engineering								
Cost Estimating								\$2,820
Subtotal								\$2,820
Overhead/Profit	0%							\$0
Total								\$2,820

TOTAL TOILET DESIGN SERVICES FEE	\$13,695
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ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

P. O. Box 20092
Juneau, Alaska 99802

August 10, 2010

Mr. John Stone, CBJ Port Director
155 South Seward St
Juneau, Alaska 99801

Dear John:

On July 27, 2010, the Alaska Commercial Fishermen's Memorial's Board of Directors reviewed a concept Cruise Ship Dock Reconfiguration Design with you, Gary Gillette, and Harbormaster Phil Benner. Two years ago, the Memorial communicated with you and other City officials regarding the process of finalizing a downtown waterfront plan (copy November 26, 2007 letter enclosed). Two years before writing that letter, our Board had been assured that the Memorial was considered in the downtown waterfront planning process and would not be affected. We indicated that we were concerned about any dock plans that would cut the Memorial's water view plane and deny boat access for the annual Blessing of the Fleet.

The Memorial's location was selected in part because it was the last remaining land on the CBJ's downtown waterfront that had open access to the waterfront for the Blessing. This location was selected and approved by the City for that reason among others, and by the Board after sending surveys to commercial fishermen and women in Juneau asking for input on their preferred location for a Memorial.

Please review the enclosed photos of the annual Blessing of the Fleet. The concept Cruise Ship Dock Reconfiguration Design would change the entire setting for the Memorial and the Blessing of the Fleet by changing from open access to the water to a Cul de Sac area with a narrow entrance. That would prohibit fishing boats from moving past the Memorial for the Blessing.

At this point, it seems that the only alternatives to maintain the integrity of the Memorial would be to not construct 16B, the proposed southernmost cruise ship dock in front of the Memorial or, as we indicated two years ago, relocate the Memorial to a site along the downtown waterfront that does, and will, have unobstructed waterfront access, which will allow boats to pass in front of the Memorial and have the same support facilities (rest rooms, parking, electricity, water) that the Memorial has now.

Very truly yours,



Alaska Commercial Fishermen's Memorial in Juneau Board of Directors

C: CBJ Assembly and Harbor Board Members (with enclosures)

ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

P. O. Box 20092
Juneau, Alaska 99802

November 26, 2007

Mayor Bruce Botelho
CBJ Mayor
155 South Seward St
Juneau, Alaska 99801

Dear Mayor and Assembly members:

We understand that the City is in the process of finalizing a downtown waterfront plan. A couple of years ago, various members of our Board met briefly with the planning office and were assured that the Memorial was considered in the plan and would not be affected. But that was an old version of the plan. If the new plan is approved, the plan would cut the water view plane and deny boat access to the Alaska Commercial Fishermen's Memorial for the annual Blessing of the Fleet.

The location for the memorial was selected because it was the last remaining pieces of land that had open access to the waterfront for the Blessing. Our board has considered this problem and would like the city to work with us to relocate the memorial to a different site downtown that does, and will, have waterfront access.

Thank you for considering this input and we look forward to working with the city on this matter.

Very truly yours,

/s/

Alaska Commercial Fishermen's Memorial in Juneau
Board of Directors
Bob Millard, Ted Merrell, Bruce Weyhrauch, Tom Gemmell,
Linnea Osborne, Tisa Becker, Lisa Weber

