

**CBJ DOCKS & HARBORS BOARD**  
**CIP / PLANNING COMMITTEE MEETING REVISED AGENDA**  
**For Thursday, July 21, 2011**

**I. Call to Order** (5:00 pm in the Assembly Chambers)

**II. Roll Call** (Greg Busch, Don Etheridge, Kevin Jardell, Eric Kueffner, Bud Simpson, and Michael Williams).

**III. Approval of Agenda.**

**MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.**

**IV. Public Participation on Non-Agenda Items.**

(Not to exceed five minutes per person or twenty minutes total time).

**V. Approval of June 23, 2011 CIP/Planning Meetings Minutes.**

**VI. Items for Action.**

None

**VII. Items for Information/Discussion.**

1. 1% for Art  
Presentation by Port Engineer
2. Draft CIP 5 Year Plan  
Presentation by Port Engineer
3. Fisherman's Memorial Relocation  
Presentation by Port Engineer

**VIII. Member & Staff Reports.**

**IX. Committee Administrative Matters.**

Next Meeting: August 18, 2011.

**X. Adjournment.**

CBJ DOCKS & HARBORS BOARD  
CIP/PLANNING COMMITTEE MEETING MINUTES  
For Thursday, June 23, 2011

I. Call to Order.

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

II. Roll.

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

The following member was absent: Mr. Jardell

Also in attendance was: Mr. Benner – Acting Port Director, and Mr. Gillette – Port Engineer.

III. Approval of Agenda.

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

IV. Public Participation.

There was none at this time.

V. Approval of Previous Meeting Minutes.

**MOTION by Mr. Preston: ASK UNANIMOUS CONSENT TO APPROVE THE PREVIOUS MINUTES OF May 19, 2011. The motion passed without objection.**

VI. Items for Action.

1. DeHart's Replacement Floats Fee Proposal.

Mr. Gillette stated that this would be a contract amendment to PND Engineers to continue work on the Statter Harbor project and this would include the DeHart's replacement floats, which was recently approved by the Full Board (See attached). Mr. Gillette stated that this fee proposal would include the design of the new floats and also a separate fee proposal for the geotech work. This would require some drilling to evaluate the ground under the water to accept our pilings. He went on to explain this to the member in further detail.

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

**Public Comment:**

Mr. Janes with Gastineau Guiding Company stated that he is a commercial guiding company that currently operates out of Auke Bay. He stated that he is mainly concerned about the transition

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time between the existing loading zone and the future loading zone operations. He is hopeful that we can come up with a plan that would accommodate loading over the next year or two as the construction project goes forward without compromising the space available that is there now. He recommended that we have work sessions with all user groups to come up with some sort of a plan to deal with this issue.

Further discussion with Mr. Janes and the committee members took place at this time.

Mr. Ward who owns Dolphin Jetboat Company stated that he would like to just reiterate what Mr. Janes stated earlier. He would like to work together with all user groups to make this as smooth of a transition as possible.

Mr. Watson spoke of the funding sources and stated that he is sure there are some solutions to the transition process and he being a Deharts patron would also like to be included in the work group.

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

**MOTION A by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND THAT THE BOARD FORWARD TO THE ASSEMBLY AND RECOMMENDING APPROVAL OF \$325,045.00 FOR GEOTECH INVESTIGATIONS AT STATTER HARBOR. The motion passed without objection.**

Further discussion regarding the funding source for the design development, permitting, final design and bid phase services for Statter Harbor floats 1 & 2 took place at this time.

**MOTION B by Mr. Donek: ASK UNANIMOUS CONSENT TO RECOMMEND THAT THE BOARD FORWARD TO THE ASSEMBLY AND RECOMMENDING APPROVAL OF \$285,900 FOR DESIGN DEVELOPMENT, PERMITTING, FINAL DESIGN AND BID PHASE SERVICES FOR STATTER HARBOR FLOATS 1 & 2. The motion passed without objection.**

VI. Items for Information/Discussion.

1. Jeff Bush request to address the committee members regarding 1% for art.

Mr. Bush state he is here in front of the CIP committee at the request of a couple of groups, one being the advocates for the whale project and the other is at the request of the Mayor. His position here is representing the Arts and Humanities Council, and stated that he is here to advocate that when the Docks and Harbors moves forward on 16 B 3 recognize the 1% for art is required as part of the project. He stated that it came to his attention when he was asked to address the board about this that there might be some opinion that the 1% does not apply in this situation but in speaking with the city law department that it does apply.

