

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, July 30th, 2015

I. Call to Order (5:30 p.m. in City Hall Conference Room 224).

II. Roll (John Bush, Tom Donek, Bob Janes, David Logan, David Lowell, Mike Peterson, Budd Simpson, David Summers, and Tom Zaruba).

III. Approval of Agenda

MOTION: TO APPROVE THE AGENDA AS PRESENTED.

IV. Approval of June 25th, 2015 Regular Board Meeting Minutes.

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

VI. Board Elections

VII. Unfinished Business

1. Public Hearing – Notice of Proposed Changes to Regulations
Amendment of Title 05, Chapter 20 (Small Boat Harbor Fees and Charges); and,
Amendment of Title 05, Chapter 45 (Small Boat Harbor and Port Facilities Use Regulations)
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO APPROVE PROPOSED REGULATIONS CHANGES AND THAT
ASSEMBLY TAKE ACTION TO ADOPT .**

VIII. New Business

1. AEL&P Electrical Service – Statter Harbor Launch Ramp Facility
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)

For Thursday, July 30th, 2015

MOTION: TO RECOMMEND TO THE ASSEMBLY, APPROVAL OF A SOLE SOURCE CONTRACT WITH AEL&P IN THE AMOUNT OF \$133,488.37 FOR WORK NECESSARY TO PROVIDE ELECTRICAL SERVICE TO THE STATTER HARBOR LAUNCH RAMP FACILITY WHICH IS CURRENTLY UNDER CONSTRUCTION.

2. 35% Design & Budget Review – Old Douglas Harbor
Presentation by Deputy Port Engineer & Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING .

3. Proposed Regulation Change – 05 CBJAC 20.060 – Recreational boat launch fees
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE PROPOSED REGULATIONS CHANGES AND COMMENCE 21 DAY PUBLIC NOTIFICATION PROCESS PRIOR TO HOLDING A PUBLIC HEARING AT A FUTURE BOARD MEETING .

4. Proposed Regulation Change – 05 CBJAC 20.070 – Fees for commercial use of boat launches
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE PROPOSED REGULATIONS CHANGES AND COMMENCE 21 DAY PUBLIC NOTIFICATION PROCESS PRIOR TO HOLDING A PUBLIC HEARING AT A FUTURE BOARD MEETING .

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)

For Thursday, July 30th, 2015

5. Zoning Change Proposal – Waterfront Industrial to Industrial
Presentation by Director, Public Works & Engineering

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING.

IX. Items for Information/Discussion

1. Cruise Vessel Scheduling
Presentation by Drew Green (Port Manager for Cruise Line Agencies of Alaska)
2. New Cruise Ship Berths – Electrification Update
Presentation by Port Director
3. Harri Commercial Marine Boatyard Relocation
Presentation by Port Director
4. Former Thane Ore House – Lease
Presentation by Port Director
5. TBMP Efforts – Auke Bay Wake
Presentation by Port Director
6. Proposed Restaurant Lease – Douglas Harbor Parking Lot
Presentation by Tom Roha

X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting- n/a
2. Operations/Planning Committee Meeting- Wednesday, July 15th, 2015
3. Finance Committee Meeting- Thursday, July 23rd, 2015
4. Docks Fee Review Committee Meeting- n/a
5. Member Reports

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)

For Thursday, July 30th, 2015

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Assignment of Docks & Harbors Board Standing Committees
- b. Comprehensive Fee Review Committees
- c. Harbor Fee Review Meeting – To be determined
- d. Docks Fee Review Meeting – To be determined
- e. Operations/Planning Committee Meeting –Wednesday, August 19th, 2015
- f. Finance Committee Meeting – Thursday, August 20th, 2015
- g. Board Meeting – Thursday, August 27th, 2015

XVI. Adjournment

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

I. Call to Order.

Mr. Logan called the Regular Board Meeting to order at 5:30p.m. in the CBJ Assembly Chambers.

II. Roll Call.

The following members were present: John Bush, Tom Donek, Bob Janes, Mike Peterson, Budd Simpson, Scott Spickler, David Summers, Tom Zaruba (new Board member), and David Logan.

Also present were the following: Carl Uchytel – Port Director, David Borg-Harbormaster, Gary Gillette – Port Engineer, Erich Schaal – Deputy Port Engineer, Jerry Nankervis – Assembly Liaison, and Chris Orman – CBJ Law.

III. Approval of Agenda.

Mr. Uchytel asked to add a Special Order of Business before Public Participations.

MOTION By MR. DONEK: TO APPROVE THE AGENDA AS AMENDED AND ASK FOR UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the May 21st, 2015 Regular Board Meeting Minutes were approved as presented.

Special Order of Business-

Mr. Uchytel presented Erich Schaal with the Employee of the Quarter Award.

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda - None

VII. Unfinished Business – None

VIII. New Business

1. Thane Ore House RFP

Mr. Uchytel said for the past several months, staff has been working on a process to advertise a Request for Proposal for the Thane Road Property lease (formerly known as the Thane Ore House). He has updated it with all the changes so far and now any entrepreneur with a good idea will be on the same level as anyone else. With the Board's approval, he would like to begin the advertisement for this process. Staff did revalidate the fee simple value

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

of this property is \$86,600 and are ready to move forward. He said there has been a lot of interest in this area.

Board Questions –

Mr. Simpson asked about #6 on the ranking sheet in the RFP. With the minimum bid amount for rent of \$8,600 for 0-20 pts, how much would someone have to offer to get to 20 pts?

Mr. Uchytel said this would be based on the criteria established in the RFP which is subjective and not compared to other proposals. If someone were to offer \$100,000 a year and someone \$8600, the person offering the \$8600 would get 0 and the highest value would get the 20 points. This is only 1/5 of the entire score.

Mr. Simpson said this would be compared to other proposals.

Mr. Logan said you could set the points to a scale. The minimum bid of \$8600 would be 0 points and \$15,000 would be 5 points etc.

Mr. Simpson said all the raters need to use the same scale.

Mr. Bush said the minimum bid should be 0 and the highest should be 20 and the proposals in between would be given points set to a scale. Even someone with the minimum bid could be given the opportunity for the lease if they were high in the other areas of the ranking sheet.

Public Comment –

Savanah Worley, Juneau AK

She said Docks & Harbors could post this RFP on the Alaska Municipal League classified list.

Board Discussion/Action

MOTION By MR. PETERSON: FOR THE PORT DIRECTOR TO PROCEED WITH ADVERTISING TO LEASE THE FORMER THANE ORE HOUSE PROPERTY AND ASK UNANIMOUS CONSENT.

Mr. Logan objected. He asked if the ranking sheet for the dollar value should be subjective like it is presented?

Mr. Donek said the evaluators are going to use the highest proposal for the 20 points and the \$8600 as the 0 points. The insignificant increase from the minimum bid to the significant increase will be the subjective part.

Mr. Simpson said if there is a process that the raters can all get on the same scoring criteria he is good with this.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

Mr. Janes asked who will be doing the evaluations?

Mr. Uchytel said he would like to have some staff members, board members, and possibly the Assembly liaison. This is a subjective process and there is only one winner. He recommends to have a good number of people evaluating.

Mr. Janes said he is good with this situation with an understanding that everyone is on the same scoring criteria.

Mr. Zaruba asked how many people have shown interest so far?

Mr. Uchytel said five or six.

Mr. Summers asked if the property was appraised or assessed?

Mr. Uchytel said there was an appraisal completed?

Mr. Summers said that would mean we are missing the market rate value. Without that there is nothing to tell us what the high and low end is. He would like to be on the panel scoring the RFP's.

Mr. Logan removed his objection.

IX. Items for Information/Discussion

1. Recreational Boat launch Fees Regulation Changes (05 CBJAC 20.060)

Mr. Logan said he is sending this back to the OPS/Planning Committee for more discussion and he wants a consensus before this moves to the Finance Committee.

2. Lucity Asset/Maintenance Management System

Mr. Schaal showed a power point presentation showing a quick over view of what Lucity, a facility asset management program, can do. This program allows you to record Docks & Harbors facilities, costs, their characteristics, and it allows you to track those costs and your workers time and repairs you need. There are different modules that can be added to make the program specific to our needs. This integrates the different facilities and allows you to monitor them and run reports on the costs and depreciation of values. You can identify if a system is starting to show failure and can start to plan ahead for a repair. Other CBJ Departments are purchasing Lucity and we are combining our knowledge base and working together. Staff has completed about 95% of data collection and are working closely with MIS and a Lucity project manager that staff meets with bi-weekly to gauge our progress and answer questions.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

Mr. Spickler asked what the initial fee for Lucy and the annual cost to maintain this program?

Mr. Schaal said the initial cost is \$30,000 and roughly \$4,000 annual fee which is based on the number of modules that were purchased.

Mr. Spickler asked if this would be able to track if staff needed to repair a certain area several times a week and how many hours?

Mr. Schaal said yes. This will help organize for efficiency with knowing what parts and supplies to bring to fix a certain area of the Harbor.

Mr. Zaruba asked when this is implemented, will Docks & Harbors be able to accurately assess cost against revenue generating activities by each activity?

Mr. Schaal said the revenue side is in our FSM program and the expense is in Lucy so it won't be easy to just run a report. However, Lucy is using the same codes directly related to FSM. He is not sure how they will be correlated yet.

Mr. Zaruba asked if there will be data that allows staff to compare expenses to revenues to see if a particular revenue activity is profitable or non-profitable, and make those kind of analysis.

Mr. Uchytel said Lucy will help Docks & Harbors better manage our facilities. This will be for work orders, assign quarterly, semi-annually, and annual preventative maintenance work. That work will be better tracked. It will also have drawings and manuals easily accessible all electronic. This software will not be able to track the number of hours doing a specific task.

Mr. Zaruba asked if this could at some point accurately track expenses against revenue for the Harbor operations if it is broken down by revenue generating activity?

Mr. Logan said Lucy will track the man hours and maintenance issues, but that is only one factor in the expenses.

Mr. Schaal said Lucy does not track revenue.

Mr. Zaruba asked if Lucy will track all the Harbors operating expenses?

Mr. Schaal said this is facility specific.

Mr. Uchytel said Lucy doesn't track the electricity expense and the water expense for the Harbors.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

Mr. Schaal said this will have the electric accounts for the different Harbors to be able to track if there is an issue.

Mr. Janes asked if this would be able to track how much boat expense, float expense, and where the more problem areas are based on the man hours?

Mr. Schaal said this could be addressed by a work order task if that is the direction we want to go in.

Mr. Peterson would like Mr. Schaal to provide an update when this is up and running.

Mr. Schaal said it will be approximately six months.

3. Opposition to Zone Change Proposal from Waterfront Commercial to Industrial-

Mr. Lockwood, Juneau, AK

He said he is here to explain his opposition for the zone change from Waterfront Commercial Industrial to Industrial which was proposed by the CBJ Engineer/Public Works Director Rorie Watt. He provided a handout and wanted to go over it briefly. The proposal was presented through the Planning Commission on April 14th, 2015 which was denied. Changing this from Waterfront Commercial Industrial to Industrial eliminates any of the waterfront activities, it eliminates floating docks, no provisions for a conditional use for floating docks and facilities under the conditional use application. He said this is degrading of this waterfront and was supported by the Planning Commission in that effort. Mr. Watt protested the Planning Commission's decision and Mr. Lockwood said he opposed this zone change again and it was decided by the Assembly to table that application. He said he will continue to oppose this and suggested Docks & Harbors do as well. The zone change is to accommodate a sewage sludge burning facility and he said this facility should be located in Lemon Creek.

Mr. Uchytel said he agrees with Mr. Lockwood.

Mr. Zaruba asked how many LF of waterfront is there for this zone change?

Mr. Lockwood said 1000'.

Mr. Janes asked Mr. Uchytel what the original reason is to re-zone this area?

Mr. Uchytel said Mr. Watt thinks this is a good location for the sludge incinerator adjacent to the waste water treatment plant and it would require a zone change.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

Mr. Janes said he is not in support of this zone change to take waterfront when there are other areas for this incinerator. The Board needs to protect Docks & Harbors interest in this area for future waterfront development.