C: City Manager Rod Swope
Port Director John Stone



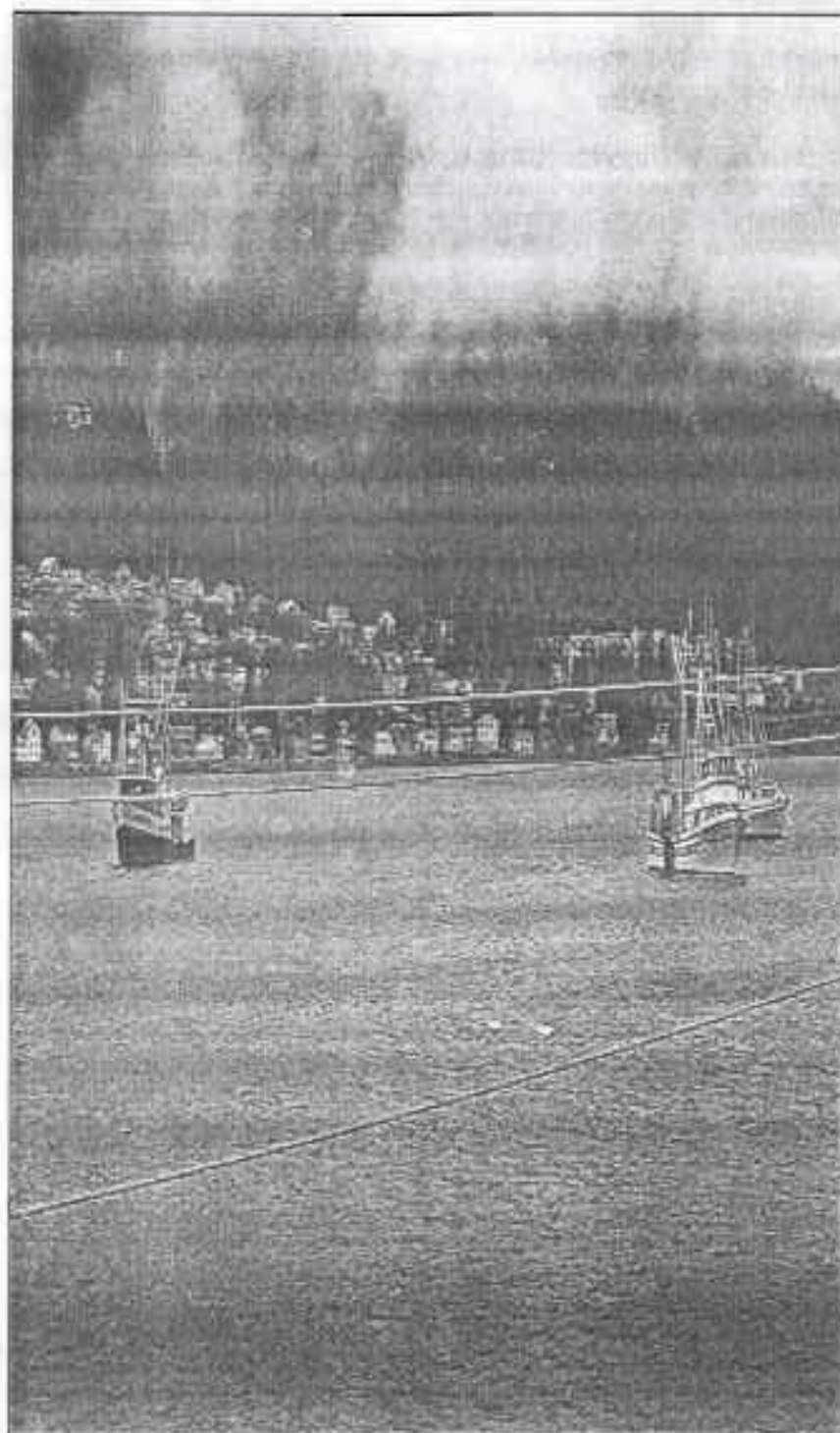
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