Mr. Bush suggested that if this 1 % does apply that Docks and Harbors should start the beginning of the art selection process early on in the design and the reason for this is that if the project is

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already under way it will limit the type of art that can be done. There are more opportunities and varieties that can be incorporated into a project if the artwork is selected up front.

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

2. Marine Park/Seawalk Planning Update.

Mr. Stekoll with the Engineering Department updated the committee members on the project and went over the preferred option. This is not to say that this will be the design that is chosen but it will help to begin negotiations with the land owners. At this time he did a power point presentation for the committee members.

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

3. CBJ proposed noise ordinance.

Mr. Gillette stated that on Tuesday the 14<sup>th</sup> the Planning Commission met and one of the biggest issues that are still outstanding is the legal interpretation of what Federal Laws apply in terms of FAA and Interstate Commerce. He went on to explain this to the committee members regarding the loading of passengers as well as products on the Cruise Ships.

Further discussion took place at this time.

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

**Public Comments:**

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

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

VII. Member & Staff Reports.

There were none at this time.

VIII. Committee Administrative Matters.

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

X. Adjournment.

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

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The meeting was adjourned at 6:30 pm.



City & Borough of Juneau • Docks & Harbors  
155 S. Seward Street • Juneau, AK 99801  
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## Port of Juneau MEMORANDUM

**To:** CBJ Docks and Harbor Board  
CIP and Planning Committee  
**From:** Gary Gillette, Port Engineer  
**Date:** July 15, 2011  
**Re:** 1% for Art

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On June 23, 2011 at the regular meeting of the CIP and Planning Committee Mr. Jeff Bush addressed the members on the issue of 1% for Art in regards to the Port of Juneau Cruise Berths project (commonly referred to as 16-B). Mr. Bush indicated that he believed the project is required to provide art under provisions of CBJ Code Chapter 62.65 Art Works in Public Places. Historically the Docks and Harbors Department has not included 1% for art as part of its projects. The one exception is the recent Port/Customs and Visitor Center Buildings.

The 1% for Art ordinance became affective on August 1, 1985. Key elements of the ordinance are contained in the following references. Paragraph 62.65.010 states the purpose of the ordinance is "... to foster the development of culture and the arts through the purchase or commissioning of works of art for municipal facilities that are subject to substantial public use." Paragraph 62.65.020 establishes the requirements stating "A facility constructed, remodeled, or renovated with funds appropriated by the assembly after August 1, 1985, shall include within public view works of visual art ..." Paragraph 62.65.030 establishes an account for funds to purchase art "... if the building or facility is exempt from the requirements of 62.65.020 and the exemption is because" (1) the estimated construction cost of the building or facility is less than \$250,000; or (2) the building or facility is not designed for substantial public use and access." Paragraph 62.65.050 provides definitions of construction cost (basis of the 1%) as the "... cost expended for the actual construction, remodeling or renovation of the facility , exclusive of the costs of land acquisition, site investigation, design services, administrative costs, equipment purchases and any other cost not specifically incurred within the construction contract awarded for the construction of the facility." The term facility as defined by the ordinance "... includes, but is not limited to, schools, office buildings, public libraries, and public parks. The term 'facility' does not mean: (1) streets; (2) utility facility and lines; (3) fire stations; and (4) buildings for institutional, hospital, penal or corrective purposes."