Mr. Donek asked if these are tidelands Docks & Harbors has control over?

Mr. Gillette said some is uplands and some tidelands and in resolution was given to Docks & Harbors to manage.

Mr. Bush asked as Docks & Harbor property managers of this land, was the zone request sent through the Port Directors office before it went to the Planning Commission?

Mr. Uchytel said staff was not notified as a property manager, and addressed this with the Deputy City Manager.

Mr. Simpson said he offered to schedule this topic at the next OPS/Planning Agenda.

Mr. Peterson said the concern he has is this will go through the Assembly without being notified first again.

Mr. Logan said he would like this to go to the OPS/Planning meeting and have Mr. Uchytel monitor where it is.

Mr. Donek said he is upset Docks & Harbors was not notified for this zone change. He would like Mr. Watt to come and explain to the full Board his actions.

Mr. Uchytel said he did have a CDD planner come in March and brief the Board on this zone change. The question was asked by Mr. Peterson if this would affect this area and the planner Johnathan Lang said "no". However, it will affect this area.

4. Juneau Port Development Lease Extension

Mr. Uchytel said Mr. Lockwood is the manager of the Juneau Port Development and he received a lease from CBJ in 2007. The lease has been extended on three different occasions. The latest extension was approved by the Board in October of 2014 for one year. He said since he has been Port Director, the last two extensions have been done at the last minute and he wants to establish a process now so it is not done at the last minute again. He said he has had discussions with the Chair and Vice-Chair and has drafted a letter to Mr. Lockwood similar to what was drafted last year indicating his concerns about the requirements in the lease to have permitting in place in order to continue the lease. This is on the Agenda

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

tonight as an information item to find out how the Board would like to proceed with this. He gave Mr. Lockwood and the Board members a copy of the Draft letter.

Mr. Logan recommended Mr. Lockwood carefully read the letter and consult an attorney.

Mr. Lockwood said he would do that.

Mr. Logan said this will be an action item in September and the list is in the letter of what you will need in order for another lease extension to be granted. You will need to give all the items in the letter to the Port Director.

Mr. Janes said in reading this letter he agrees with everything except the last sentence "Without the necessary permits and the survey plat the lease may be terminated". He said he is glad the word "may" is used because that gives the Board a little discretion to still be able to renew the lease. However, the permits are critical to the Board's decision making.

Mr. Orman said the word "may" is the word that the Law Department is worried about. If the Board goes back and looks at the 2007 Ordinance, the intent was for one extension and this Board has already authorized three. If Mr. Lockwood meets the requirements, then he would move into the 36 month building period. This is the eighth year for this lease and beyond the 24 months he was given to get the permits. The language in the lease used "shall" as to the requirements. The concern is that this was passed by the Assembly and the requirements are not being met.

Mr. Logan asked Mr. Orman to attend the September meeting where this will be an action item.

Mr. Uchytel said there is also some legal words in the lease about due diligence and that is how the Board was able to grant the extensions.

X. Committee and Board Member Reports

1. Harbor Fee Review Committee Meeting – June 3rd, & June 17th, 2015

Mr. Simpson said at the June 17th meeting, the Committee discussed and heard testimony on the daily recreational boat launch fees and the public did not want the fees raised. The Committee recommended to raise the daily fees by a dollar. There was also a request for a senior citizen waiver or discount, but the Committee is still working on this.

2. Operations/Planning Committee Meeting – May 28th & June 17th, 2015

Mr. Simpson said at both meetings, the Committee discussed the area at the end of Fritz Cove where people are launching their boats. There is a dispute where people want to continue to have access to the water to launch their

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

boats and the neighbors in that area don't like that. This area is used by the people that have homes on Spuhn Island. Docks & Harbors does own this property with a DOT right of way through the middle of it. The Committee also heard a complaint from Rob Warden on wake damage to his private dock.

Mr. Janes said he will take this issue to TBMP and maybe establish a corridor that the TBMP members would stay into to reduce the wake.

3. Finance Committee Meeting – June 18th, 2015

Mr. Spickler said the Committee discussed the following;

- Recreational boat launch permits and could not come to an agreement,
- Mr. Uchytel gave a financial summary report and it appeared to be within budget.
- Update on the Thane Ore House RFP

4. Docks Fee Review Committee Meeting – Cancelled

5. Member Reports –

Mr. Peterson said he was not able to attend the Lands Committee meeting but will give a full report at the next Board meeting.

Mr. Summers said he has been approached by the downtown merchants with an issue on using the public docks versus the private docks on the single and two cruise ship days. He understands logistic-wise some ships aren't able to dock at the public dock. He said with the cruise ship negotiations two years out, he wanted to know if we should start long term negotiations with cruise lines for the new docks? He would like to start discussions on this topic.

Mr. Uchytel said Cruise Line Agencies set all the schedules due to several different factors. Docks & Harbors is the facility manager and has not been involved with the scheduling in the past.

Mr. Summers said there is a perception from the local business owners that Cruise Line Agencies uses the private docks before the public docks for their benefit.

Mr. Janes said with the two new docks going in there is an obligation to keep these docks filled. This needs to be a policy decision.

Mr. Bush said Cruise Line Agencies does have ownership interest in the AJ Dock. He said he has been approached also that Docks & Harbors should fill the public docks first.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

Mr. Zaruba asked if there was any reason to believe that the new dock won't be filled as is now?

Mr. Uchytel said the ships at anchor currently will now be able to dock at the dock. The City benefits if the ship is docked at either dock and doesn't see being disenfranchised at the current status quo.

Mr. Peterson said he would support having a representative at the table for the cruise ship scheduling.

XI. Port Engineers Report –

Mr. Gillette said his written report is in the packet.

He said he checked with CDD about the table of permissible uses for the end of Fritz Cove, to address the launching issues, which is in a D1 zone. Where this land is located, there is no provision to get a permit to build a launch ramp. Having a launch ramp in this zone is not allowed. Parking lots are not allowed unless they are associated with the use on that property. The idea to have the parking lot for kayakers or pedestrian access to the beach would be allowed.

Mr. Gillette showed a power point presentation on the 16B dock project structure being built. Manson Construction plans to be in Juneau in September to begin the project.

Mr. Spickler asked what the expected life of the new 16B dock is?

Mr. Gillette said 50 years.

Mr. Spickler asked where Docks & Harbors is in the process for the electrification for this dock?

Mr. Gillette said when the new parking lots were put in, conduit was buried from the other side of Franklin street to the bank of the water. There is 24/6" conduits buried under the parking lot with vault locations for access. Docks & Harbor is ready for the electric, we are just unsure when AEL & P will be ready and coordination with the cruise line companies. There are still a lot of decisions to be made.

Mr. Simpson asked if there are any water tight bulkheads in the new docks.

Mr. Gillette said yes.

XII. Harbormaster's Report –

Mr. Borg reported;

- Performed maintenance on the Grid.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

- Still working on the GFCI power issues in Aurora Harbor.

XIII. Port Director's Report –

Mr. Uchytel reported;

- On Monday there was about a dozen people attend the Amalga Harbor Fish Cleaning Station planning meeting. This was well worth the time and efforts.
- Staff would like to have a public meeting in July for the Douglas Harbor rebuild project.
- Mr. Uchytel said two weeks ago he held a hearing on a complaint about a vendor booth permit holder interfering with the sales of another vendor booth activities. He said pending approval from the Law Department he will submit his decision to the vendor tomorrow. According to this process, the vendor has the right to appeal the Port Director's decision to the Board within 10 days of receiving the violation.
- Docks & Harbors has procured new parking meters with Parkeon that will arrive July 12th. There is a potential for problems with the current meters from the end of June to July 12th.
- We are hosting a PCC conference in Juneau in mid September. There will be Harbormaster's from California, Oregon, Washington, British Columbia, and Alaska.

Mr. Peterson asked if this was the first violation with a vendor booth holder.

Mr. Uchytel said he wrote warning letters in the past and this is the first time he did a hearing.

XIV. Assembly Liaison

Mr. Nankervis reported;

- Monday evening the Committee of the Whole met and heard the JPD report noting the crime rate has dropped last year.
- The School District is asking for \$1.3M for a major maintenance funding request that there was no action on.
- The Airport requested for a general obligation bond for the 2015 ballot.
 - \$3.75 M for terminal renovation North Wing
 - \$4.2M for the snow removal equipment facility
 - \$2.2M to fix Alex Holden Way which is usually under water in the spring when we have snowThe Assembly took no action on.
- There was a Capital Transit update reporting there will be minor modifications to the routes.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

- There was an update with the title 49 Land Use Code which is the revisions on the subdivisions that CBJ has been working on for about six years.
- On June 8th, the Assembly approved an ordinance 15-26 which approved a land trade between CBJ and Christ Evangelical Lutheran Church which is for the Peterson Hill Subdivision behind Swampy Acres. This will provide access for housing.
- Ordinance 15-29 amending the sign code and allowing for steeper penalty was referred back to the Committee with no action.
- The Assembly approved the amendment to the Douglas Harbor rebuild.
- Mr. Donek, David Lowell, and Tom Zaruba were appointed to the Docks & Harbors Board. Mr. Logan was also reseated in a temporary position.
- The appeal of the Planning Commission decision for the Little Rock Dump rezone came before the Assembly on June 11th. The meeting is on CBJ's website if you wanted to hear what happened. Until tonight, he did not know that Docks & Harbors was against the rezone.

Mr. Nankervis suggested to keep in mind that the person that is complaining about the wake damage to his dock in Auke Bay built it in an area that boats have been using for many years prior to the construction of his dock.

XV. Board Administrative Matter

a. Nominations for July Board positions

Mr. Logan accepted nominations for a new Board Chair and Vice-Chair.

Mr. Simpson nominated Mr. Donek for the Chair.

Mr. Spickler nominated Mr. Peterson for Vice-Chair.

Mr. Logan said voting will be in July.

b. Adjust Standing Committee for July

c. Harbor Fee Review Meeting – this will be decided after the new members are seated and make the appointments at that time.

d. Docks Fee Review Meeting – this will be decided after the new members are seated and make the appointments at that time.

e. Operations/Planning Committee Meeting –

Mr. Logan said the members for the July meeting are as follows:

Mr. Simpson (July Chair)

Mr. Janes

Mr. Bush

Mr. Logan

The meeting is moved to Wednesday July 15th, 2015 at 5:00 pm.

f. Finance Committee Meeting – Thursday July 23rd, 2015

Mr. Logan said the members for the July meeting are as follows:

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, June 25th, 2015

Mr. Peterson (July Chair).

Mr. Donek

Mr. Zaruba

Mr. Lowell

Mr. Summers

g. Board Meeting - Thursday, July 30th, 2015

Mr. Logan presented Mr. Spickler with a plaque and thanked him for his years of service on the Docks & Harbors Board.

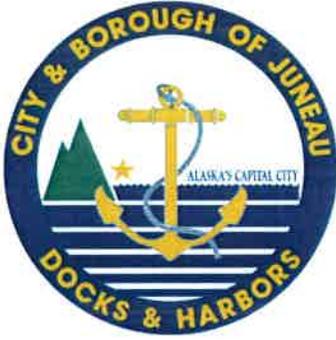
Mr. Donek wanted to remind the Board members to send him a request of what Committee they wanted to be on for the remainder of the year and if they are interested in Chairing a Committee. The new Committee's will start in August.

XVI. Executive Session – For the purpose of discussing the Port Director's evaluation.

MOTION By MR. PETERSON: TO ENTER INTO EXECUTIVE SESSION AT 7:28 PM AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

XVII. Adjournment - The regular Board Meeting adjourned at 8:15 p.m.



Port of Juneau

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

NOTICE OF PROPOSED CHANGES TO REGULATIONS
Amendment of Title 05, Chapter 20
SMALL BOAT HARBOR FEES AND CHARGES
and
Amendment of Title 05, Chapter 45
SMALL BOAT HARBOR AND PORT FACILITIES USE REGULATIONS

These regulations will be changing and establishing fees pertaining to the Statter Harbor parking lots and the Auke Bay Loading Facility. The proposed changes are for commercial use fees at the boat launch, crane use fees, storage fees, parking fees, drive down float fees, key card issuance fee, float moorage, mechanical work zone, staff labor fees, and haul out fees. Other proposed changes to the regulation are for better clarification and management.

