

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 23rd, 2013

I. Call to Order (Immediately following the 5:00 pm Special Board Meeting in Assembly Chambers)

II. Roll Call (Greg Busch, Kevin Jardell, Eric Kueffner, David Logan, Budd Simpson, and Michael Williams).

III. Approval of Agenda.

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.

IV. Public Participation on Non-Agenda Items.
(Not to exceed five minutes per person or twenty minutes total time).

V. Approval of March 21st, 2013 CIP/Planning Meetings Minutes.

VI. Items for Action.

1. North Douglas Launch Ramp Master Plan
Presentation by the Port Engineer

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VII. Items for Information/Discussion.

1. Mike Pusich Douglas Harbor Sign
Presentation by the Port Engineer
2. TIGER V Grant
Presentation by the Port Director

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: June 20th, 2013

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
March 21st, 2013

I. Call to Order.

Michael Williams called the meeting to order at 5:00 p.m in the Assembly Chambers.

II. Roll.

The following members were present: Greg Busch, Eric Kueffner, David Logan, Budd Simpson, and Michael Williams.

Absent: Kevin Jardell

Also in attendance were: Gary Gillette – Port Engineer, Carl Uchytel - Port Director.

III. Approval of Agenda.

Mr. Williams said the order of the Items for Action will change. #1 will move to #4, #2 will move to #1, #3 will move to #2 and #4 will move to #3.

MOTION by MR.LOGAN: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

IV. Public Participation - None

V. Approval of Previous Meeting Minutes.

Hearing no objection, the January 24th, 2013 CIP meeting minutes were approved.

VI. Items for Action.

1. Round – About Easement

Mr. Uchytel said the Board approved the permanent easement back in December. This was approved by the Planning Commission and the Lands Committee. Before it went to the Assembly, there were some concerns about not having a current appraisal. Horan & Company completed an appraisal in February with the sum of \$86,600. Mr. Uchytel said he recommends the \$86,600 and to approve the easement. This easement is needed by ADOT to build an access driveway for Mr. Dick Deems. This will be forwarded to the Finance Committee, to the Full Board, and then on to Assembly for action on April 1st. Negotiations are still required between ADOT and Docks and Harbors with the issue of a retaining wall to support out launch ramp parking lot. In meeting with leadership within ADOT they indicated that they would be willing to entertain discussions to financially support Docks and Harbors needs for a retaining wall. With the need to expedite this process, Mr. Uchytel said this is the right thing to do to accept this offer of \$86,600 and the easement language CBJ Law Department is working out that there is still some negotiations.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
March 21st, 2013

Committee Questions

Mr. Williams asked what was the original price given to ADOT?

Mr. Uchtyl said \$83,000, and ADOT had some concerns this was an inflated number. ADOT right of way specialist offered \$50,000.

Mr. Kueffner asked where the retaining wall was going to be?

Mr. Uchtyl said ADOT has offered to build the retaining wall, but the problem is that our design is not mature enough to match the grades at this point and know what the retaining wall will look like.

Mr. Kueffner asked if this was to keep the street from falling into the launch ramp?

Mr. Uchtyl said this project is filling 4.1 acres, so if we were to match our parking lot to Dick Deems driveway, there will be a lot more fill than necessary. At some point to support the driveway, there may be a retaining wall required to hold up the driveway.

Public Comment - None

Committee Discussion/Action

Mr. Logan asked what action was needed from the Committee?

Mr. Uchtyl said Docks and Harbors doesn't benefit from this easement, but this is the right thing to do for the Community and the efficiency of flow along Glacier Highway. This is going to cost us by losing parking spaces and green space.

Mr. Logan said in looking in the future, how could this permanent easement potentially hurt Docks and Harbors.

Mr. Uchtyl said this is a non-exclusive easement which he understands that Docks and Harbors would still have some rights to use the driveway. He does not know that answer to what giving this easement could do in 50 years from now. Mr. Uchtyl said he could bring CBJ Law to the Regular Board Meeting.

Mr. Logan said he is hesitant to agree to this if the long term effects are unknown.

Mr. Kueffner said he doesn't want to be the reason a project is held up.

Mr. Simpson said he agrees with Mr. Kueffner and this should move forward.

Mr. Logan said he agrees this should move forward but would like CBJ law to come to the full Board.

Mr. Logan asked if Mr. Deems was okay with this easement.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
March 21st, 2013

Mr. Uchytel said this easement is between Docks and Harbors and ADOT and there is no relationship with Dick Deems.

MOTION By MR.LOGAN: MOVE THIS TO THE FINANCE COMMITTEE FOR REVIEW WITHOUT RECOMMENDATION AND PROVIDE LEGAL REPRESENTATION AT THE FULL BOARD

The Motion Passed with no objection

Mr. Uchytel said Mr. Logan's questions is what does this easement mean to Docks and Harbors in 50 years from now.

2. Aurora Harbor Contract Amendment Expanded Phase I

Mr. Gillette said this is a contract amendment to PND's current contract for Phase I of Aurora Harbor project. In January, the Board determined to spend the full 11 million that Docks and Harbors currently has, so that would expand Phase I. This amendment is to account for the expanded project. This contract will take us all the way through the bidding process. This will go to the full Board next Thursday and then to the Assembly on April 1st.

Committee Questions- None

Public Comment- None

Committee Discussion/Action

MOTION By MR. SIMPSON: TO APPROVE THE ADDITIONAL CONTRACT AMOUNT OF \$368,518 TO PND FOR A TOTAL AMOUNT OF \$729,073 AND RECOMMEND APPROVAL BY THE FULL BOARD AND MOVED ON TO THE ASSEMBLY AND ASK UNANIMOUS CONSENT.

Motion Passed with no objection.

3. Cruise Ship Terminal Staging Area Contract Amendment Phase II

Mr. Gillette said this project is the Cruise Ship Terminal Staging Area which is the parking and staging area in front of the Tram. The original contract included the replacement of the dock behind the Tram with removal of the transfer bridge and the staging area. We ran into a problem with ADOT and to keep the project moving, the project was split. The work on the dock behind the Tram is being done currently. With splitting this project, additional costs and changes happened. This contract represents getting the final design, getting a second bid, and taking it through the second bid process. This needs to go out to bid by mid summer and the project to start in the fall.

Committee Questions

Mr. Williams asked if ADOT permit issue caused Docks and Harbors to have to pay more money.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
March 21st, 2013

Mr. Gillette said yes because this project needed to be split in two.

Public Comment - None

Committee Discussion/Action

MOTION By MR. KUEFFNER: TO APPROVE THIS CONTRACT AMENDMENT FOR \$74,690 FOR THE CRUISE SHIP TERMINAL STAGING AREA PHASE II PND CONTRACT AND SEND TO THE FULL BOARD FOR ADOPTION AND ASK UNANIMOUS CONSENT.

4. Statter Harbor Launch Ramp – Contract Amendment

Mr. Gillette said this is a contract amendment for the Statter Harbor Launch Ramp project. We are through the EA process and have the Corps of Engineer's permit. We are applying for the Conditional Use permit with the Planning Commission which is scheduled for April 23rd. There are issues with the requirements for the driveway permits. Docks and Harbors still has some money left from the Fish & Game money so staff wanted to move forward with finishing the geotechnical investigations, planning, and permitting.