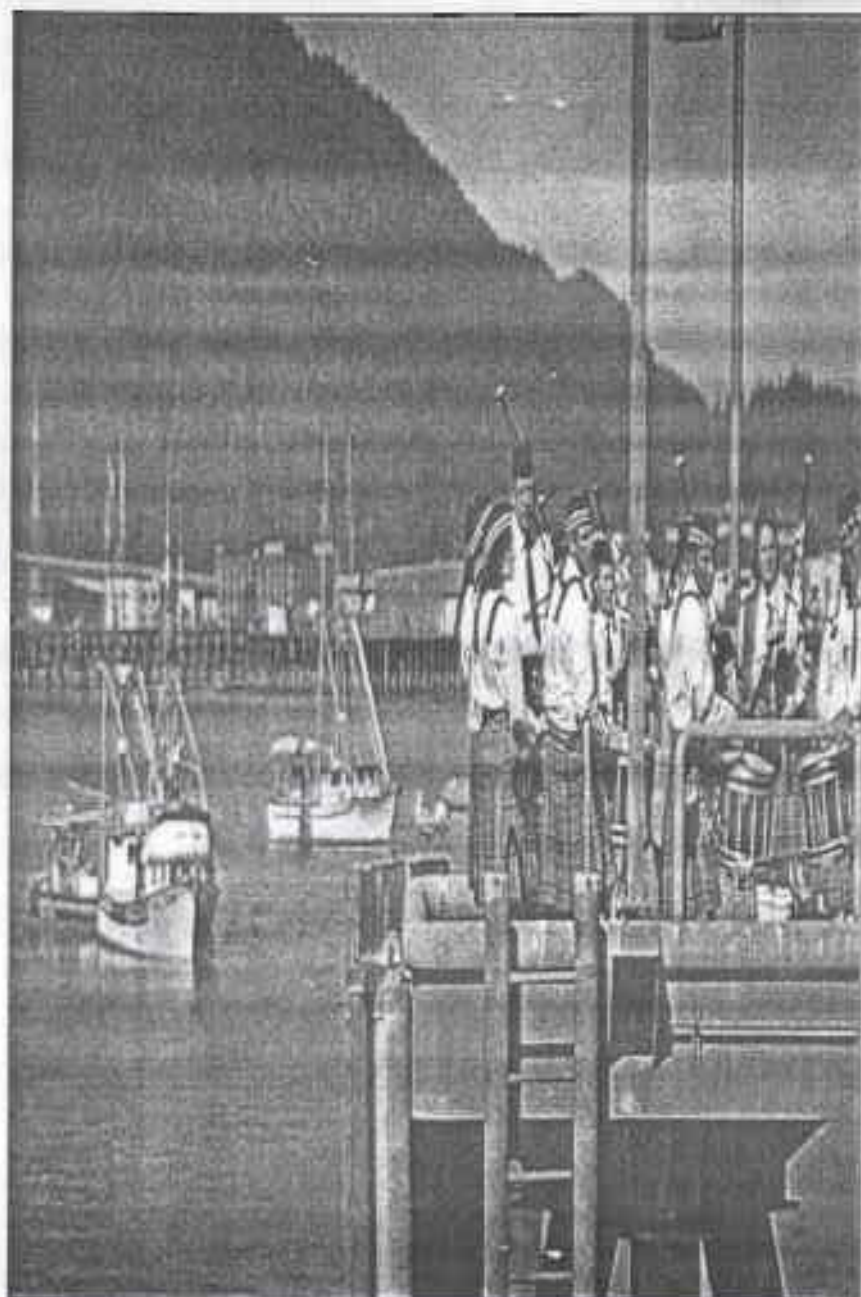
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Photo: Ron