Interested persons may obtain a full copy of the proposed regulations at any of the harbor offices, at the CBJ libraries, at the CBJ Clerk's Office, and online at www.juneau.org/harbors/proposed_regulations.php

The Board is holding public hearings on the proposed changes on July 30th, 2015 at 5:30 p.m. in the CBJ Assembly Chambers. This will be presented to the Assembly on August 10th, 2015 at 7:00 p.m. in the CBJ Assembly Chambers. Written comments may also be submitted to the Port Director's Office by fax at (907) 586-0295, by hard copy at 76 Egan Drive, and online by web form at the above web address until 4:30 p.m. on July 30th, 2015.

The Board intends to take final action on the regulations immediately after the public hearing on July 30th, 2015.

Interested persons may obtain more information by calling the Port Director Carl Uchtyl at 586-0294.

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

**Amendment of Title 05, Chapter 20
SMALL BOAT HARBOR FEES AND CHARGES**

and

**Amendment of Title 05, Chapter 45
SMALL BOAT HARBOR AND PORT FACILITIES USE REGULATIONS**

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS:

Section 1. Authority. These regulations are adopted pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100.

Section 2. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20.

05 CBJAC 20 Small Boat Harbor Fees and Charges, is amended to read:

...

05 CBJAC 20.070 Fees for commercial use of boat launches.

- (a) *Definition.* The fees assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch for any type of commercial use.
- (b) *Annual fee.* A commercial user of the launch ramps must pay an annual fee prior to using a launch ramp each calendar year as follows:

\$ per calendar year	\$225.00
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- (c) *Freight use fee.* In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. A person may pay the personal use freight fee set out in this subsection if the freight use is limited to non-commercial use. All other persons must pay the commercial use fee. The harbormaster shall assess freight use fees by duration of use per calendar day as follows:

Commercial Use Fee	<p>Up to ½ hour: \$30.00 Over ½ hour: \$30.00 + \$1.50 for each minute beyond ½ hour</p> <p><u>\$60.00 for the first hour; and</u></p> <p><u>\$30.00 for each additional hour</u></p>
Personal Use Fee	<p>Up to ¼ hour: no charge Over ¼ hour: \$15.00 per half-hour of use beyond ¼ hour with \$15.00 minimum charge</p>

- (d) *Freight staging fee.* A person staging freight shall pay a fee of \$25.00 per 24-hour period per 1,000 square feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.
- (e) *Special fee for launch ramp tour activities.* Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

...

05 CBJAC 20.110 Crane use fees.

- (a) *Definition.* The fees assessed to a person for using a hydraulic crane at one of the CBJ Docks and Harbor Department facilities.
- (b) *Crane use requirements.* A person must obtain approval from the Harbormaster before using a hydraulic crane. Crane use fees must be paid in advance. A person may reserve use of the crane. Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.
- (c) *Crane use fees.* Crane use fees will be assessed at the rate of ~~\$0.25 per minute~~ \$5.00 per each 15 minutes of use.

...

05 CBJAC 20.130 Storage fees.

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.

(b) Vessel storage. When available, Docks and Harbors will allow vessels to be hauled out and temporarily stored at the Auke Bay Loading Facility. The following rates apply:

(1) May through September - \$1.00 per linear foot per day for up to five days.

(2) May through September - \$3.00 per linear foot per day after five days.

(3) October through April - \$8.00 per linear foot per calendar month.

(4) No storage fee will be assessed for the day the vessel is hauled out.

(c) Boat stand rental. When a vessel is brought to available uplands for storage by an individual or contractor, Docks and Harbors shall assess one hour of prevailing labor rate for blocking and \$100 per calendar month for use of boat stands. The Harbormaster or their representative shall approve the blocking of all vessels.

05 CBJAC 20.140 Staff labor fees.

When required in the furtherance of duties set out in CBJ Ordinance Title 85, harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:

- (1) ~~\$60.00~~ \$75.00 per hour for each staff person with a one-hour minimum charge per staff person;
- (2) ~~\$5.00 per foot of silhouette vessel length when moving a vessel~~ \$125.00 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated; and
- (3) The actual cost of contracted services, supplies or materials plus a ten percent mark-up.

...

05 CBJAC 20.160 Parking lot fees.

- (1) From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the ~~Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, and Aurora Boat Basin, and Statter Harbor~~ is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof. The applicable fee must be paid in advance.
- (2) From May 1 through September 30 each year, the fee to park in designated pay spaces at Don D. Statter Harbor Facilities shall be \$5.00 per 24 hours or portions thereof, or \$100.00 per calendar month or portion thereof. The number of monthly parking permits shall be managed and issued by the Port Director or representative. From October 1 through April 30, the off-season monthly fee shall be \$50.00 per calendar month or portion thereof. The applicable fee must be paid in advance.

- (3) From May 1 through September 30 each year, the fee to park in designated pay spaces in the Taku Lot (adjacent to the Intermediate Vessel Float) shall be \$2.00 per hour or portion thereof and limited to 3 hours per calendar day.
- (4) Auke Bay Loading Facility parking privileges shall be assessed at \$100.00 per calendar month as set forth in 05 CBJAC 45.050.

...

05 CBJAC 20.190 Reserved. Auke Bay Loading Facility - Drive Down Float Fee. Auke Bay Loading Facility Drive Down Float shall be assessed at a fee of \$5.00 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks and Harbors.

05 CBJAC 20.200 Auke Bay Loading Facility - Key Card Issuance Fee. Harbor users intending to utilize facilities requiring remote access shall purchase and register through a Harbor Office electronic key card/key fob for \$10.00.

05 CBJAC 20.210 Auke Bay Loading Facility - Float Moorage. The fee to use the Auke Bay Loading Facility Float shall be as follows:

- (1) No cost for the first two hours using the float.
- (2) \$0.75 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.
- (3) \$1.50 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.
- (4) \$3.00 per linear foot per calendar day for using the float for seven calendar days or more.

05 CBJAC 20.220 Auke Bay Loading Facility Float – Mechanical Work Zone. The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:

- (1) \$0.75 per linear foot per calendar day for the first three days.
- (2) \$1.50 per linear foot per calendar day for days four through seven.
- (3) \$3.00 per linear foot per calendar day in excess of seven days.

05 CBJAC 20.230 Auke Bay Loading Facility – Haul-out Fees. The rate for Docks and Harbors employing the Self-Propelled Hydraulic Boat Lift shall be \$10.00 per linear feet each way (includes blocking, stands and one hour of prevailing staff labor rate for pressure washing).

Section 3. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 45.

05 CBJAC 45.050 Auke Bay Loading Facility, is amended to read:

05 CBJAC 45.050 Auke Bay Loading Facility.

- (a) *Definition of the Facility.* The Auke Bay Loading Facility is located on Lot 1 of Alaska Tidelands Survey 201 and the adjacent municipal tidelands within Auke Nu Cove in Auke Bay, Alaska. The facility is comprised of improved upland staging and parking areas, a landing craft loading ramp, a trestle and drive-down gangway, a heavy duty float, and associated improvements. This regulation establishes standards for use of the Auke Bay Loading Facility by the public. A map and diagram of the facility is available from the Harbormaster.
- (b) *Uses Allowed Without Prior Approval.* ~~The owner or operator of a vessel that is actively engaged in the loading or unloading of gear, stores, cargo, or crew onto, or off of, their vessel may use the facility without obtaining approval from the Harbormaster. This subsection does not apply to the loading or unloading of freight, materials, or products intended for resale at another destination. Reserved.~~
- (c) *Uses Requiring Prior Approval.* ~~Except when engaged in an allowed use listed in 05 CBJAC 45.050(b),~~ a person must obtain approval from the Harbormaster or their representative prior to using the facility. The Harbormaster or their representative may establish procedures for administering this provision will schedule all vessel operations through the Statter Harbor Office.
- (d) *Overnight Moorage Prohibited.* No overnight moorage is permitted at the facility unless ~~approved~~ scheduled by the Harbormaster or their representative.
- (e) *Uplands Parking.* The Harbormaster or their representative shall designate approximately 12 parking spaces in the uplands for commercial users of the facility and establish rules for their use. All persons using the facility shall park in designated spaces in accordance with the rules established by the Harbormaster. One parking pass will be made available, on a first come first serve basis, to a registered commercial vessel at Don D. Statter Harbor Facility or ABLF.
- (f) *Parking for Drive-Down Gangway and Float.* Only vehicles that are associated with the activities of a vessel moored at the drive-down gangway and float are allowed to drive onto the drive-down gangway and float. Persons shall position vehicles so they do not obstruct the use of the gangway or float by others. ~~The Harbormaster may establish additional rules for the control and use of vehicles on the drive-down gangway and float.~~ Vehicular access to the drive down float shall be controlled via an electronic gate requiring a key fob and access fee as set forth in 05 CBJAC 20.070.
- (g) *Staging.* Staging means the temporary placement of materials or goods at the facility that are associated with the activities of a vessel using the facility. The Harbormaster is authorized to designate staging areas and establish rules for their operation. Persons shall only stage goods or materials in designated areas in accordance with the rules established by the Harbormaster. Operators shall pay fees for staging as set out in 05 CBJAC 20.070(d).

- (h) *Storage*. Storage means the placement of materials or goods at the facility that are not associated with the activities of a vessel using the facility. The Harbormaster is authorized to designate storage areas and establish rules for their operation. No storage is allowed on the drive-down gangway or float. Persons shall only store goods or materials in designated areas in accordance with the rules established by the Harbormaster. Operators shall pay fees for storage as set out in 05 CBJAC 20.130.
- (i) *Landing Craft Loading Ramp Use*. Operators must reserve use of the landing craft loading ramp and associated staging area and obtain approval from the Harbormaster. Operators shall comply with applicable federal and local requirements concerning the loading of designated dangerous and hazardous cargos. The Harbormaster may establish additional rules for operation of the loading ramp and staging area. Operators shall pay fees for use of the loading ramp and associated staging area as set out in 05 CBJAC 20.070.
- (j) *Mechanical Work Zone Area*. From May 15 to September 30, the Harbormaster shall designate 75 feet along the northwest side of the drive-down float as a Mechanical Work Zone Area. The area will only be available for use from May 15 to September 30. The owner of a vessel wanting to use the Area will schedule use with the Harbormaster, which will require submitting documentation about the desired scope of work. The Harbormaster has complete discretion to approve, deny, and schedule use of the Area. Fees associated with this usage are set forth in 05 CBJAC 20.210.
- (k) *Drive-Down Use Fees*. Notwithstanding any fee provision listed in 05 CBJAC 15 and 20, and 30, operators shall pay fees for use of the drive-down gangway and float as follows:
- (1) The owner of a vessel that ties up to the float shall pay daily moorage fees for each calendar day or portion thereof that the vessel remains affixed to the float, except that an owner may use the facility for up to ~~four~~ two hours on any calendar day without incurring moorage charges ~~provided they have paid moorage charges at another CBJ harbor or port facility for the calendar day they will be using the facility.~~ Vessels wanting to use the float will need to schedule in advance with the Harbormaster.
 - (2) Persons using shorepower shall pay daily fees for shorepower access as set out in 05 CBJAC 30 if the person has not paid daily fees for shorepower access at another CBJ harbor or harbor facility for the period of time that they will be using shorepower. Persons must obtain shorepower credentials from the Harbormaster in order to access shorepower.
 - (3) Persons delivering or selling fuel shall register with the Harbormaster and pay fuel use fees as set out in 05 CBJAC 20.175. This subsection does not apply to persons using the landing craft loading ramp and paying freight use fees as set out in 05 CBJAC 20.070.
- (l) *Crane Use Fees*. All persons using the fixed cranes on the drive-down gangway and float must obtain access credentials from the Harbormaster and comply with the provisions set out in 05 CBJAC 20.110. The Harbormaster is authorized to establish additional rules for operation of the cranes.
- (m) *Work Practice Standards*. In addition to the specific requirements set out 05 CBAC 50.020 and 030, all persons using the facility must comply with the following work standards:

- (1) Persons must protect the facility from damage. In the event a person damages the facility, the person is financially responsible for repairing the damage to the satisfaction the Harbormaster. The Harbormaster may require damage bonds from users if necessary to assure financial responsibility.
- (2) Persons must take reasonable precautions to prevent dust, debris, or other contaminants from entering the waters or being deposited upon the facility or the property of others at the facility.
- (3) Persons must conduct operations in an orderly and neat manner.
- (4) Persons must not unreasonably obstruct the operation of others at the facility.
- (5) Persons conducting commercial operations at the facility must maintain general liability commercial insurance with a minimum coverage of \$1 million naming CBJ as additional insured. The Harbormaster is authorized to require proof of insurance from commercial operators. Operators that are unable, or refuse, to provide proof of insurance are not allowed to use the facility.
- (6) Persons undertaking projects that generate solid waste refuse shall not use the public dumpsters at the facility unless arrangements have been made with the Harbormaster to pay appropriate disposal fees.