Committee Questions

Mr. Logan asked if there was going to be a turn lane for the launch ramp?

Mr. Gillette said we have been working with ADOT and there will be a turn lane.

Mr. Busch asked what the timeline was for this project?

Mr. Gillette said assuming we get the conditional use permit by the first part of May, staff will bring this back to the full Board for a fee proposal from PND to do the full design. In 2014 we would go out to bid and start the project in the fall of 2014 and finish in the summer of 2015. At this point that is the tentative schedule but it could change.

Public Comment- None

Committee Discussion/Action

MOTION By MR. LOGAN: TO APPROVE THE CONTRACT AMENDMENT FOR \$74,948 AND RECOMMEND TO THE FULL BOARD FOR APPROVAL AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VII. Items for Information - None.

VIII. Member & Staff Reports

Mr. Kueffner asked how the Statter Harbor project is progressing?

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES

March 21st, 2013

Mr. Gillette said all of A float is installed and they are working on B float. They are still a week or two ahead of schedule for their pile driving.

Mr. Uchytel said staff has been working with Petro Marine and ensuring they have the ability to install their fuel lines in a reasonable manner. As far as the construction goes, Petro Marine is dealing with Pacific Pile and Marine to organize their infrastructure to make that fuel float work. The lease is in front of the Assembly and should go for action on April 1st.

The 16B 1% for Art panel application period has been extended again until April.

Mr. Uchytel said he had a three hour meeting on Monday with EPA, Fish and Game, and the Corps of Engineer's on the Douglas Harbor dredging. This has been long standing efforts to figure out how to dredge and cap the dredge spoils out of Douglas. A report was provided by Newfields out of Port Townsend, WA indicating a 6" clean cap was needed on the dredge spoils. EPA is not comfortable with the 6" cap. Docks and Harbors is agreeing to disagree and Mr. Gillette is going to be working with the Newfields, Corps of Engineer's, and EPA to get a permit for this.

The 16B Conditional Use permit is free and clear now after the appeal. The Corps of Engineer's put out a 15 day request for modification of the general Corps of Engineer's Section 10 permit, and there were no appeals. The Section 10 permit will stand and there should be no other permits required for the 16B project.

Mr. Uchytel said he had two meeting this week with Engineers from the Port of Belfast, Northern Ireland and the other from Inchoen, Korea. They were here exploring new cruise ship berths for their respective ports. They wanted to come to Juneau because of the range of tides, and they recognize Juneau as a world class port.

IX. Committee Administrative Matters.

The next meeting is scheduled for April 18th, 2013 at 5:00 pm in the Assembly Chambers.

X. Adjournment.

The meeting was adjourned at 5:52 pm.

MEMO

To: Carl Uchtyl, Port Director
Eric Schaal, P.E. Assist Port Engineer

April 24, 2013

From: Harold Moeser, P.E., Assist Port Engineer

Subject: NORTH DOUGLAS LAUNCH RAMP

You requested a look at what can we do to make improvements at the North Douglas Launch Ramp. This memo summarizes the issues found and moderate cost solutions suggested. These are not all encompassing nor do they necessarily provide ideal solutions. A formal public design process may stimulate more creative solutions for consideration.

We identified the following issues at North Douglas.

- Long narrow pavement section, trucks parking on road embankment, random parallel and angle parking.
- Overflow parking occurs on the highway shoulder and the scenic view lot to the east.
- No delineated lane guidance for traffic flow. This is exacerbated as daily use increases and parking consumes usable area.
- Ill defined set up lane before launch and tie down lane after retrieval.
- Ramp approach at the apron is curved. Final line up occurs on ramp requires a higher level of operator backing skills or longer delays in cycle time.
- The float is only available April through September.
- No mitigation of waves in higher wind conditions.
- Kayak activity on adjacent beach with buses and pedestrians crossing the approach apron.
- Some users have requested a BBQ pit for picnics, bench seating, area lighting.
- Portable toilets are provided.

WORK PRODUCTS AND ANALYSIS

Sheet designated L1 EXISTING WITH TRAFFIC AND PARKING DELINEATION

This scenario shows clear delineation of circulation and parking within the existing paved section could improve the flow through activity. It's not clear if it increases parking capacity by the change from random to directed availability. In addition, power is available on the other side of the highway so area lighting is possible.

Parking spaces provided: 25 total with 6 car only spaces.

MEMO

This scenario does not address commercial Kayak use.

Sheet designated L2 MODEST EXPANSION WITH DESIGNATED TURNING AND PARKING

This scenario shows a modest expansion by widening seaward to provide more parking closer to the ramp and move the 60' turn around in closer proximity to the ramp. Area lighting and picnic platforms with tables and fire pits are shown on the perimeter. The actual expansion could occur with a retaining wall to contain the highway embankment, or a seaward retaining wall to minimize the fill foot print in that direction. Some clearing and brushing in the scenic view area with some additional pavement is also a low budget enhancement.

Parking spaces provided: 32 total with 8 car only spaces.

This scenario does not address commercial Kayak use.

Sheet designated NOAA CHART 17315

This describes the general location of the ramp within the context of Stephens Passage and Fritz Cove. The radials indicate generalized fetch distances used for preliminary wave analysis for the site.

Sheet designated BREAKWATER

This simple one line sketch only suggests the general lengths for a floating structure that provide some level of wave attenuation and remain floating. Rubble mound and wall type structures were assumed to be out of scope.

Discussion of criteria used:

The upland site for launch is approximately 30'-65' x 240' irregular shaped area, (1/3 acres), for arrival, set up, launch, park, retrieve, tie-down and exit activity; combined with the adjacent scenic view, a total of approximately 3/4 acres are under pavement. The paved surface is 60-65' across that narrows to about 30' in front of the ramp. When crowded, longer rigs pulling off the highway making a right turn into the scenic view space then back down approximately 260' to the ramp apron, set up for launch, back down to launch and return up the ramp. If available the most efficient parking scenario is to take the first available space on the highway embankment. Typical about 13' of truck ride the embankment, and the trailer extends out on pavement about 29'-30'. When those spaces are full, shorter car/trailer rigs angle and parallel park seaside or further away in the scenic lot. Retrieval is simply backing down while turning to

MEMO

line up with the ramp and then down the ramp. A great deal of competence or a lot of time back and forth is required to get it right.

General consensus among marina designers is that one lane can accommodate 50 launches and retrievals a day, another consideration is that a well designed facility can launch or retrieve one boat every 10 minutes. At 6 operations per hour, that would be 72 in a 12 hour day.² Oregon design guidelines suggest 5 minutes per operation so the throughput is doubled³. We don't have a count on launches per day or parking statistics.

For a single lane facility, parking for 15-45 vehicle/trailer spaces is standard. California guidelines² suggest 20-30 car/trailer spaces per ramp. We don't have a daily count of typical or design demand. There is a sense it not enough some days, but how many days are intolerable.