In reviewing various past projects it was found that implementation of the art ordinance has been generally inconsistent with its provisions. A number of projects provided no art or art fund contribution; a number of current projects are not planning to provide art or art fund contribution; and there are projects that have included art but did not follow the ordinance provisions governing the process for selection of art. The ordinance is nearly 25 years old and given the inconsistency of application it may be timely for reviewing the specific language and clarifying the intent for future projects.

Issues that come to mind include the following:

1. While the literal interpretation appears to require 1% for art for all docks and harbors projects, was that the original intent of the ordinance? If so, does that make sense today? The majority of docks and harbors projects are for utilitarian infrastructure to moor, service, store, and repair boats and related materials and equipment.
2. The ordinance stipulates that a facility constructed, remodeled, or renovated must provide 1% for art. These terms are quite inclusive. For example the Webster's Dictionary defines renovate as "to make fresh or sound again, as though new, clean up, replace worn and broken parts in repair, etc." This would indicate that anything but day-to-day maintenance would require art funds. For example; replacing windows; painting, roof replacement, and similar projects would be included.
3. Funds for some docks and harbors projects come from passenger fees which can be quite restrictive on the use of those funds. Can they be used for 1% for art? If not, is the 1% figured on the total construction cost or the portion not funded with restrictive funds? Some project of Docks and Harbors and the Airport depend on nearly 100% funding from restrictive sources. Will these projects require additional non-restrictive funds to pay for art?

Docks and Harbors staff recommends the Board seek clarification of the intent and specifics of how the 1% for Art ordinance is to be applied for docks and harbors projects. This may lead to changes to the ordinance such that it will be consistently administered throughout all departments at CBJ.

## Chapter 62.65 ART WORKS IN PUBLIC PLACES\*

**\*State law references:** Art works in public buildings and facilities, AS 35.27.010 et seq.

### 62.65.010 Purpose.

### 62.65.020 Art requirements for public facilities.

### 62.65.030 Art in public places account.

### 62.65.040 Selection process.

### 62.65.050 Definitions.

#### 62.65.010 Purpose.

The assembly recognizes a responsibility to foster the development of culture and the arts through the purchase or commissioning of works of art for municipal facilities that are subject to substantial public use. It is therefore declared to be a municipal policy that a portion of appropriations for capital expenditures for these facilities be devoted to the acquisition of works of art to be permanently placed in or as a part of such facilities. (Serial No. 85-50, § 2, 1985)

#### 62.65.020 Art requirements for public facilities.

- (a) A facility constructed, remodeled or renovated with funds appropriated by the assembly after August 1, 1985, shall include within public view works of visual art, such as sculptures, paintings, murals, drawings, mosaics, photographs, calligraphy, works of graphic art (including an etching, lithograph, offset print, silk screen), crafts (including crafts in clay, textiles, fiber, wood, metal, plastic, glass and like materials), or mixed media including a collage, assemblage or any combination of the foregoing art media, or objects relating to native art, as provided in this chapter.
  - (b) The manager, before preparing plans and specifications for facilities, shall advise the assembly regarding the inclusion of works of art and shall include works of art in such buildings and facilities unless otherwise directed by the assembly.
  - (c) At least one percent of the construction cost of a facility approved by appropriation by the assembly after August 1, 1985, shall be reserved for the design, construction, mounting and display of art associated with the facility.
  - (d) The manager shall encourage the use of City and Borough resources in these art works.
  - (e) The City and Borough shall receive sole ownership of each work of art acquired pursuant to this chapter. No work of art produced, in whole or in part, pursuant to this chapter shall be subject to copyright in the United States or in any other country. The City and Borough shall have unrestricted authority over any work of art acquired pursuant to this chapter.
- (Serial No. 85-50, § 2, 1985)