~~(m)~~(n) *Enforcement.* Violation of any provision of this regulation constitutes an infraction and is enforceable as set out in the applicable provisions of CBJ Ordinance 03.30. In cases of negligent or unsafe operation, non-payment of fees, or similar situations, the Port Director may prohibit a person from using the facility.

Section 4. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on _____, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchtyl
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Its consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

Amy Mead
Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

Laurie J. Sica, Clerk

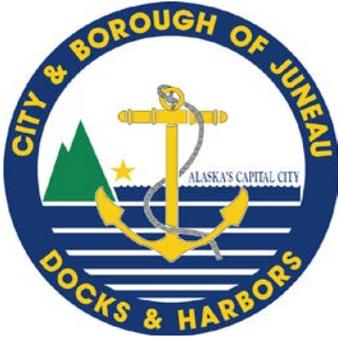
Filing with Clerk

I certify, as the clerk of the City and Borough of Juneau, that the following statements are true:

1. These regulations were accepted for filing by the office of the clerk at ____:____ a.m./p.m. on the ____ day of _____, _____.
2. After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
3. A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
4. Effective date: _____.

Date: _____

Laurie J. Sica, Clerk



Port of Juneau

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

MEMORANDUM

To: Docks and Harbors Board
OPS/Planning Committee
From: Gary Gillette, Port Engineer
Date: July 9, 2015
Re: AEL&P Power Pole Relocation at Statter Harbor Launch Ramp

Background

The Statter Harbor Launch Ramp project requires repositioning of an AEL&P power pole and associated realignment of power conductors along Glacier Highway. In such cases AEL&P performs the work but charges the party requiring the changes. AEL&P has been in the engineering phase of the project and recently provided a cost estimate for the work required. Before AEL&P begins the work Docks and Harbors will need to sign a contract for the amount of the work.

The work is estimated to cost \$133,488.37. The work is a necessary component of the project therefore staff recommends the Board approve the contract.

AEL&P

Alaska Electric Light & Power Company
5601 Tongard Court
Juneau, Alaska 99801-7201
FAX: (907) 463 - 4833

Facsimile Cover Sheet

Date:	30-Jun-15
Work Order Number:	EB15504
PROJECT NAME:	Statter Harbor Improvements
LOCATION:	Statter Harbor
CBJ Building Permit #	N/A
DOT Permit Required Yes or No	Yes
CBJ Easement Required Yes or No	Yes
ESTIMATED BY:	DAW
Description:	See contract drawings
Starting Date:	1-Aug-15
Completion Date:	15-Sep-16
Is project billable:	Yes
Billable Party Name:	CBJ Docks & Harbors
Billing Party PHONE NUMBER:	Attn: Erich Schaal (907) 586-0397
Billing Address:	155 S. Seward Street
Billing City, State Zip Code	Juneau, AK 99801

Cost of Project	\$133,488.37
Prepaid Engineering Advance	
Company Contribution	
Customer Cost Share Contribution	
Customer Contribution	\$133,488.37
Amount Subject to Refund	

**In accordance with section 7.4a of
AEL&P tariff.**

All customer contributions must be

Total amount due* \$133,488.37 made in advance of construction.

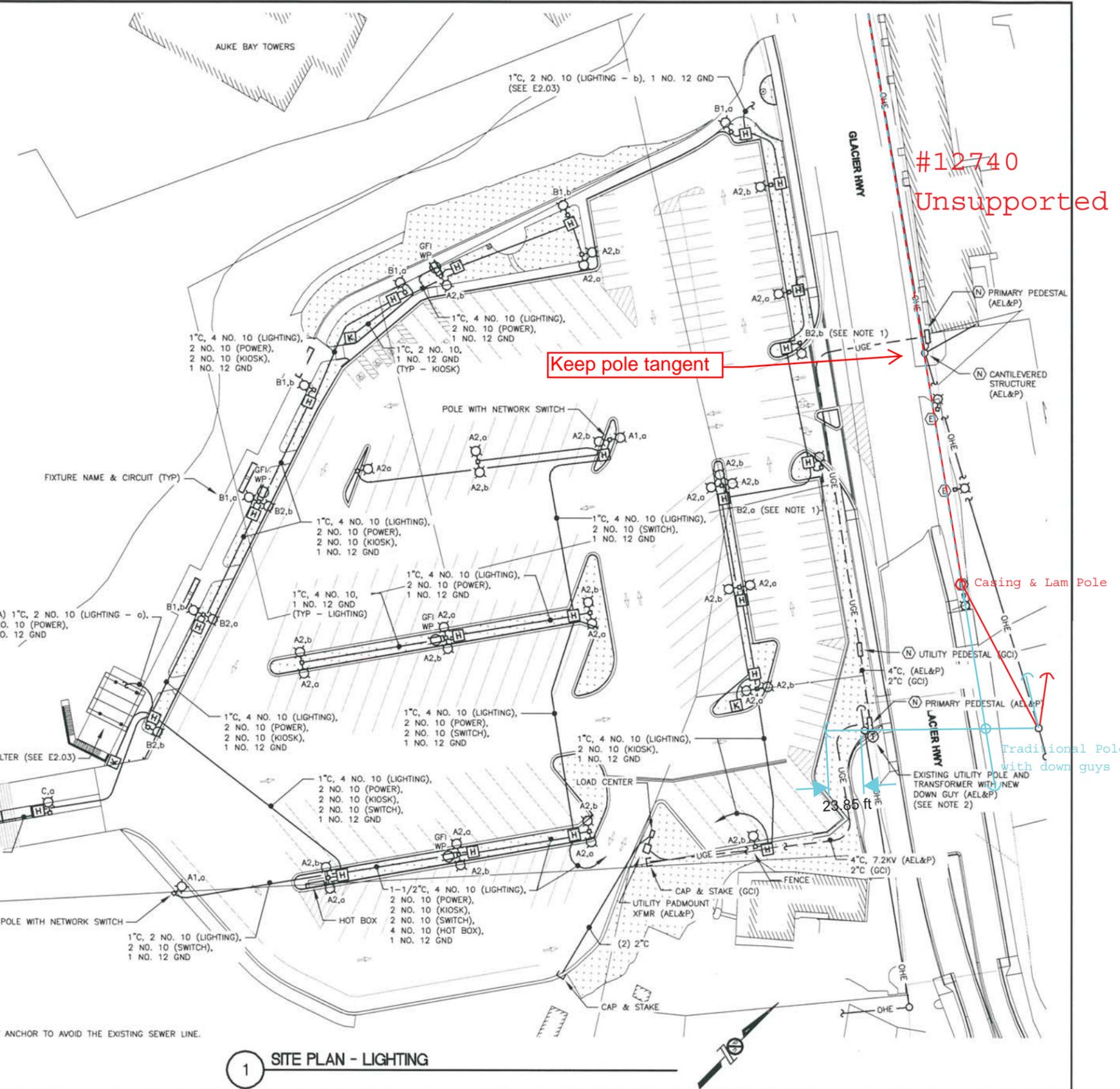
***AEL&P can only accept payment in the form of cash or check. We cannot accept credit cards at this time.**

Notes: Excludes all curb and asphalt repair, patching, and landscaping. Excludes conduit across Glacier Highway for ACS. Excludes SWPPP. Owner to provide all survey control (elevations and locations) for conduit and equipment. Excludes relocation of ACS conduit to accommodate casing. Excludes demo or relocation of UAS conduit and circuits.

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER	LAMPS	REMARKS
A1	POLE MOUNT LED SITE LIGHT, DIE-CAST LOW-COPPER ALUMINUM HOUSING, CLEAR GLASS LENS, TYPE III DISTRIBUTION, INTEGRAL ELECTRONIC DRIVER, BLACK FINISH, FIXTURE MOUNT OCCUPANCY SENSOR, 20% HIGH/LOW DIMMING	KIM LIGHTING WP9-S-3-E35-60L-3K-120 -BL-SCH	65W LED 3000K, CRI 80	MOUNT AT 20'-0" AFG, UON.
A2	POLE MOUNT LED SITE LIGHT, DIE-CAST LOW-COPPER ALUMINUM HOUSING, CLEAR GLASS LENS, TYPE IV DISTRIBUTION, INTEGRAL ELECTRONIC DRIVER, BLACK FINISH, FIXTURE OCCUPANCY SENSOR, 20% HIGH/LOW DIMMING	KIM LIGHTING WP9-S-4-E35-60L-3K-120 -BL-SCH	65W LED 3000K, CRI 80	-MOUNT AT 20'-0" AFG, UON.
B1	POLE MOUNT ARCHITECTURAL LED, ALUMINUM HOUSING, TYPE II DISTRIBUTION, INTEGRAL 0-10V DIMMABLE DRIVER, BLACK FINISH, POLE MOUNT OCCUPANCY SENSOR	BEACON CAP-21-24NB-27-3K-T2 -UNV-3RNW-BBT	27W LED 3000K, CRI 80	-MOUNT AT 11'-0" AFG, UON. -PROVIDE 0-10V DIMMING DRIVER.
B2	POLE MOUNT ARCHITECTURAL LED, ALUMINUM HOUSING, TYPE IV DISTRIBUTION, INTEGRAL 0-10V DIMMABLE DRIVER, BLACK FINISH, POLE MOUNT OCCUPANCY SENSOR	BEACON CAP-21-24NB-55-3K-T4 -UNV-3RNW-BBT	55W LED 3000K, CRI 80	MOUNT AT 11'-0" AFG, UON. -PROVIDE 0-10V DIMMING DRIVER.
C	POLE MOUNTED LED AREA LIGHT, IP66 OR BETTER, MARINE GRADE, ALUMINUM HOUSING, STANCHION STRAIGHT MOUNTING, TYPE I DISTRIBUTION, INTEGRAL ELECTRONIC DRIVER	CROUSE-HINDS PVM-3L-W-P-R1/UNV1	41W LED 80 CRI, 3000K	-MOUNT AT 15' AFG, UON. -PROVIDE BIRD SPIKES.
D	4' SURFACE MOUNT LED LIGHT, ALUMINUM HOUSING, BLACK FINISH, CORROSION RESISTANT FINISH, 100 DEGREE OPTIC DISTRIBUTION, REMOTE ELECTRONIC DRIVER	INSIGHT LIGHTING MXI-6-35K-100-U-CES-48" -REM-TBL-CRF	24W LED 3500K	
	REMOTE POWER SUPPLY, 96 WATT, WET LOCATION RATED	INSIGHT LIGHTING RPS/96/PWR/WET	--	
F1	7" FLUSH MOUNT LED LIGHT, FIBERGLASS HOUSING, BRONZE LENS RING, SILICONE GASKET, REBAR CAGE ANCHOR, SPOT DISTRIBUTION, INTEGRAL ELECTRONIC DRIVER, WITH SLIP RESISTANT LENS	KIM LIGHTING LTV83FF-SP-12L-3K-UV -RCAB3-SR	14W LED 3000K, CRI 80	
F2	7" FLUSH MOUNT LED LIGHT, FIBERGLASS HOUSING, BRONZE LENS RING, SILICONE GASKET, SPOT DISTRIBUTION, INTEGRAL ELECTRONIC DRIVER, WITH SLIP RESISTANT LENS	KIM LIGHTING LTV83FF-SP-12L-3K-UV-SR	14W LED 3000K, CRI 80	
POLE A	18' TALL 4"x4" SQUARE STEEL POLE, HOT DIP GALVANIZED, BLACK FINISH FOR TYPE A1 & A2 LUMINAIRES	KW INDUSTRIES SSP-18-4.0-11-G-KZ21 -XXX	--	DRILLING OPTIONS: DM10 FOR SINGLE LUMINAIRE, DM2090 FOR TWO LUMINAIRES AT 90 DEGREES, DM2180 FOR TWO LUMINAIRES AT 180 DEGREES
POLE B	10' TALL 4" DIAMETER ROUND STEEL POLE, HOT DIP GALVANIZED, OPEN TOP, BLACK FINISH, BASE COVER MOUNTING ARM, LOW-COPPER ALUMINUM ALLOY, BLACK FINISH FOR TYPE B1 & B2 LUMINAIRES	KW INDUSTRIES RSP-10-4.0-7-G-KZ21 -OP-BC BEACON AA-39-S-4-X-P-BBT	--	MOUNTING ARRANGEMENT: B FOR SINGLE LUMINAIRE, C FOR TWO LUMINAIRES AT 180 DEGREES
POLE C	15' TALL 4"x4" SQUARE STEEL POLE, HOT DIP GALVANIZED, BLACK FINISH FOR TYPE C LUMINAIRES	KW INDUSTRIES SSP-15-4.0-11-G-KZ21 -DM10	--	TENON PIPE ON TOP AS REQUIRED BY LUMINAIRE.
	POLE MOUNT OCCUPANCY SENSOR, LOW PROFILE MOUNT, 20% HIGH/LOW DIMMING, BLACK FINISH	SENSORSWITCH SBOR-10-D-BK-2V	--	-TO BE UTILIZED WITH LUMINAIRE TYPES B1 AND B2, UON. -TO BE MOUNTED 9'-0" AFG, UON.