A vehicle trailer combination requires approximately a 60' turn around area, minimum drive lane widths of 20'-30' depend on parking angle, one way or two way traffic and whether or not drive through parking is an option. Wider lanes are required if drive through parking is not an option.

Parking spaces are 9' x 20' per auto, and 10' x 48' for vehicle with trailer. For handicap space a 5' wide gap between spaces is standard.

Ideally, once the vehicle and trailer has made the turn around, the ramp alignment is a straight back down. Without ramp realignment, that is not considered here.

Wind Wave Criteria

Wave height of course is understood to affect operational use and survivability. Waves should be less than 6" (crest to trough) for reasonable launch conditions. The wind speed of twenty five knots was selected as a GO or NO GO decision threshold for the launch activity. Every user may have much different thresholds. The current decision threshold for float removal is ideally September 30 through April 1, a few weeks either way often reality.

Experience for the site currently requires removal of floats at the end of summer, but not necessarily the end of boating season. The site is exposed to effective fetches of three and one half miles to the W, two miles to the NW and one point two mile to the N. An approximate wind-wave analysis for a sustained 25 knot¹ winds suggests significant wave heights of W 1.6', NW 1.2', and N 1' respectively and highest 10% of waves to be 2, 1.6, and 1.2' respectively. Because of wind terrain effects, any easterly component of wind will affect this site as well. Currents can increase predicted wave heights and reduce wave lengths, or reduce wave height and increase wave lengths depending direction of influence. The site is also influenced by waves refracting around the end of Spuhn Island. These would have an even longer period

MEMO

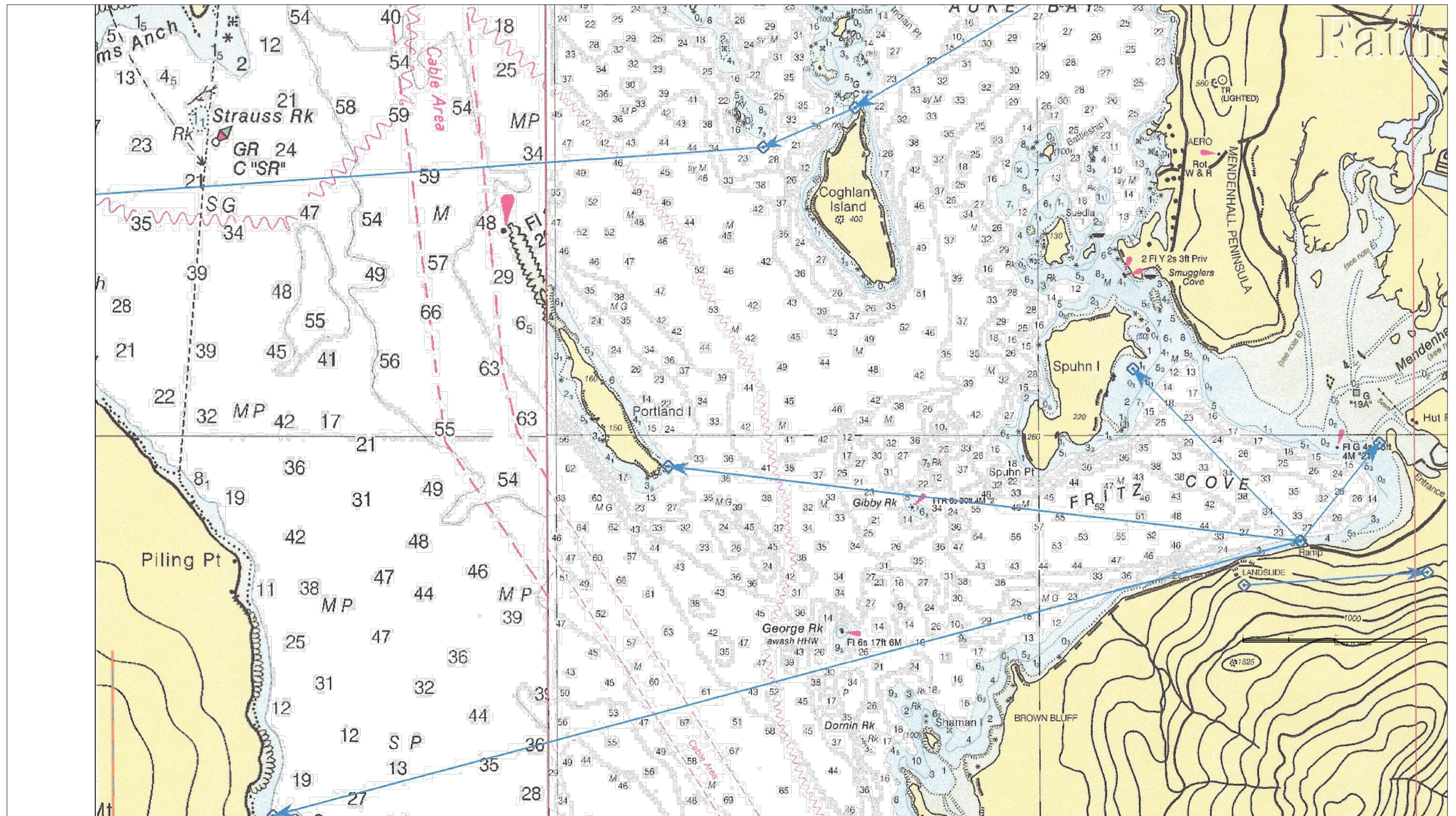
wave length (100+') wave lengths and some fraction of wave height experienced in the Stephens Passage fairway, not analyzed here because of the complexity of analysis. Wave length is significant for determining the effectiveness of floating breakwaters and breaking waves at the beach,³ even low amplitude waves can create breaking waves on the ramp and adjacent beach.

Protection that would allow the float year around is not possible without a fixed structural barrier all around. In our opinion, no floating structure will make this a year around facility. Winds in the 45 knot range increase significant wave heights, H_s to W 3.3', NW 2.6' N 2.0' and the highest 1% to 6.3', 4.8', and 3.8' respectively. Floating breakwater wave transmission coefficients approach unity as the wave period increases in these conditions. Unless the structure can protect at all tide levels, it cannot protect a float.