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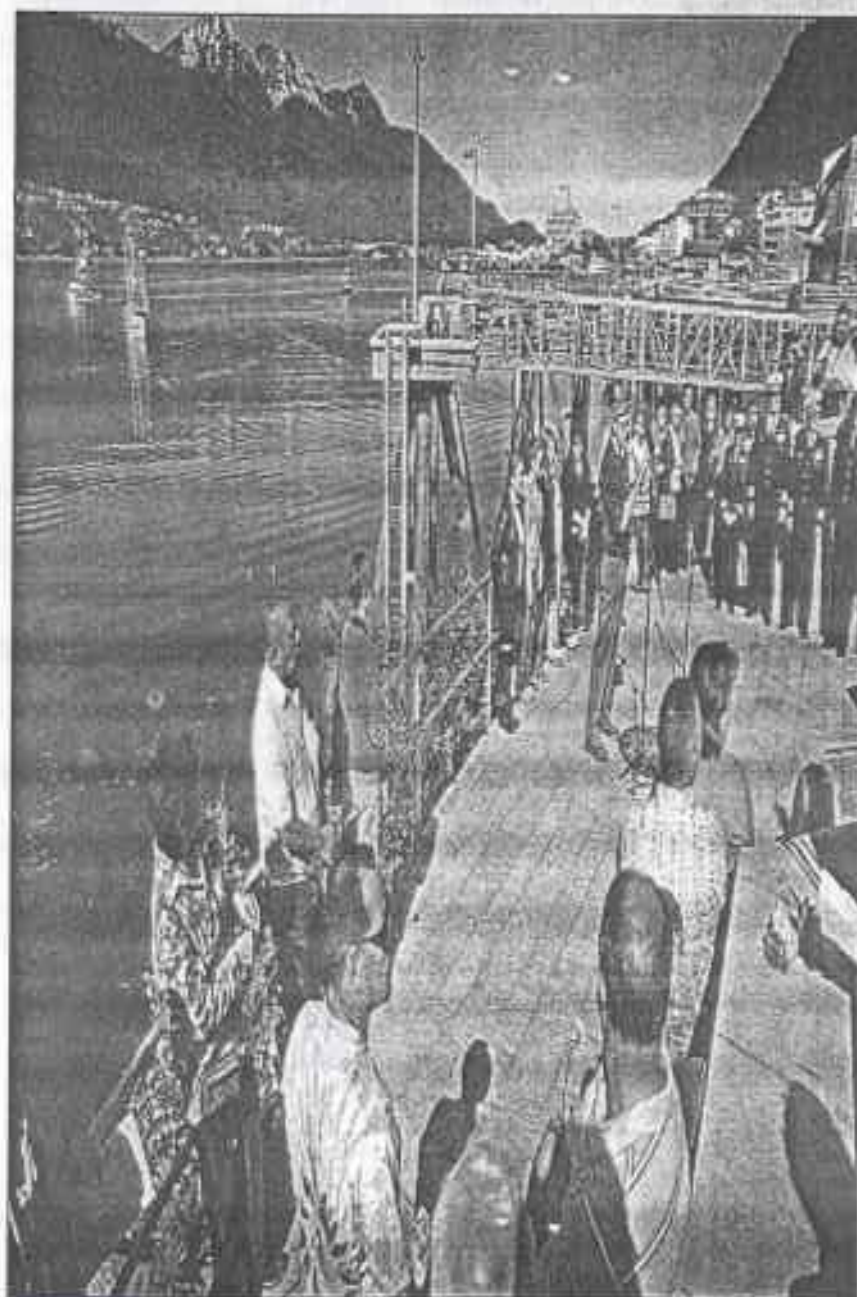
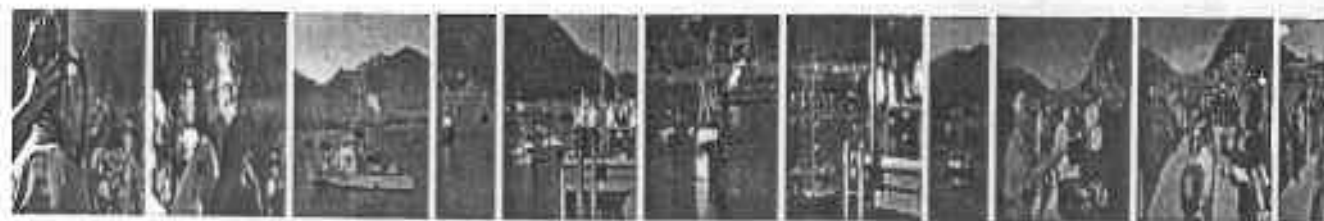