#### 62.65.030 Art in public places account.

- (a) The art in public places account is established. This account shall be a separate account within the capital projects fund. The manager shall administer the account.
  - (b) The manager shall deposit into the art in public places account one percent of the construction cost of a building or facility if the building or facility is exempt from the requirements of section 62.65.020 and the exemption is because:
    - (1) The estimated construction cost of the building or facility is less than \$250,000.00; or
    - (2) The building or facility is not designed for substantial public use and access.
  - (c) The manager may use the money in the art in public places account to:
    - (1) Commission or purchase a work of art which is to be placed on public lands integral to or attached to a facility detached within or outside a facility, part of a portable public exhibition or collection, part of a temporary public exhibition, or loaned to or exhibited in other public facilities owned, leased or designated by the City and Borough which have substantial public use and access; and
    - (2) Meet expenses for a commissioned work of art for a building or facility which has substantial public use and access if the cost of the work of art exceeds the amount reserved under subsection 62.65.020(c).
- (Serial No. 85-50, § 2, 1985)

#### 62.65.040 Selection process.

For each project for the construction, remodeling or renovation of a building, school or facility falling within the provisions of this section, a selection panel shall be appointed to select works of art for inclusion in the project. The panel shall consist of two public members appointed by the Juneau Arts and Humanities Council, two members appointed by the assembly, one member appointed by the manager and one member representing the department which will be the primary user of the building, school or facility. The panel shall consult with the project architect or designer to ensure compatibility of the works of art with the design of the building, school or facility. All selections shall be subject to final approval by the assembly. The selection panel shall not have any authority to enter into any contract on behalf of the city.

(Serial No. 85-50, § 2, 1985)

#### 62.65.050 Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Construction cost* means that cost expended for the actual construction, remodeling or renovation of the facility, exclusive of the costs of land acquisition, site investigation, design services, administrative costs, equipment purchases and any other cost not specifically incurred within the construction contract awarded for the construction of the facility.

*Facility* means a permanent improvement owned or leased by the municipality and devoted to substantial public use having an estimated construction cost of at least \$250,000.00; the term includes, but is not limited to, schools, office buildings, public libraries and public parks. The term "facility" does not mean:

- (1) Streets;

- (2) Utility facilities and lines;
- (3) Fire stations; and
- (4) Buildings for institutional, hospital, penal or corrective purposes.

*Manager* means and includes the manager or the manager's designee.

(Serial No. 85-50, § 2, 1985)

**Cross references:** Definitions generally, CBJ Code § 01.15.010.



City & Borough of Juneau • Docks & Harbors  
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# Port of Juneau MEMORANDUM

**To:** Harbor Board CIP and Planning Committee  
**From:** Gary Gillette, Port Engineer  
**Date:** July 15, 2011  
**Re:** Draft 5-Year CIP Plan

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Attached is a draft 5-Year CIP plan for facility needs of the Docks and Harbors Department. This is a listing of current projects that are in progress and projects that are seen as needed in the future.. Ultimately the funding would be identified for specific fiscal years that would help establish funding strategies.

The Committee is asked to review the list, make recommendations for additions or deletions, and other comments as appropriate.