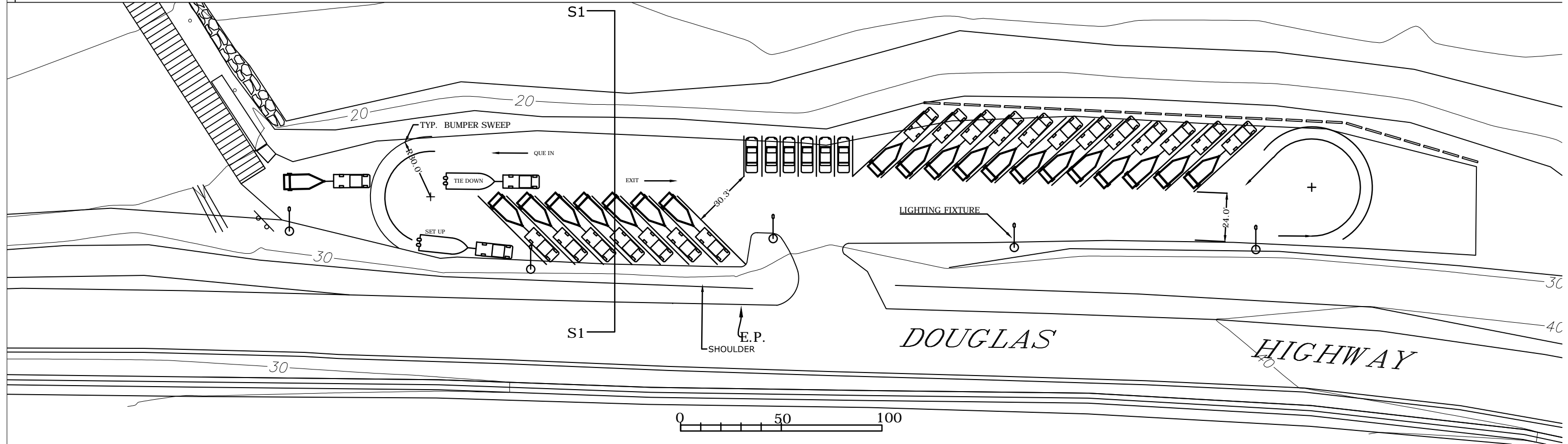
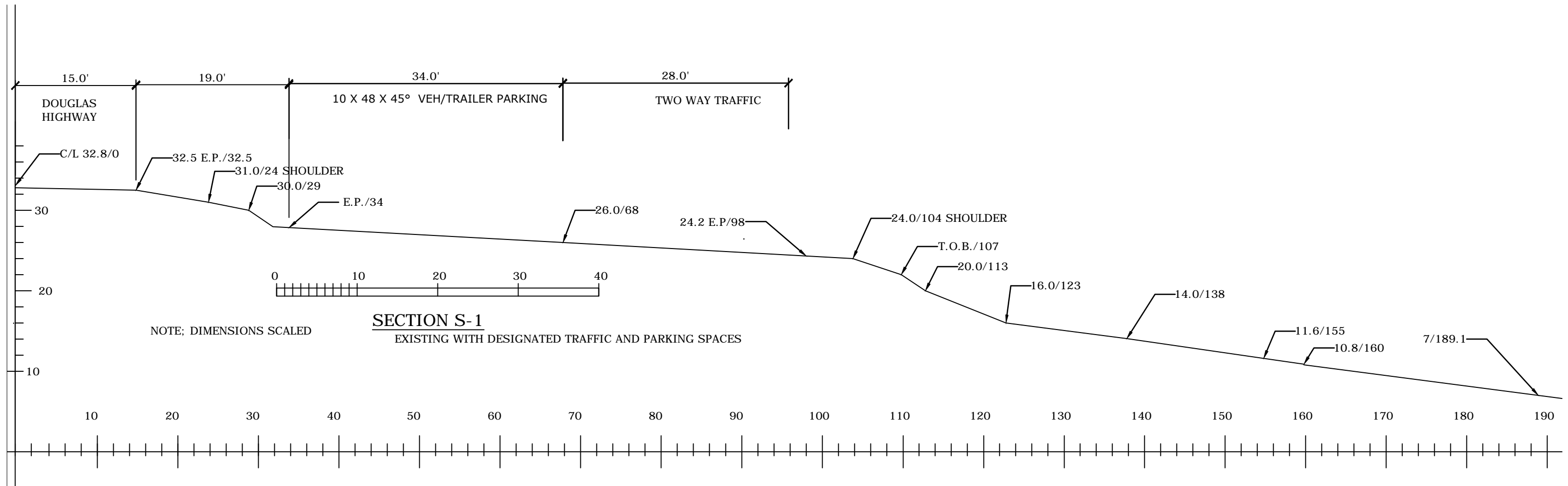
Two sections approximately 150' long are shown on the last sheet. The placement assumes floating at all tide ranges with a narrow entrance at extreme low tide from either direction by locating the shore ends in approximately -12' MLLW of water. It should be designed to reduce wind threshold wave to less than 6" and survive year around. Season placement is also possible. Log bundles or similar mass will likely improve conditions, but frequency and duration of extreme storm events in shoulder months cannot be predicted.

References and notes:

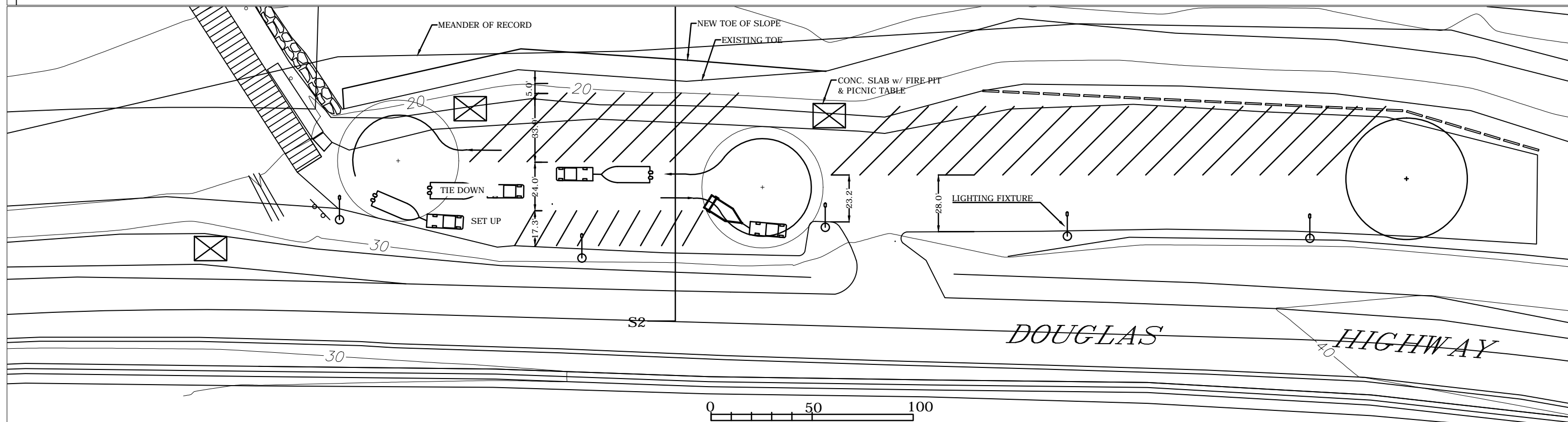
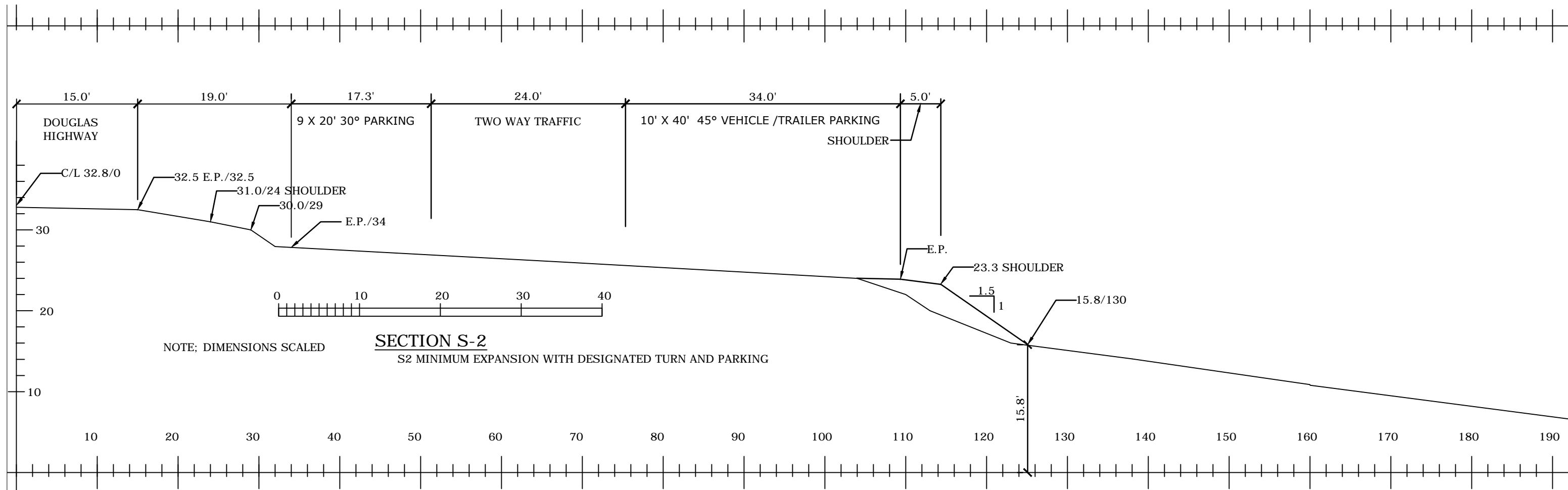
- 1 *Launch threshold prevailing wind, not a design value for extreme event.*
- 2 *California Department of Boating and Waterways, Boating Facilities Division, Layout, Design and Construction Handbook for Small Craft Boat Launching Facilities, March 1991*
- 3 *Tobiasson PE, Kollmeyer, Ph.D. Marinas and Small Craft Harbors, Second Edition*
- 4 *Oregon Boating and Facilities Design Guidelines*