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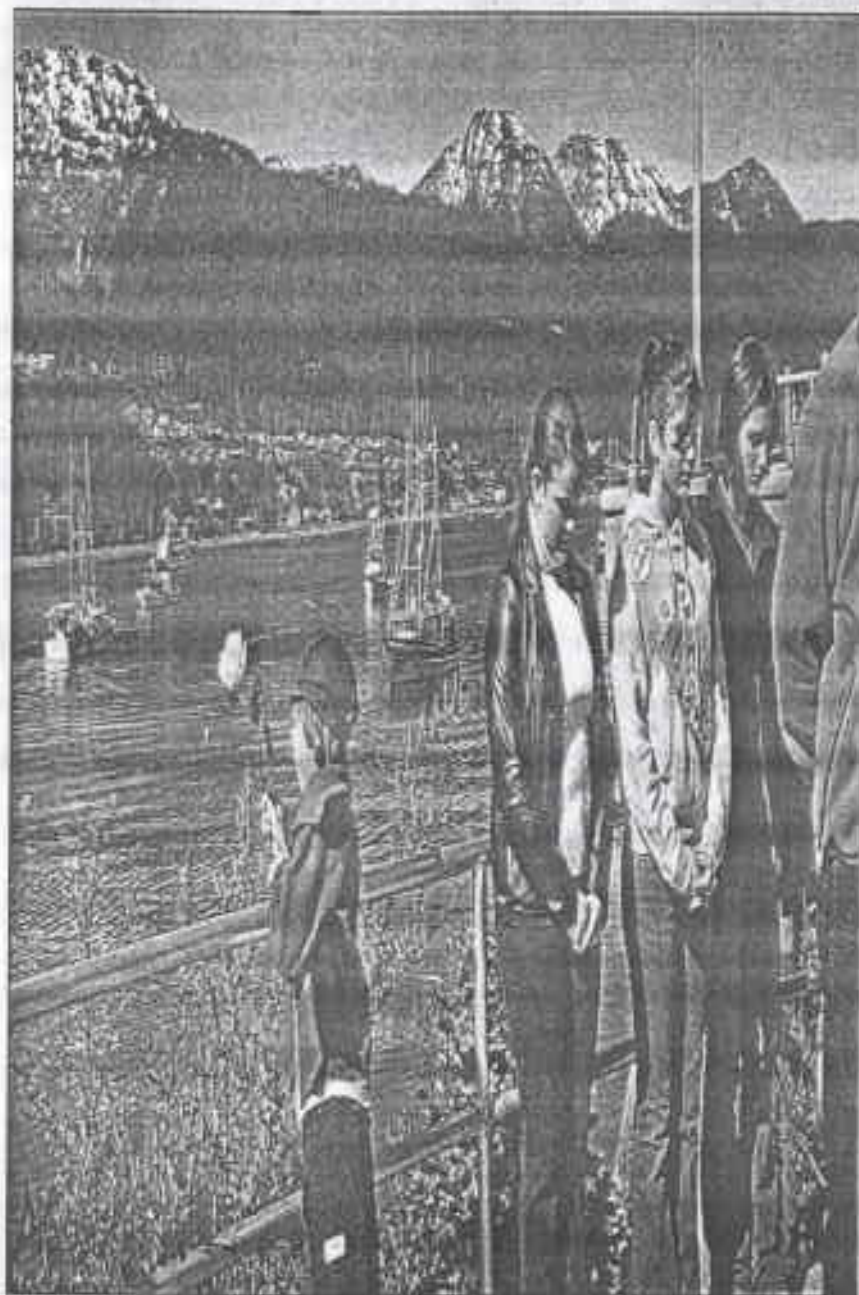
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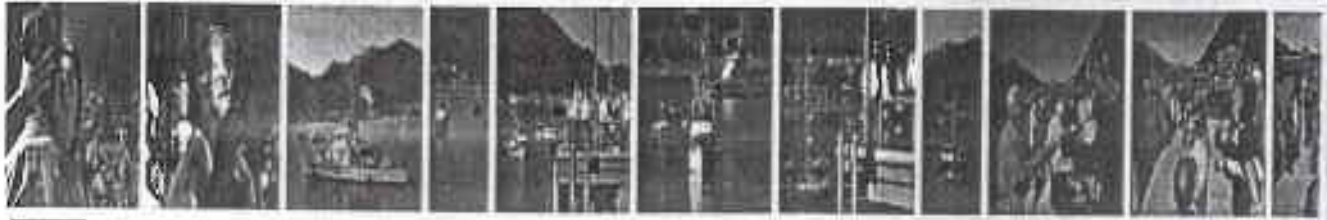