**DRAFT**  
**CBJ Docks and Harbors 5-Year Capital Improvements Plan**

Project Location	Project	Cost Estimate	FY12	FY13	FY14	FY15	FY16	LONG RANGE	Existing Funding	Potential Funding	FUNDING SOURCE
ABLF	ABLF - Phase I										
	Mitigation	500,000							100,000		
ABLF	ABLF - Phase II	3,640,000							3,640,000		TIGER I Grant
ABLF or Statter	Auke Bay Boat Yard										Awaiting Estimate
Douglas Harbor	Floating Breakwater (USACE Project)								57,000		
Douglas Harbor	Dredge and Float Replacement	5,400,000							3,400,000		
									2,003,345		DOT Grant
	Alternate #A - New Gangway	252,000								252,000	Deferred Maintenance
Statter Harbor	New Launch Ramp	10,041,340							7,000,000		
									900,000		DOT Grant
										3,000,000	ADF&G Grant
Statter Harbor	Existing Float Upgrades	3,892,777									
									4,000,000		DOT Grant
Statter Harbor	DeHart's Replacement Floats	5,200,000							5,000,000		State Appropriation
Statter Harbor	Commercial Loading Float	4,800,000								4,800,000	CBJ Passenger Fees
Port of Juneau	Cruise Terminal Staging Area Improvements	2,000,000							2,000,000		Cruise Berth Pkg.
Port of Juneau	New Cruise Ship Floats	62,000,000							62,000,000		Cruise Berth Pkg.
Port of Juneau	Visitor Center Building	3,500,000							3,500,000		Under Contract
Port of Juneau	Catholic Protection of Existing Facility										Awaiting Estimate
Port of Juneau	Archipelago Property Improvements	3,000,000							3,000,000		Cruise Berth Pkg.
Port of Juneau	Cruise Dock Restrooms										Awaiting Estimate
Aurora Harbor	Phase I - Rebuild A-C Floats & Gangway	4,000,000							2,000,000		
										2,000,000	DOT Grant
Aurora Harbor	Phase II - Rebuild balance of harbor	14,000,000								7,000,000	Voter Bond
										7,000,000	DOT Grants
Aurora Harbor	Harbormaster Building Replacement	2,000,000									
Aurora Harbor	Norway Point Net Float	50,000									
Aurora Harbor	Norway Point Realignment										Awaiting Estimate
Aurora Harbor	Norway Point Electric and Water to Float										Awaiting Estimate
Aurora Harbor	Downtown Boat Yard	15,000,000									
Harris Harbor	Marine Services Center/Maritime Museum	4,000,000									
Harris Harbor	Direct Market Fish Sales Facility	1,000,000								100,000	USDA Grant
Fishermens Terminal	Dredge Maintenance under Boarding Float										Awaiting Estimate
Multiple Facilities	Norway Point to Harris Harbor Master Plan	30,000									
EXPENDITURES		\$144,306,117	\$0	\$0	\$0	\$0	\$0	\$0	\$98,600,345	\$24,152,000	
									Existing Funding	Needed Funding	



City & Borough of Juneau • Docks & Harbors  
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## Port of Juneau MEMORANDUM

**To:** Docks and Harbors Board  
CIP and Planning Committee  
**From:** Gary Gillette, Port Engineer  
**Date:** July 15, 2011  
**Re:** Potential Relocation of Alaska Commercial Fisherman's Memorial

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The Board of Directors of the Alaska Commercial Fisherman's Memorial has expressed concerns about the potential impact to the memorial and the annual Blessing of the Fleet event as a result of the construction of the new Port of Juneau Cruise Berths (commonly referred to as 16-B). On September 20, 2010 the CBJ Assembly adopted Resolution 2542 which approved construction of the new cruise berths project. The approval was contingent upon the Board "... working closely with the Alaska Commercial Fisherman's Memorial and the commercial fishing community to make a recommendation to the Assembly regarding location, if necessary, of the memorial, along the waterfront, to a mutually acceptable location..."

The Docks and Harbors Department identified four potential sites for relocating the Memorial including, Douglas Boat Harbor uplands, Norway Point (near Yacht Club), the former site of the Public Works building under the Douglas Bridge, and along the SeaWalk between Taku Fisheries and the Franklin Dock. Upon review of the suggested sites, the Memorial representatives chose not to consider Douglas Harbor or the Douglas Bridge sites and asked that a Marine Park site alternative be included. On May 25, 2011 the Docks and Harbors Department held a public meeting to obtain public input on the various options to relocate the Memorial including a "no-move" option. After review of the public comments received at the meeting and two written comments received after the meeting the Memorial Board wrote a letter dated June 28, 2011 which indicated its preferences for relocation of the Memorial:

Preference 1: that Dock 16B not be constructed in front of the Memorial.

Preference 2: relocate the Memorial to a location at Marine Park

Preference 3: relocate the Memorial to a location along the SeaWalk between the Intermediate Vessel Float and the Franklin Dock only if there is a guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel.

The Assembly has approved a funding strategy and design of the new Cruise Berths. Unless the Assembly directs otherwise the Docks and Harbors Department is moving forward with design and bidding for the construction of the project. Thus the Memorial Board's number one preference is not seen as a viable alternative at this time.