- NOTES
- ALL LUMINAIRE MOUNTING HEIGHTS ARE TO THE BOTTOM OF THE LUMINAIRE, UNLESS OTHERWISE NOTED AND OR APPLICABLE.
 - PROVIDE FOR RECEPTACLES IN POLES WHERE NOTED ON SITE PLAN.



- NOTES
- LUMINAIRE TO BE NON-DIMMABLE.
 - COORDINATE THE POSITION OF THE DOWN GUY ANCHOR TO AVOID THE EXISTING SEWER LINE.

1 SITE PLAN - LIGHTING

F:\Projects\137 PHAD\102 Statter Harbor Boat Launch\Drawings\Working\E2.01.dwg
Plotted 2/7/2014 9:31 AM by Kyle Drapeaux



HAIGHT & ASSOCIATES
CONSULTING ELECTRICAL ENGINEERS
526 Main Street, Juneau, AK 99801
(907) 586-9788

REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

P N D ENGINEERS, INC.
9360 Glacier Highway, Ste. 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

DESIGN: BCH/KHD CHECKED: BCH
DRAWN: KHD APPROVED: BCH

SCALE: 1 in = 40 FT
SCALE IN FEET

DATE: Aug 29, 2014

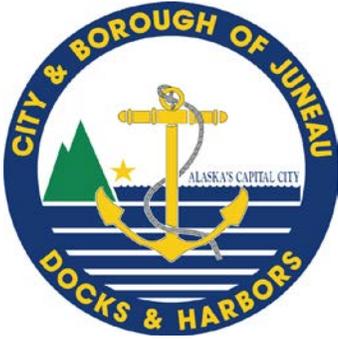


CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR IMPROVEMENTS
CONTRACT NO. DH14-014

SHEET TITLE:
SITE PLAN - LIGHTING

PHD PROJECT NO.: 082015

E2.01
SHEET 2 OF 9



Port of Juneau

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

MEMORANDUM

To: Docks and Harbors Board
From: Carl Uchytel, Port Director
Date: July 28th, 2015
Re: Old Douglas Harbor Phase III Funding

Phase III of the Old Douglas Harbor project is currently in the design phase. D&H Staff is reviewing the 35% submittal which includes a cost estimate for the project. It appears that there will not be enough funding in the current CIP account to cover the project budget. Below is a breakdown of funds in hand and funds needed to accommodate the estimate:

Project Cost Estimate:	\$6,302,996.00
Amount in CIP Account	\$2,900,000.00
ADOT Municipal Harbor Grant	\$2,000,000.00
Balance Needed	\$1,402,996.00

Staff recommends the funds be taken from the Harbors Fund Balance. This action would require Assembly approval. The Harbor Fund Balance is currently \$3,617,000.

#



DOUGLAS HARBOR RENOVATION
CBJ Project No. DH 16-001

PRELIMINARY ENGINEER'S ESTIMATE - 35% DESIGN COMPLETION

Prepared By: PND Engineers, Inc. on July 22, 2015

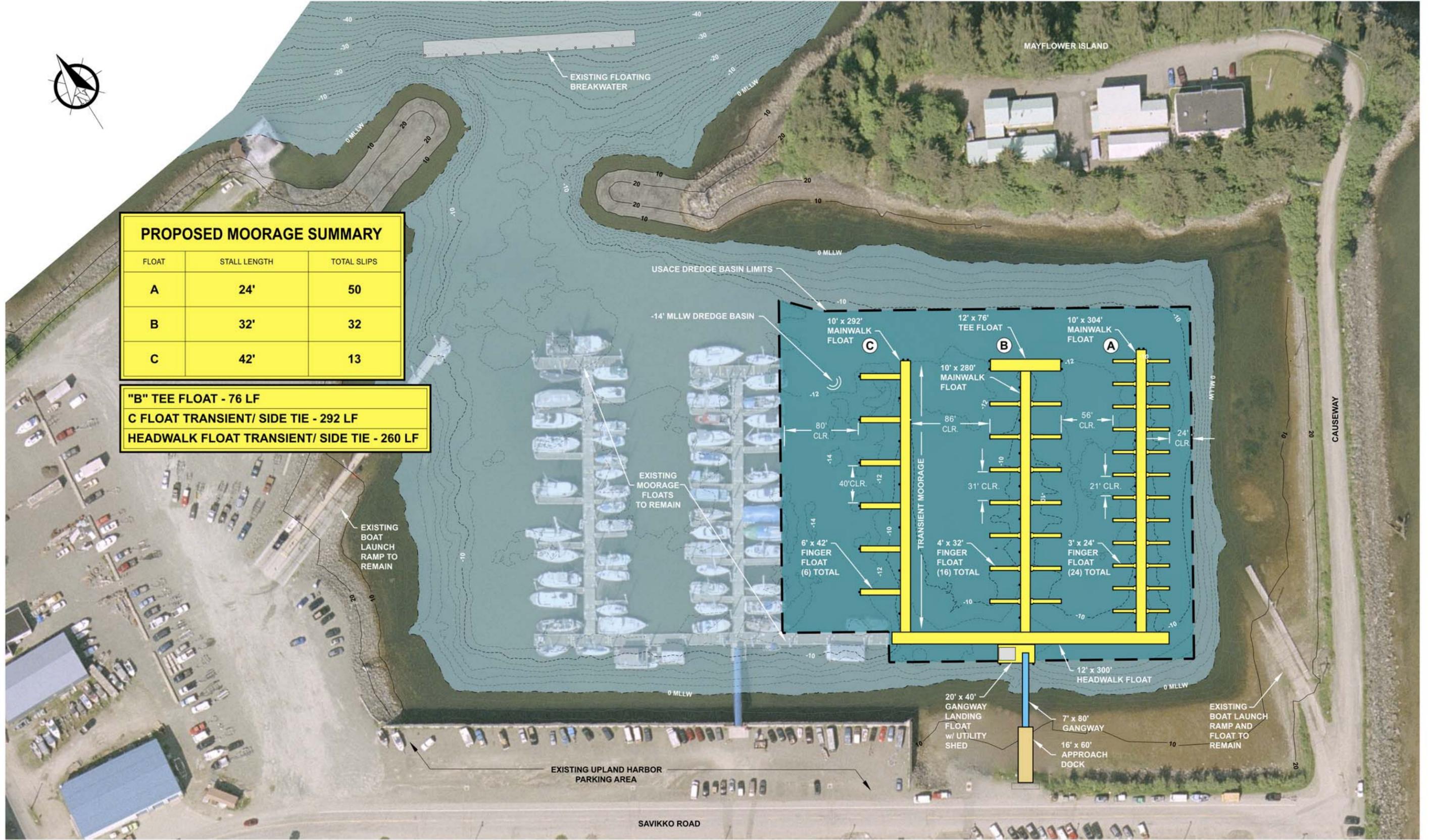
Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	\$458,710	\$458,710
2060.1	Demolition & Disposal	LS	All Req'd	\$10,000	\$10,000
2401.1	Sewer Pumpout Relocation	LS	All Req'd	\$50,000	\$50,000
2601.1	Domestic Water System w/ New Hot Box	LS	All Req'd	\$225,000	\$225,000
2611.1	Dry Fire Line System	LS	All Req'd	\$125,000	\$125,000
2611.2	Replace Expansion Joints on Existing Dry Fire Line	EA	10	\$2,500	\$25,000
2702.1	Construction Surveying	LS	All Req'd	\$25,000	\$25,000
2719.1	Sign Assembly	LS	All Req'd	\$5,000	\$5,000
2726.1	12' x 60' Approach Dock	SF	840	\$150	\$126,000
2894.1	Refurbish & Install Owner Provided Gangway	LS	All Req'd	\$40,000	\$40,000
2895.1	Gangway Landing Float, 20' x 40'	SF	800	\$150	\$120,000
2895.2	Headwalk Float, 12' x 300'	SF	3,600	\$115	\$414,000
2895.3	Mainwalk Float A, 10' x 304'	SF	3,040	\$110	\$334,400
2895.4	Mainwalk Float B, 10' x 280'	SF	2,800	\$110	\$308,000
2895.5	Mainwalk Float C, 10' x 292'	SF	2,920	\$110	\$321,200
2895.6	12' x 76' Tee Float	SF	912	\$125	\$114,000
2895.7	6' x 42' Finger Float	EA	6	\$27,000	\$162,000
2895.8	4' x 32' Finger Float	EA	14	\$19,000	\$266,000
2895.9	4' x 24' Finger Float	EA	24	\$14,000	\$336,000
2896.1	Steel Mooring Pile, 12" dia. x 0.500" thick	EA	33	\$7,500	\$247,500
2896.2	Steel Mooring Pile, 16" dia. x 0.500" thick	EA	18	\$9,000	\$162,000
2896.2	Approach Dock Support Pile	EA	8	\$12,000	\$96,000
2896.3	Predrilled Pile Sockets	EA	15	\$6,000	\$90,000
2897.1	Supply Floatation Billet	EA	40	\$250	\$10,000
2897.2	Install Floatation Billet	EA	40	\$400	\$16,000
2899.1	Life Ring Cabinet & Base	EA	7	\$1,100	\$7,700
2899.2	Fire Extinguisher & Base	EA	7	\$900	\$6,300
3300.1	Approach Dock Abutment	LS	All Req'd	\$75,000	\$75,000
5120.1	Electrical Support Assemblies	LS	All Req'd	\$50,000	\$50,000
13121.1	Utility Building	LS	All Req'd	\$50,000	\$50,000
16000.1	Electrical System	LS	All Req'd	\$750,000	\$750,000
16000.2	Spare Electrical Equipment	LS	All Req'd	\$20,000	\$20,000
ESTIMATED CONSTRUCTION BID PRICE					\$5,045,810
AEL&P SERVICE					\$40,000
CONTINGENCY (10%)					\$504,581
FINAL DESIGN & CONTRACT DOCUMENTS (6%)					\$297,230
CONTRACT ADMINISTRATION & INSPECTION (8%)					\$403,665
PERMITTING					\$11,710
TOTAL RECOMMENDED PROJECT BUDGET					\$6,302,996





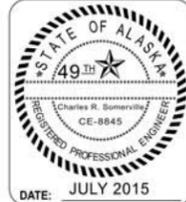
PROPOSED MOORAGE SUMMARY		
FLOAT	STALL LENGTH	TOTAL SLIPS
A	24'	50
B	32'	32
C	42'	13

"B" TEE FLOAT - 76 LF
 C FLOAT TRANSIENT/ SIDE TIE - 292 LF
 HEADWALK FLOAT TRANSIENT/ SIDE TIE - 260 LF



PND
 ENGINEERS, INC.
 9360 Glacier Highway Ste 100
 Juneau, Alaska 99801
 Phone: 907-586-2093
 Fax: 907-586-2099
 www.pndengineers.com

DESIGN: CRS CHECKED: CRS SCALE: SCALE IN FEET
 DRAWN: LRG APPROVED: CRS 0 50 100 FT.