NOAA CHART 17315
1:40000

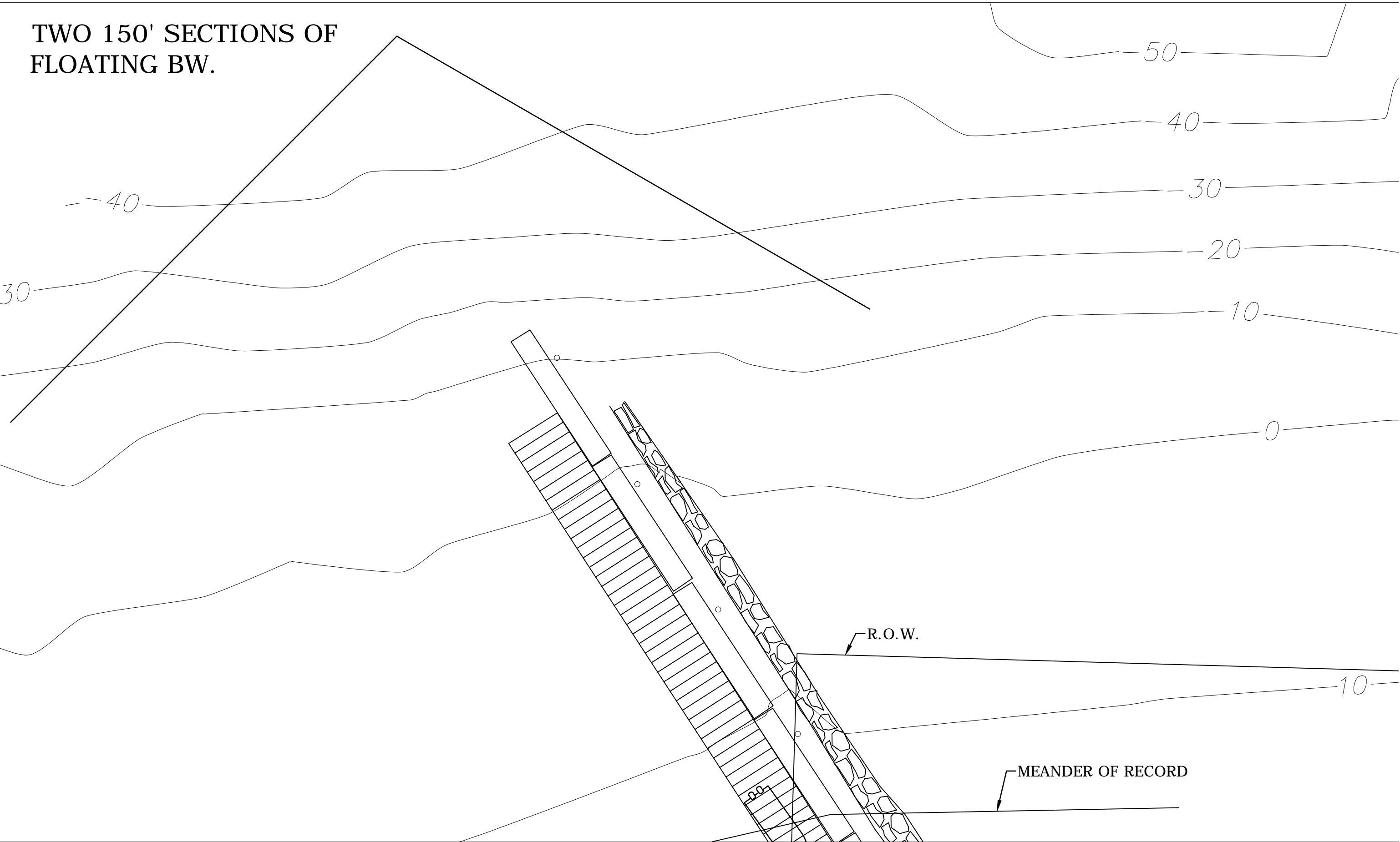


L1 EXISTING WITH TRAFFIC & PARKING DELINEATION
25 PARKING SPACES TOTAL, 6 CAR ONLY

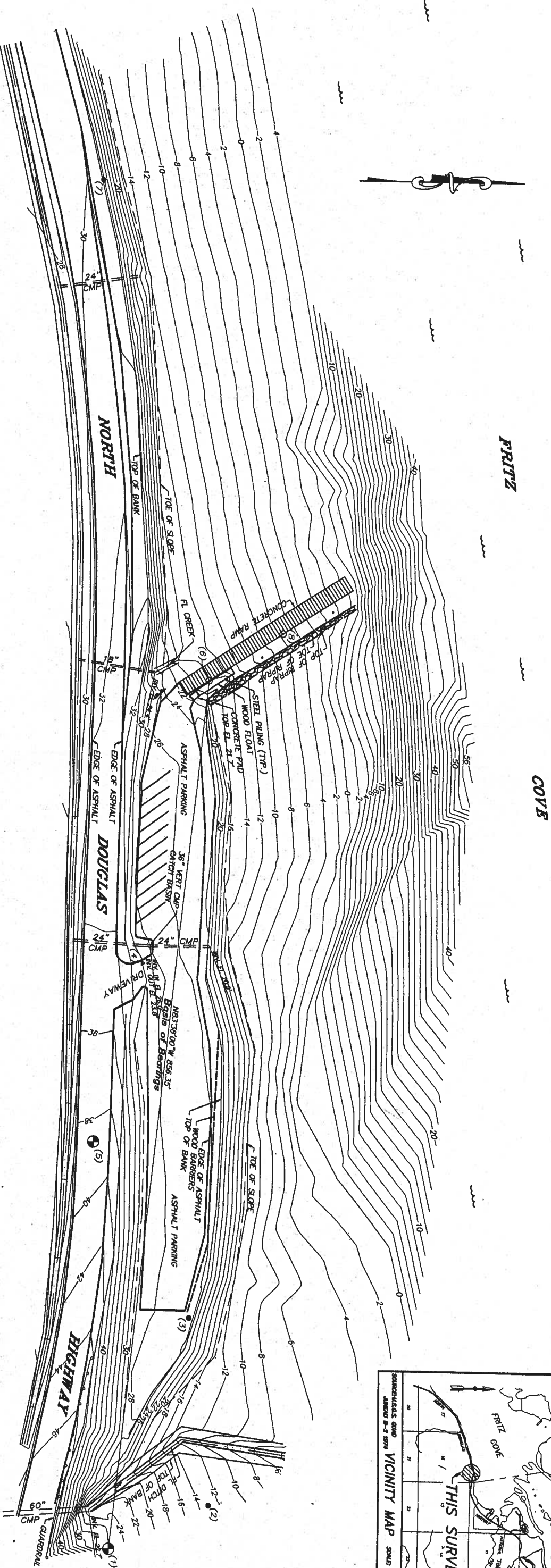
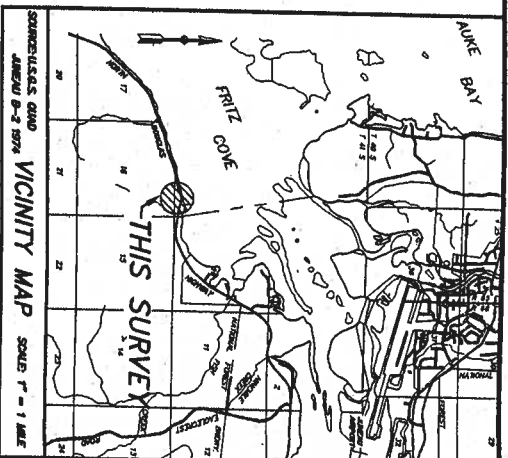


L2 EXPANSION WITH DESIGNATED TURNING AND PARKING
32 PARKING SPACES TOTAL, 8 CAR ONLY

TWO 150' SECTIONS OF
FLOATING BW.



BREAKWATER



POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	9905.04	10851.06	26.1	BLM MON.
2	10002.39	10806.48	12.9	REBAR & CAP
3	9982.68	10622.58	26.5	REBAR & CAP
4	9936.21	10278.13	29.9	PKWAIL
5	9988.76	10452.08	38.7	DOT MON.
6	10000.00	10000.00	18.3	REBAR MON.
7	9894.31	9513.90	29.07	REBAR & CAP
8	10071.83	9953.97	7.55	REBAR MON.

NOTES:

BASE OF BEARING AND BASIS FOR ELEVATIONS DERIVED FROM 1993 PLAT CITY AND BOROUGH OF JUNEAU DEPARTMENT OF ENGINEERING CONTRACT NO. E93-202 NORTH DOUGLAS LAUNCHING FACILITY FLOT PROJECT BENCH MARK: STATION 0+16.09 REBAR AND CAP MONUMENT LS 1410 ELEVATION 18.3' ABOVE MLLW



CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DOCKS & HARBORS DEPARTMENT

REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

P **n** **Engineering Consultants**
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
TEL: (907) 586-2093 FAX: (907) 586-2099

DOUGLAS LAUNCHING FACILITY
820 6TH STREET
JUNEAU, ALASKA
(907) 586-4253

CITY & BOROUGH OF JUNEAU, ALASKA
NORTH DOUGLAS BOAT LAUNCH
FACILITY IMPROVEMENTS

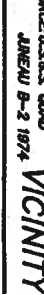
PLAT SHOWING TOPOGRAPHY
SHEET 1 OF 1

DATE: DEC. 18, 2000
FIELD PROJECT NO.:
DWG. FILE/PWD-NDGLSDWG

- LEGEND**
- PRIMARY MONUMENT RECOVERED
 - SET BY OTHERS
 - REBAR & CAP RECOVERED
 - SET BY R & M
 - 1/2" REBAR W/ CAP
 - REFERENCE MONUMENT
 - SET THIS SURVEY
 - D FINLEY LS 6277
 - SET PKWAIL W/ 1" SS WASHER
 - D FINLEY LS 6277
 - LAUNCH RAMP SIGN

FRITZ
COVE

20	21	
----	----	--



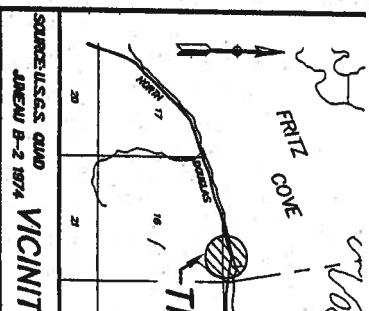
FRITZ

UPGRADE EXISTING
FLOAT TO ADA
STANDARDS

REPLACE CONCRETE PILING
@ EXISTING LOCATION

ADA ACCESS IMPROVEMENTS
TO EXISTING FLOAT.