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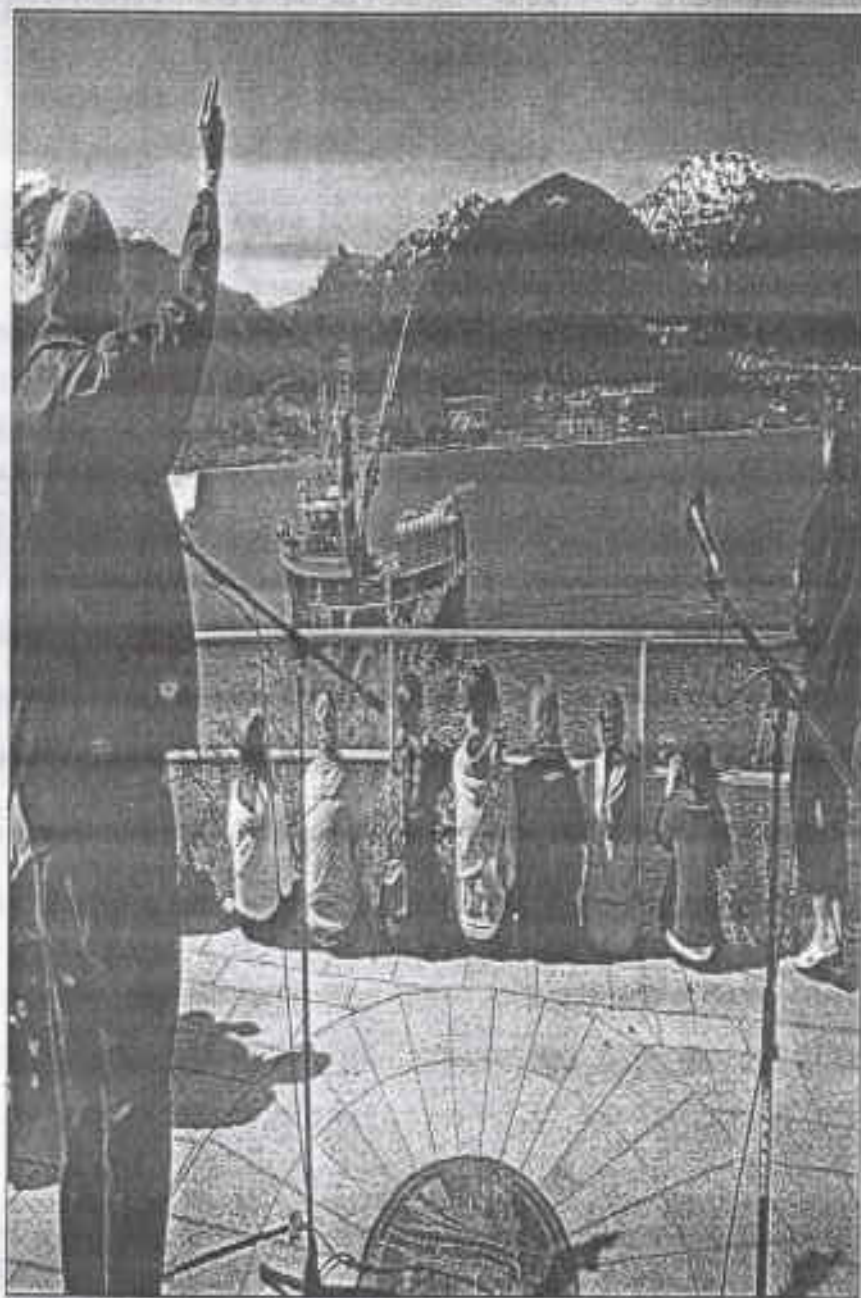
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