DOUGLAS HARBOR RENOVATION
 CBJ PROJECT - DH16-001

SHEET TITLE:
SITE PLAN CONCEPT NO.2
 PND PROJECT NO.: 152037

3
 SHEET
 3 OF 3

CURRENT

05 CBJAC 20.060 - Recreational boat launch fees.

(a) Definition. The fee assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, ~~the Tee Harbor Boat Launch~~, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor is free.

(b) Launch ramp fee period. Launch ramp fees will be assessed on a calendar year or calendar day basis.

(c) Payment deadline. An owner may pay the annual launch ramp fee at anytime during the calendar year. The owner must pay the daily launch ramp fees in advance before the day of use. An owner that has not paid the annual fee will be assessed the daily fee.

(d) Recreational launch ramp fees. Recreational launch ramp fees will be assessed for each calendar year, calendar day, or portion thereof as follows:

Calendar Year	\$90.00
Calendar Day	\$14.00

PROPOSED

05 CBJAC 20.060 - Recreational boat launch fees.

- (a) Definition. The fee assessed to **the boat trailer owner or vehicle owner (when launching vessels without a trailer)** for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, ~~the Tee Harbor Boat Launch~~, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor is free.
- (b) Launch ramp fee period. Launch ramp fees will be assessed on a calendar year or calendar day basis.
- (c) Payment deadline. An owner may pay the annual launch ramp fee at anytime during the calendar year. The owner must pay the daily launch ramp fees in advance ~~before the day of use. An owner that has not paid the annual fee will be assessed the daily fee.~~
- (d) Ownership of multiple trailers.**
1. Applicants can obtain up to two launch ramp permits in addition to their single annual launch ramp permit. To obtain these additional permits, the individual must provide trailer registrations for each permit being sought. The titles must affirm the applicant's home address with a valid driver's license and the address indicated on the trailer registrations. An administrative fee applies for all additional permit decals.
 2. If an applicant seeks to register a fourth trailer, the applicant will be required to purchase an additional annual permit. If the applicant seeks a fourth trailer permit, the applicant can obtain two additional trailer permits by presenting corresponding trailer registrations affirming the applicant's home address with a valid driver's license with the address indicated on the trailer registrations. An administrative fee applies for additional permits.
 3. Any additional trailers beyond the number outlined in (d)(1) and (d)(2) will require additional annual permit(s).
 4. Trailers titled by a business, corporation, partnerships or other legally binding relationship are not entitled to multiple trailer permits under this section.
 5. Trailers with jointly registered owners, verified through trailer registration, must match the applicant's home address verified with a valid driver's license.
- (e) Trailer plate numbers shall be displayed with an indelible marker onto the permit decal.**
- (f) Vehicular Use at Launch Ramps Facilities for non-trailerable Vessels.**
1. Vessels (including but not limited to kayaks, skiffs, canoes, rowboats, paddleboards, sailboats, inflatables and water toys) launched at facilities

noted in paragraph (a) , to include the adjacent parking lots, is required to purchase a boat launch permit.

2. The boat launch permit shall be conspicuously adhered to the vehicle in use at the facility.
3. Individual vehicles owners will be provided the opportunity to secure multiple additional launch ramp permits, for their vehicles, by presenting vehicle registrations affirming the applicant's home address with a valid driver's license and the address indicated on the vehicle registrations. An administrative fee applies for additional permit decals.
4. There are no additional fees for vehicles using the facilities noted in paragraph (a) which are not engaged in launching or recovering vessels.

(g) Recreational launch ramp fees. Recreational launch ramp fees will be assessed for each calendar year, calendar day, or portion thereof as follows:

Calendar Year	\$100.00 <u>\$90.00</u>
Calendar Day	\$15.00
Administrative Fee for Multiple Permits <u>or lost decal</u>	\$5.00/each



Port of Juneau

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

From: Carl Uchytel, P.E., Port Director
To: Docks & Harbors Board
Date: July 27th, 2015
Re: 05 CBJAC 20.070 – Fees for commercial use of boat launches

1. At the June 3rd Harbor Comprehensive Fee Review Committee meeting, fees for commercial use of boat launches was debated. The following motion was passed:

MOTION By MR. DONEK : UNDER 05 CBJAC 20.070 (A) ADD ABLF, (B) ADJUST ANNUAL FEE TO \$250.00 APPLICABLE TO EACH COMMERCIAL TRAILER THAT USES THE LAUNCH RAMP, (C) THE FREIGHT USE SECTION STRIKE OUT THE PERSONAL USE INFORMATION, THE COMMERCIAL USE FEE IS CHANGED AS STATED, (D) THE FREIGHT STAGING FEE STAYS THE SAME, THE PERSONAL USE FEE IS STRIKEN, AND (E) THE SPECIAL FEE IS TO BE CONSISTENT WITH OTHER COMMERCIAL USE FEES AND ASK FOR UNANIMOUS CONSENT.

2. It appears the motion was not forwarded to the appropriate Standing Committees in June. The following regulations changes proposed by the Fee Review Committee to 05 CBJ 20.070 are:

05 CBJAC 20.070 - Fees for commercial use of boat launches.

(a) Definition. The fees assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, ~~the Tee Harbor Boat Launch~~, the Amalga Harbor Boat Launch, **Auke Bay Loading Facility** and the Echo Cove Boat Launch, for any type of commercial use.

(b) Annual fee. A commercial user of the launch ramps must pay an annual fee prior to using a launch ramp each calendar year as follows:

\$ per calendar year	\$225.00 \$250/trailer
----------------------	--

(c) Freight use fee. In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. A person may pay the personal use freight fee set out in this subsection if the freight use is limited to non-commercial use. All other persons must pay the commercial use fee. The Harbormaster shall assess freight use fees by duration of use per calendar day as follows:

Commercial Use Fee	<p style="text-align: center;">Up to ½ hour: \$30.00 Over ½ hour: \$30.00 + \$1.50 for each minute beyond ½ hour \$60 for the first hour; and \$30 for each additional hour (Pending regulation change)</p>
Personal Use Fee	<p style="text-align: center;">Up to ¼ hour: no charge Over ¼ hour: \$15.00 per half hour of use beyond ¼ hour with \$15.00 minimum charge</p>

(d) Freight staging fee. A person staging freight shall pay a fee of \$25.00 per 24-hour period per 1,000 square feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.

(e) Special fee for launch ramp tour activities. Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

3. I recommend, at the July Board meeting, that the Docks & Harbors Board accept the recommendations provided by the Harbor Fee Review. In doing so, Staff can proceed with advertising the proposed regulation changes with a 21-day public notice before holding a Public Hearing at a future Board Meeting. During that time, the commercial users of the pending changes will be notified which allows them due process to challenge or provide input to the proposed changes.

#

Encl: Harbor Fee Review Minutes of June 3rd, 2015
<http://www.juneau.org/harbors/minutes/20150615082200-m.pdf>



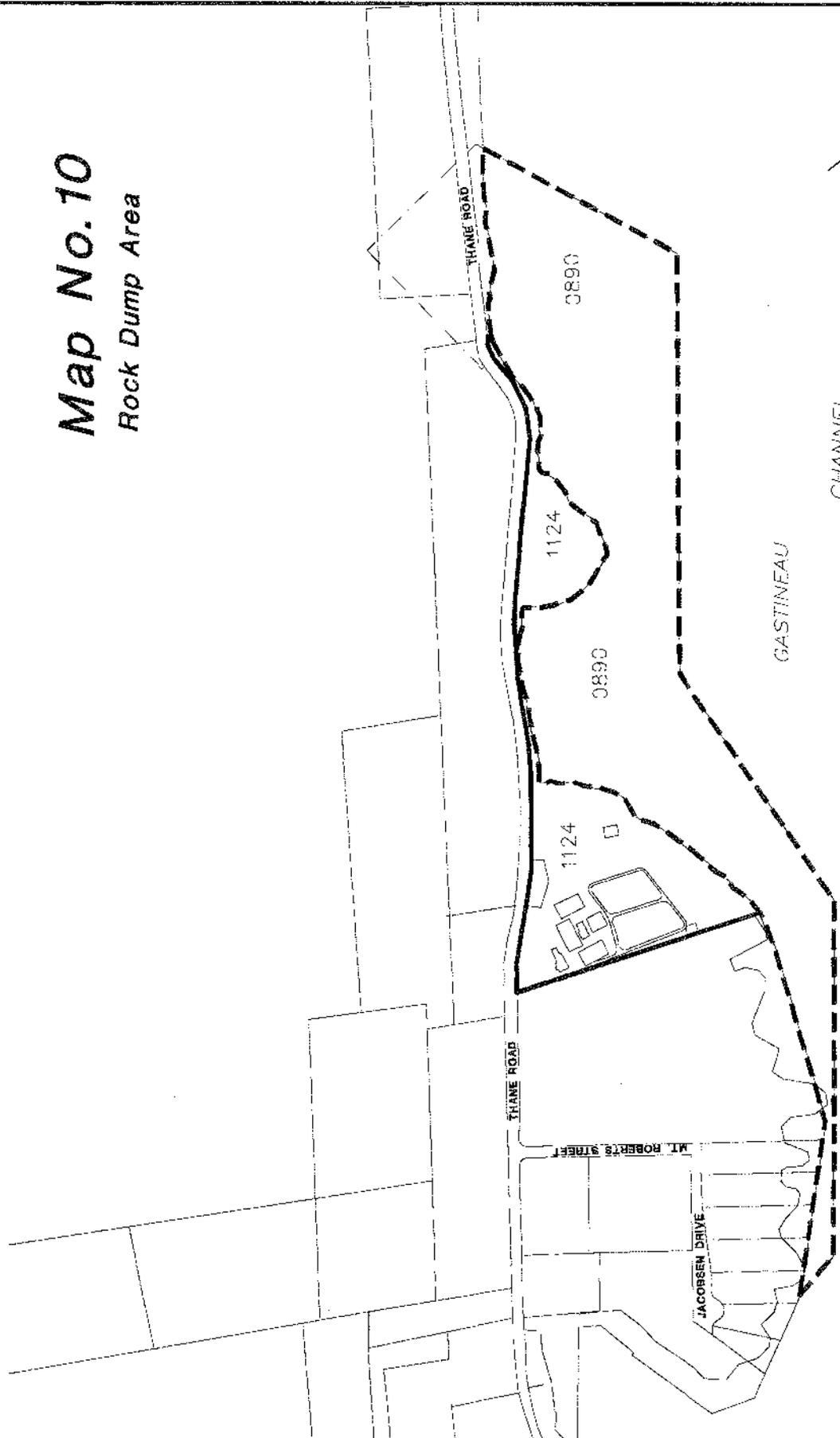
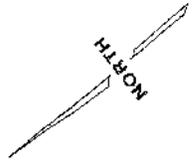
City and Borough of Juneau
Land Management Plan
1999 Update