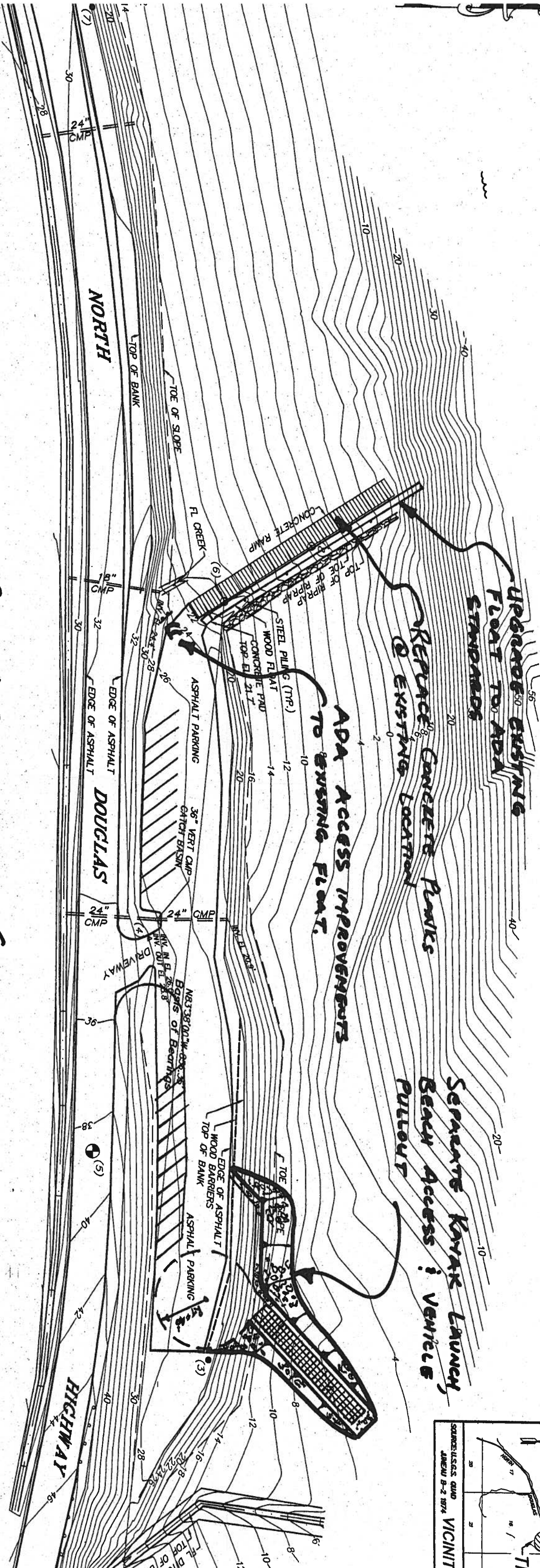
SEPARATE KAYAK LAUNCH,
BEACH ACCESS & VEHICLE
PULLOUT



TROL POINTS	
ELEVATION	DESCRIPTION
26.1	BLM MON.
32.9	REBAR & CAP

PHASE I IMPROVEMENTS - SKETCH

0 50 100
FEET



MIKE PUSICH DOUGLAS HARBOR



MIKE PUSICH June 27, 1891 - August 2, 1953



Photo courtesy of Alaska State Library Historical Collection

As a young man Mike emigrated from Yugoslavia (Montenegro), to the United States, arriving at Ellis Island in 1909. He traveled to California, then north near Cordova, Alaska before settling in Douglas in 1912. He opened his first business in Douglas in 1914. In addition to his devotion to his family and responsibilities as a business owner, Mike volunteered in many capacities, offering his time and resources often to the community. Mike was known for his generosity to the community throughout his lifetime.

Mike was dedicated to the Douglas Fire Department, serving in all positions. He was elected as Assistant Chief in 1927 and served as Chief from 1936 through 1947. In 1945 he was elected to the Douglas city council and in 1947 was elected Mayor. The citizens of Douglas reelected Mike annually as Mayor, a position he held until his sudden death in 1953.

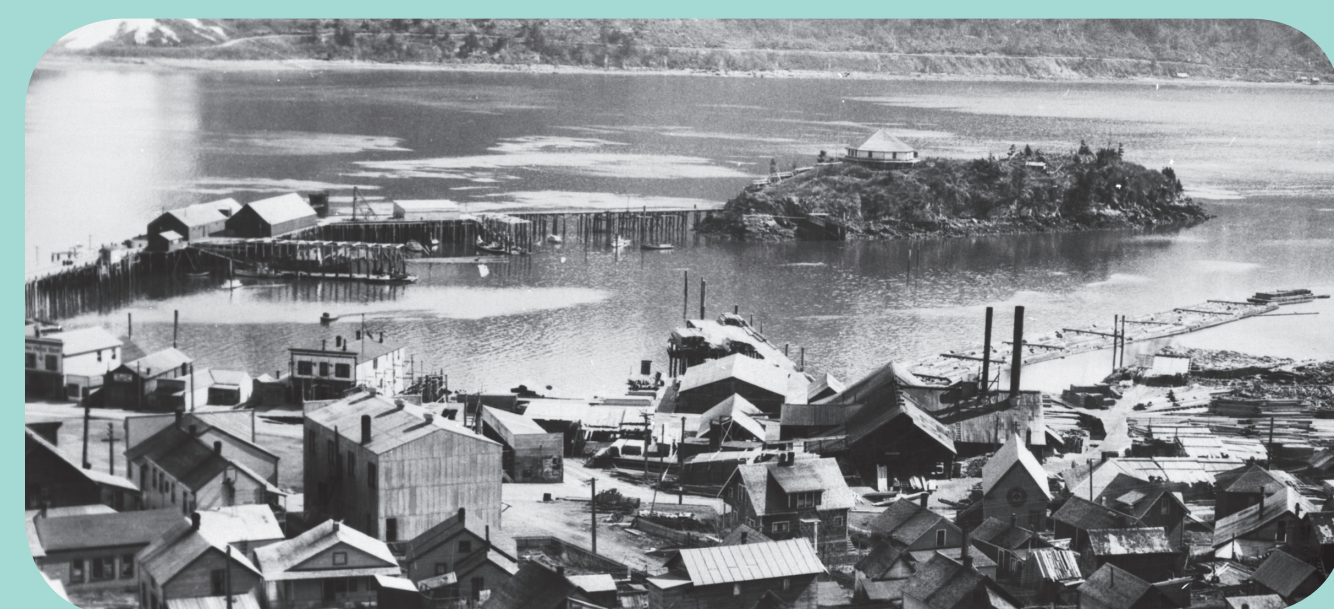


Photo courtesy of Alaska State Library Historical Collection

This project was funded in part by a Juneau history grant from the Juneau-Douglas City Museum, CBJ 2012-2013 and the Pusich family

While Mayor of Douglas, Mike took his first trip outside of Alaska in 1951; traveling at his own expense to lobby in person for the Douglas harbor project. He traveled to Seattle, Washington to speak to the Regional Corps of Engineers, the Department of the Army, as well as several dredging businesses. From there he continued on to Washington D.C. to lobby Congress to secure funding for the relocation of the U.S. Bureau of Mines office and laboratory to Mayflower Island. The proposed rock causeway to the island would create a breakwater to protect a new boat harbor, as well as bring jobs to the community of Douglas. He tirelessly lobbied for support of this project, as well as requested surplus floats from the U.S. Army to be used for the new boat harbor.

The Douglas fire of 1937 destroyed many homes, causing a housing shortage in the community. In 1949, Mike succeeded in securing approval from the Federal Housing Authority for up to 60 new homes to be built in Douglas to address the shortage. In May of 1951 funding for 10 homes was approved and Mike provided an interest free loan to the city to start construction until funding would be received. Mike had the reputation as the go to person in Douglas, but most notably, he was known for his tireless dedication to the town he called home.

In recognition of Mike's passion for Douglas, as well as his numerous contributions, decades of public service and vision for the community, the Douglas boat harbor is named in his honor.