Memo to Docks and Harbors Board  
CIP and Planning Committee  
Potential Relocation of Alaska Commercial Fisherman's Memorial  
July 15, 2011  
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The existing dock development in front of the Memorial Board's preference number three is privately owned such that the Docks and Harbor Board has no control of the future development that might occur on that property. A concern with this option is that it may have detrimental impacts to the use of the inside of the Intermediate Vessel Float. In addition, there may be security concerns with an addition seaward of the SeaWalk closer to the ship mooring at the Franklin Dock. For these reasons the Memorial Board's number three preference is not seen as a viable alternative at this time.

The Memorial Board's second preference is Marine Park. Originally it was thought the memorial could be located along the outside of the existing dock between dolphins 1 and 3 which will continue to be used for the new berth configuration. However, there are security issues relative to this location that may not allow this site for the memorial. Therefore the memorial would need to be incorporated into the Marine Park planning that is currently being performed by the Engineering and Parks and Recreation Departments.

Docks and Harbors staff will continue to work with the Memorial Board, Engineering Department, and Parks and Recreation Department to determine if the memorial can be accommodated at Marine Park.

## **ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU**

*P. O. Box 20092  
Juneau, Alaska 99802*

June 28, 2011

Mr. Gary H. Gillette, Architect & Port Engineer  
City and Borough of Juneau  
155 South Seward Street  
Juneau, Alaska 99801

Dear Mr. Gillette:

The Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau thanks you for your efforts in soliciting public comments and organizing a public meeting on the impacts of Cruise Ship Dock 16B's configuration on the Fishermen's Memorial. You asked us to consider public comments we received and heard, and provide you with the position of the Board on the possible relocation of the Memorial because of the construction of 16B.

The Board's first preference is that Dock 16B not be constructed in front of the Memorial. If 16B is constructed in front of the Memorial, the Board's preference is that the Memorial be relocated so that it continues to have open access to the water, is downtown, and can be visited and viewed by fishermen, Juneau citizens, and visitors. Among the alternative locations for the Memorial, the Board's first preference is the location along the waterfront at Marine Park, which should include a full view plain of Gastineau Channel, a tideland easement, and an easement offshore to preserve open access between the water and the Memorial for the annual Blessing of the Fleet and Dedication of Names. The Board's second preference for relocation is between the Intermediate Vessel Float and the AJ Dock, but only if there is a guarantee that no future dock construction at that location will interfere with open access between the Memorial and Gastineau Channel. The other options posed by the City were unacceptable to the Board because of geographic, navigation, logistical, or isolation problems and limitations.

We received two written comments: one suggested a mobile memorial and one suggested leaving the Memorial where it is. The Memorial Board carefully considered these comments. Before addressing them, we summarize relevant background information.

The Memorial was constructed where it is because: 1) it is on the waterfront in an area of historic fishing activity, 2) it provided a permanent location as an interpretative, educational site for an important part of Juneau's history, 3) it demonstrates the City's support of commercial fishing and provides information on the costs and benefits of commercial fishing, 4) it provides a place for reflection and remembrance for friends and family of deceased fishermen, 5) it is the location of the annual Dedication of Names and Blessing of the Fleet, and 6) there are shops, restaurants, restrooms, and parking immediately available.

The Blessing and Dedication is an annual event that is now known nationally. Families and friends of fishermen from around the country have names on the Memorial and participate in

the annual Blessing and Dedication. Dock 16B will divorce the Blessing from the Dedication of Names, which are two integral parts of a single, annual ceremony. The Twisted Fish now hosts a free brunch after the Blessing, and this provides an opportunity for community bonding with the commercial fishing community. Visitors, fishermen, and locals know where the Memorial is and can visit it. Restrooms and parking are available. Moving the Memorial to the Board's preferred location will maintain each one of these attributes.