City & Borough of Juneau
Lands and Resources Division
September, 1999

Map No. 10

Rock Dump Area



-  City Owned Uplands
-  City Owned Islands
- 0890 City Parcel Number

3.6 AREA E: AJ ROCK DUMP

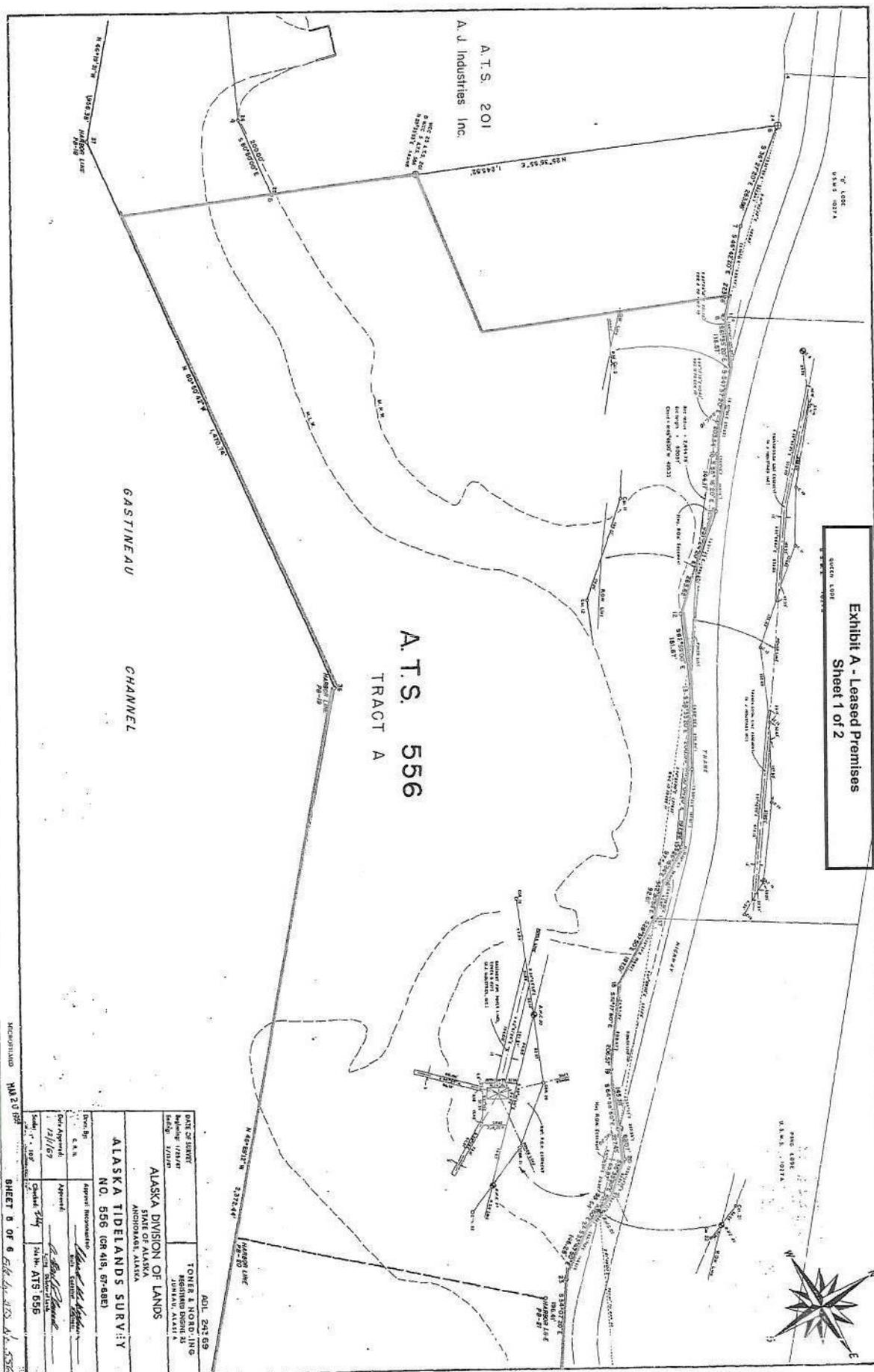
Land Use

The Plan calls for the AJ Rock Dump to continue on as an important economic engine and logistics point for the community of Juneau by preserving and encouraging a continuation of waterfront dependent and industrial uses at this location. Contributors to this working waterfront and the upland functioning of this area are envisioned to include Alaska Marina Line, Delta Western and Taku Oil and/or similar business units and operators. With

Figure 43: Area E and F (Overall) 2025 Concept Plan



Exhibit A - Leased Premises
Sheet 1 of 2



A.T.S. 556

A.T.S. 556
TRACT A

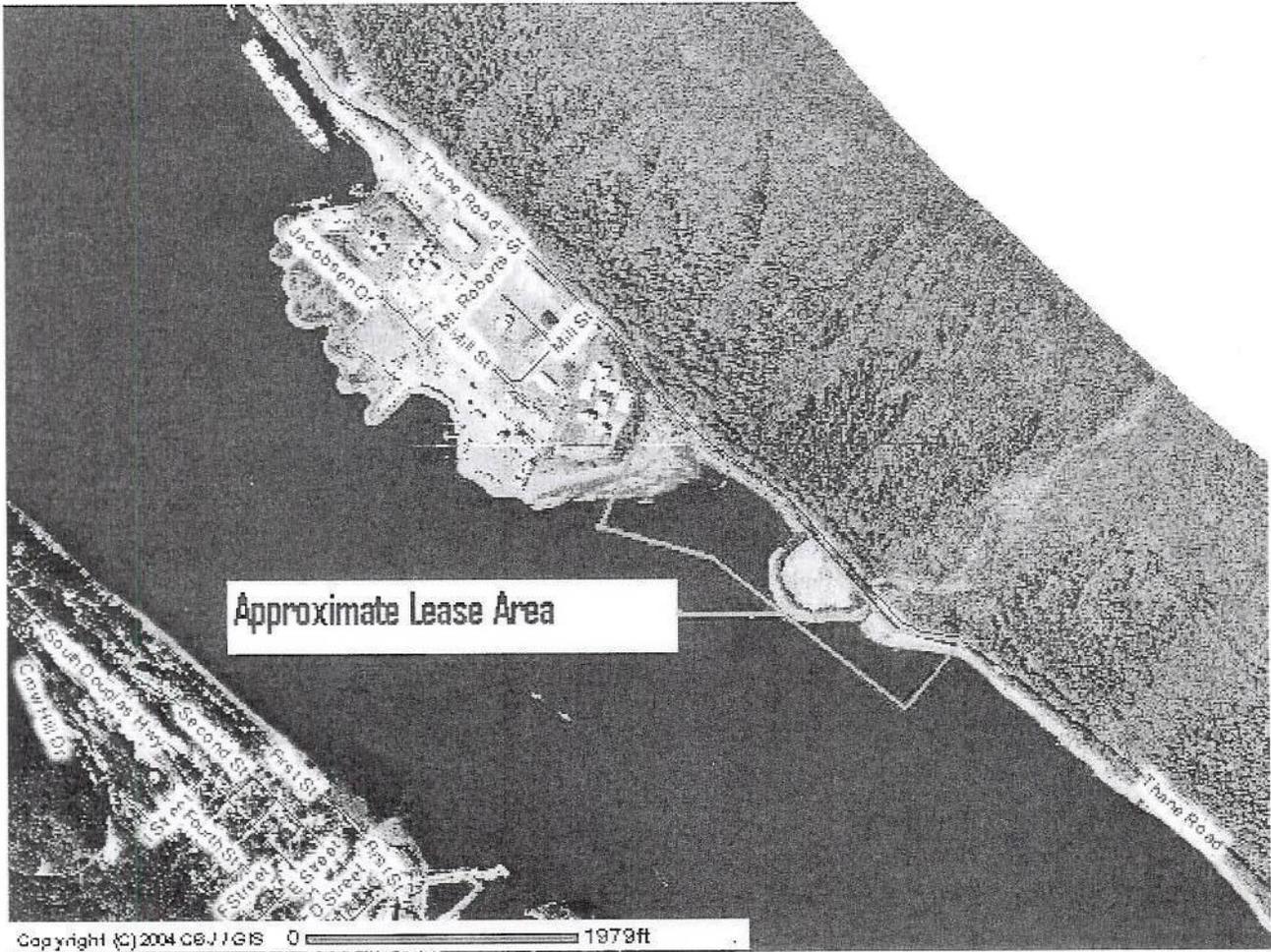
A.T.S. 201
A.J. Industries Inc.

GASTINEAU CHANNEL

ALASKA TIDELANDS SURVEY NO. 556 (CR 415, 67-98E) ANCHORAGE, ALASKA

DATE OF SURVEY	TONER & NORDBLING
BY	ANCHORAGE, ALASKA
ALASKA DIVISION OF LANDS	
ANCHORAGE, ALASKA	
ALASKA TIDELANDS SURVEY	
NO. 556 (CR 415, 67-98E)	
DATE OF APPROVAL	APPROVED
2/21/67	[Signature]
DATE OF SURVEY	DATE OF SURVEY
2/21/67	2/21/67
DATE OF SURVEY	DATE OF SURVEY
2/21/67	2/21/67