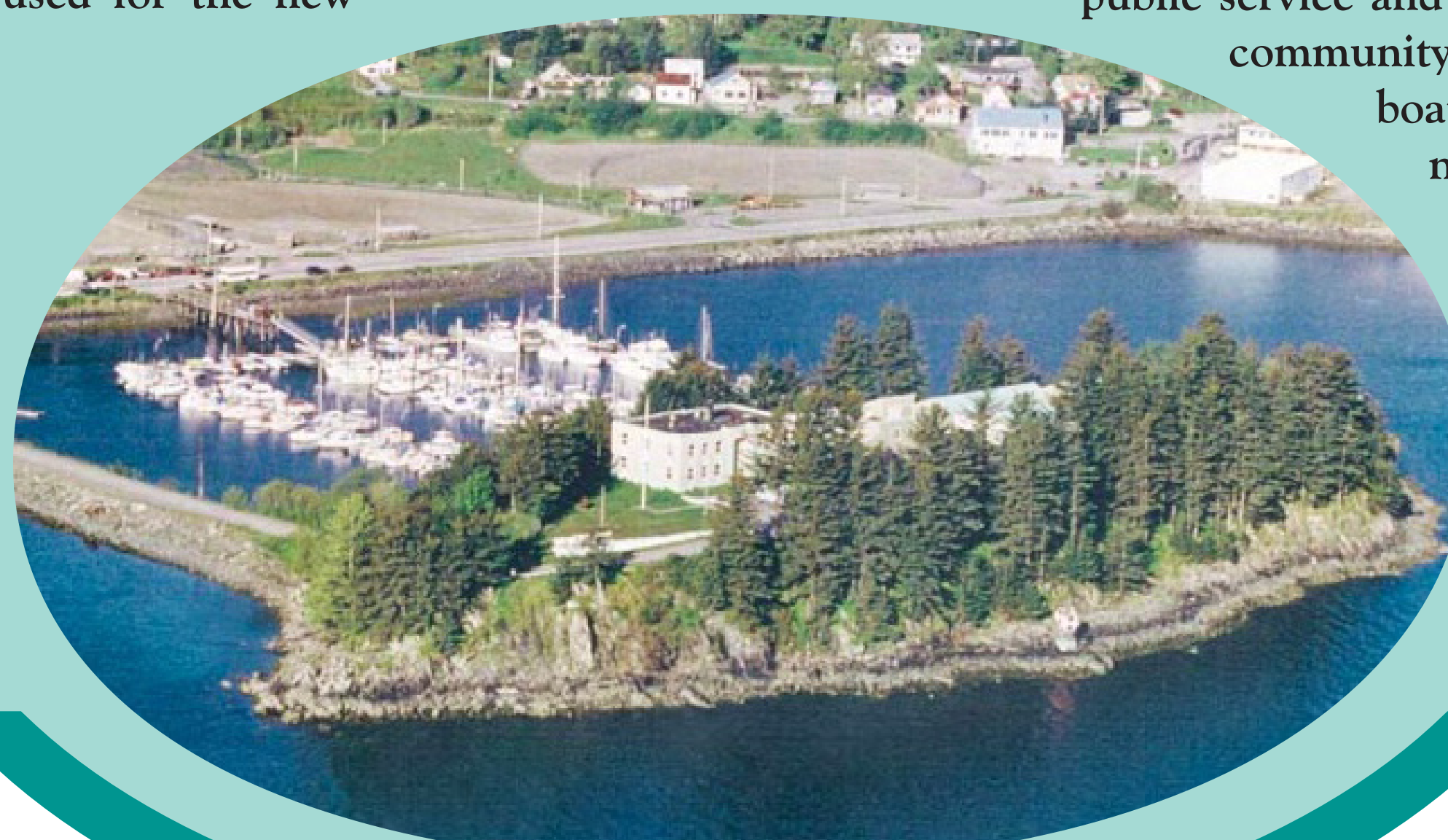
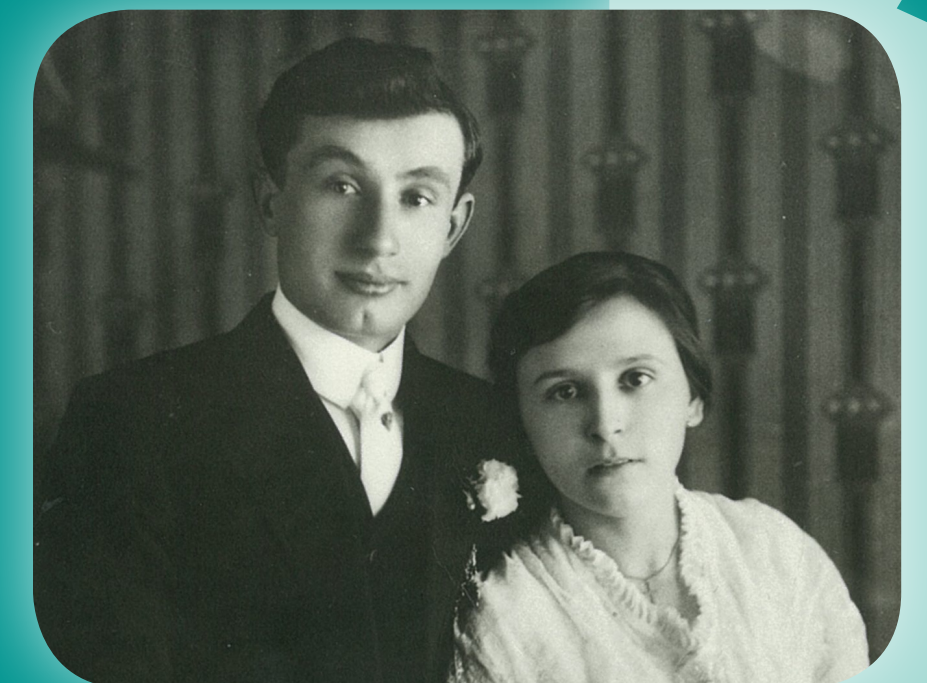


Photo courtesy of Donna Redding

Mike came to America in search of a better life, as well as to support his widowed mother and siblings back home. He was able to bring his young sisters to America in 1920, and continued to send financial support back to his family his entire life.

Mike married Anna Bartolini in 1915 at Treadwell's Lady of the Mines Catholic Church. Together they raised their seven children in the city of Douglas. Mike and Anna's children raised their own families in Douglas and their descendants consider Douglas home.

Upon arriving in Douglas, Mike worked in the local sawmill, and then opened his first of several businesses at age 23. First was a bar and pool hall for the miners, then during prohibition, a grocery store as well as rental properties. In addition to his businesses in Douglas, in 1922 Mike ventured across the channel to Juneau, where he leased, remodeled and operated the Alaskan Hotel.



Mike opened his restaurant and nightclub, the "Dreamland" in Douglas in October of 1935. With seating for 200, it was the largest in the state and designed by the New York designer of the Rockefeller Center. Unfortunately, a fire fueled by the Taku winds on February 23, 1937, destroyed over 600 of the 700 buildings in Douglas, including Mike's business. With Mike's hard work and persistence never waning, he opened a new restaurant in July of that same year "Mike's Place", which family continued to operate until 2003.

Mike passed away suddenly in 1953 while traveling with his wife to his home town, on his first trip back to Yugoslavia since leaving in 1909. Although Mike was unable to return home to his beloved Douglas, his legacy of community building and civic pride, continues to serve as an example to the residents of the historical town of Douglas, he so proudly called home.

Photos of Mike courtesy of Douglas Fire Department and the Pusich family