With respect to the two comments, a mobile memorial would allow the memorial to be placed in the Fourth of July parade, but a mobile memorial presents more problems than it solves.<sup>1</sup> Leaving the Memorial where it is after 16B is constructed would divorce the Blessing from the Dedication of Names. Instead of one location for what is now a single event, the Blessing and Dedication would be separated physically, spatially, and emotionally. The Blessing would have to take place on one of 16B's docks with separate speakers, clergy, flowers, participants, and infrastructure temporarily located on one of 16B's docks. The time and distance between that event and the Dedication would mean the Dedication would occur separately from the Blessing. The entire synergy and cohesion that has always existed between the Dedication and Blessing would be lost if the Memorial were not relocated as part of 16B in order to maintain the integrity of the historic purposes for having the Memorial with a combined Dedication and Blessing occurring at the same time, place, and location.

The Board is cognizant of the emotional attachment that many, including the Board, has to the Memorial's present location. The Board warned from the outset that 16B would create many problems, and that moving the Memorial is not something that the Board or many others wanted to do. The Board indicated that some names on the Memorial have no other tangible expression of a valuable life because those individuals were lost at sea. Thus, the Board has been sensitive to the concern that the Board initially raised that moving the Memorial would be akin to moving a graveyard, with all the attendant emotional upheaval and angst associated with that

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<sup>1</sup> The suggestion of a mobile memorial raises several questions. Where would the mobile memorial be stored when not moving? Who would be in charge of moving it? Where would it be during the Blessing? Where would the Blessing be? Would it be granite and of the same size as it is now? What trailer and truck would be purchased and maintained to keep it mobile? Who would be licensed to move it? What additional insurance requirements would be needed? What permits from DOT and the City would be required for a mobile memorial? How would visitors and locals visit it if they didn't know where it was, or if were moved from place to place? The idea of a mobile memorial based on a mobile Vietnam Memorial Wall (see [www.movingwall.org](http://www.movingwall.org)), which is a half-size replica of the permanent Vietnam Veterans Memorial, is difficult to apply in a single, small, isolated community, compared to the mobile Vietnam Memorial travelling around the entire United States. A mobile fishermen's memorial would be extremely difficult to model on that concept because, based on information from the mobile memorial's website, it must be operated, maintained, and funded by many volunteers, and requires a substantial amount of planning and preparation and "countless other tasks." The Fishermen's Memorial does not have a similar kind of volunteer or financial base to maintain and implement a similar mobile memorial.

kind of an action.

We have communicated with the City's Parks and Recreation staff and believe that its interests in Marine Park and maintaining view plains to the water from shore there can be maintained and enhanced with the implementation of this preference. The Memorial will continue to work with Docks and Harbors, Community Development, Engineering, and Parks and Recreation, and the commercial fishing community to insure that our goals are implemented efficiently, openly, and sensitively.

The Board has looked at this matter with the goal of maintaining the entire array of purposes associated with the Memorial's conception, location, and long-term strategic purposes. In providing you with the Memorial Board's position on this matter, we desire to insure that the reasons for having the Memorial along the Juneau waterfront extend into the future. We understand that this issue will require several things from everyone:

- That we all work together carefully with those emotionally attached to the present location of the Memorial.
- That we all maintain the integrity of the conceptual framework for having the Memorial.
- That we enhance the long-term future of the Memorial, which will extend beyond all of our lives.
- That we work with all relevant CBJ officials and Departments to insure that their interests and the constituencies they represent handle this matter sensitively.

In sum, the Board's position is that 16B not be constructed in front of the Memorial. If 16B is constructed in front of the Memorial, then the Board asks that the Memorial be relocated to achieve the purposes of the Memorial. The Board's first priority is that the Memorial be relocated to the Marine Park on the waterfront with a tideland easement, and an open access easement to insure unobstructed access to Gastineau Channel for the annual blessing.

Thank you for this opportunity to provide our comments.

Sincerely yours,

Alaska Commercial Fishermen's Memorial in Juneau and its Board of Directors: Bruce B. Weyhrauch, Ted Merrell, Bob Millard, Linnea Osborne, Tom Gemmell, Melissa Museth, Tisa Becker

C: Assembly Members, & Engineering, Community Development, and Parks & Rec. Depts.