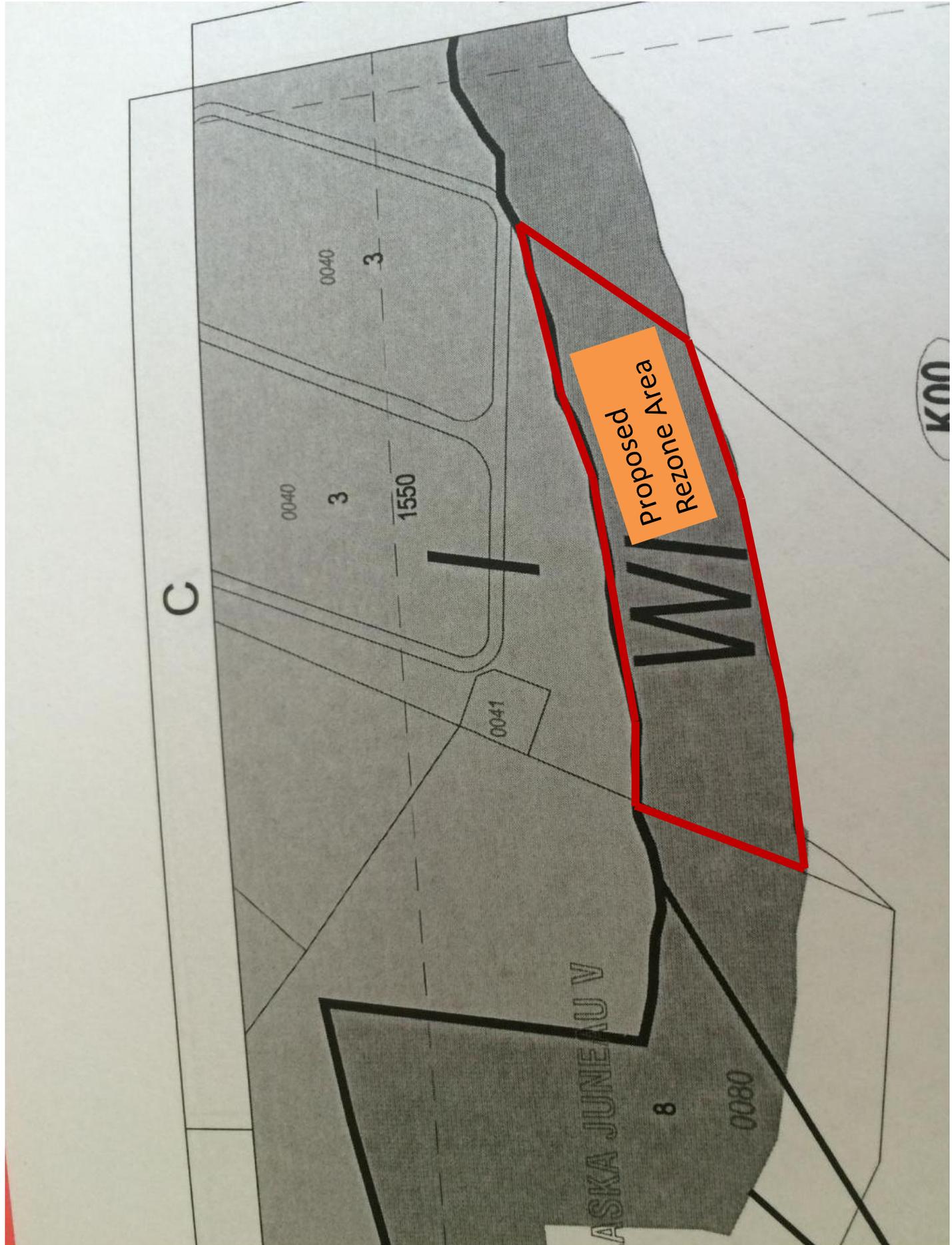
Exhibit B - Leased Area Map





~ 150' Buffer
per Joe Buck





Proposed
Rezoning Area

C

I

W

ASKA JUNEAU V

0040

3

1550

0041

8

0080

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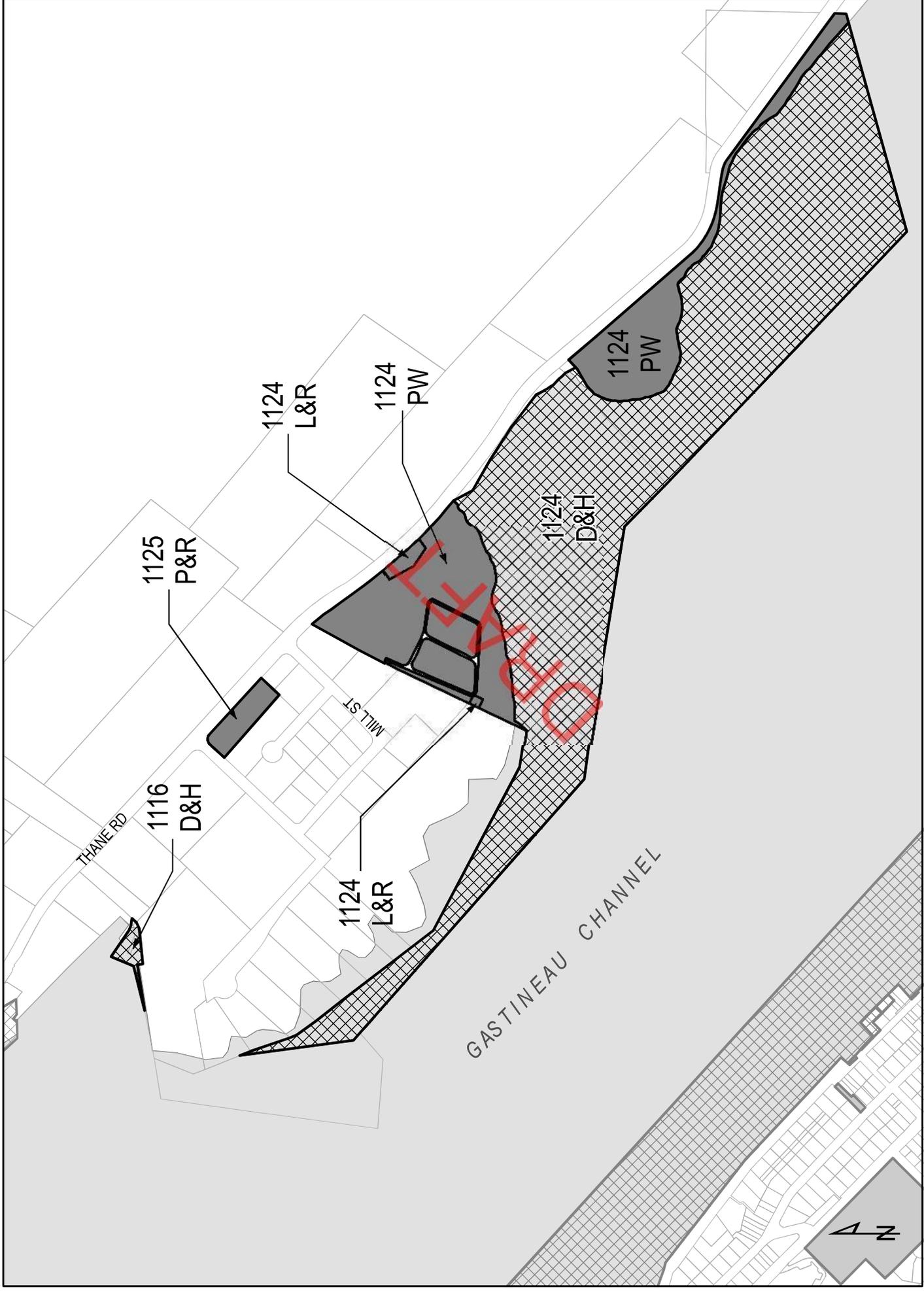
City and Borough of Juneau

Land Management Plan

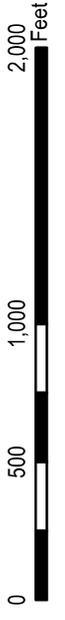
2015 Update

DRAFT





Map No. 23: Rock Dump



MEMORANDUM

CITY AND BOROUGH OF JUNEAU

Manager's Office

155 S. Seward St., Juneau, Alaska 99801

Kim.Kiefer@juneau.org



(907) 586-5240

FAX (907) 586-5385

TO: Mary Becker, Chair
Committee of the Whole

FROM: Kimberly A. Kiefer
City Manager



DATE: July 9, 2015

SUBJECT: 16b Electrification Information

There have many questions regarding electrification of the 16b project. In an attempt to make sure we all have the same information, I have asked the following people to attend Monday's COW meeting:

Kirby Day and the Shore Power Director, Holland America Group
Tim McLeod, AELP
Duff Mitchell, Juneau Hydropower
Carl Uchytel, CBJ Port Director
Gary Gillette, CBJ Port Engineer

Each organization will have 10 minutes to provide information and then there will be time for questions. Included in the packet is information from Docks and Harbors and Juneau Hydropower.

Juneau Cruise Ship Docks Electrical Systems

Conceptual Design

February 2011

Shore Power:

Existing Shore Power Facility, South Franklin Dock (Princess Cruises): The existing shore power facility at the South Franklin Dock was placed in operation in 2001 for Princess Cruises. The facility is configured with a substation on the mountainside above the dock, adjacent to the two 69 KV transmission lines routed from the Thane Substation to distribution substations in downtown Juneau. A transformer at this substation provides either 11.2 KV or 6.6 KV power to the shore power stations dependent on the vessel requirements. The power is transmitted through underground cables to a switch at the dock where the cables become large, flexible mining type cables laid in cable trays up and onto the festooning system where the cables are suspended to the ship. The system is capable of supporting a 16.25 MVA¹ load.

The energy consumption for each ship visit has been recorded since the beginning of operations on 10 July 2001. The energy consumed varies from year-to-year dependent primarily on the amount of energy available from AEL&P. AEL&P provides this energy to Princess Cruises on a “non-firm” rate². The energy consumed is graphically illustrated over the past ten year period – see Attachment A. The average consumption over the past nine years³ was 4,107 MWh⁴, while last year (2010) 4,266 MWh was consumed.

Last year, AEL&P began recording the load demand at the South Franklin Dock. Six different vessels visited Juneau and demanded peak loads varying from 7.24 MW (Sea Princess) to 10.6 MW (Diamond Princess). Most of the loads were between 8 and 10 MW – see Attachment B.

The vessels’ connection to shore power requires cooperative coordination between the AEL&P staff and the vessel crew. This involves synchronizing the generators on the ships to the utility frequency and voltage before closing the switch allowing connection, and then removing operation of the vessel’s generators. Vessel departure involves a reverse procedure. The connection of the vessel is monitored with protective relays and interlocks which open the vessel’s connection with any problematic conditions.

¹ MVA = Mega Volt-Amperes, a measure of apparent power.

² AEL&P utilizes this rate structure allowing them to provide excess energy to specific customers when it is available. These customers utilize this energy in lieu of producing electricity with their own generators. With this rate structure, AEL&P is not required to maintain additional standby generators supporting “firm” capacity as stipulated by the regulatory commission.

³ The first year (2001) was not a full year, thus the consumption for that year was not included in the average.

⁴ MWh = Mega Watt hours, a measure of real energy.



Figure 1 - South Franklin Dock Shore Power

Future Shore Power Facilities, Downtown Docks: AEL&P officials state that they currently lack capacity to support additional “non-firm” shore power facilities. When the second phase of the Dorothy Lake facility is constructed, their capacity will be improved with likely allowance for additional shore power facilities.

When implemented, the shore power facilities should be constructed at both docks. As illustrated in the site drawings, the ships will be moored stern-to-stern. From recent meetings with the cruise ship agencies, it was learned that the vessels are configured with their shore tie connections near their sterns, on one side or the other, but not on both sides.

The new shore tie facilities will involve the construction of a new substation on the mountainside, south of Gastineau Avenue. Again, this substation will be close to the 69KV transmission lines, located on land owned by an AEL&P sister company. It is probable that it will utilize two transformers, allowing selection of either 6.6KV or 11.2KV power to the each dock. The feeders from the substation will be parallel to the shoreline where they will separate direction to the individual docks.

The feeders from the dock will traverse down the transfer bridges to the floating docks. The cables will pass within the docks to the ends to the most strategic location for connecting to the vessels. The cables will terminate on a festooning type of structure allowing the cables with connectors to be suspended and swung out to the vessel.

The feeders on shore will utilize single conductors with 15KV rated insulation. These conductors typically utilize large strands with little flexibility. Before crossing from the stationary dock to the floating docks, the conductors will probably have to change to a finely-stranded type with much greater flexibility. And these cables will probably be a mine type cable encompassing the conductors for all three phases. The transition from one conductor type to the other will occur at a control switch or a pedestal type junction. This detail will be better studied during design.



Figure 2 - Shore Tie Connectors

When energy becomes available, the first phase of the facility to be constructed may be adequate to just power one shore tie. In this case, the system will be configured with a single transformer at the substation and a single feeder⁵ to a switch at the shore. The switch will be configured to select the dock to be powered as well as provide synchronizing control.



Figure 3 - Shore tie Cable Festoon

When it is determined that an adequate supply of energy is available to serve to shore ties simultaneously, the second transformer will be installed in the substation with a second feeder similar to the first installed to the switch at the shore. The switch bank will be reconfigured such that each switch individually controls synchronization to the associated dock. The cables from the switches to the festoons and connectors on the floating docks will remain the same.

With the understanding that excess energy is unavailable for the shore power facilities at this time, it is prudent to only install the required raceways, manholes, and vaults. The raceways constructed in duct banks will be installed from the hillside above South Franklin Street down to the shore line, first crossing beneath the street and then transitioning beneath the new

⁵ Four sets of conduits with three conductors.

parking area to the new portion of dock where the old ferry transfer bridge was once located. One or two manholes will be located on the shore side of South Franklin Street to provide access to install new cables. The duct bank will terminate in a vault at the shore with ten ducts stubbed through the retaining wall at the shore. There will be ten, 6 inch diameter raceways in the duct bank for the entire route.

Installing the infrastructure at this time will minimize future disturbances to the new uplands area. Along with the installation of an infrastructure on shore, some raceways, or support structures for raceways will be installed on the transfer bridges and within the floating docks.

Attachment C illustrates the layout of the shore power system. It defines the portion to be installed initially, and the portion, or portions, to be installed in the future.

Facility Power:

A power distribution system will be installed for both floating docks to support lighting, capstans, pumps, small vessel shore tie equipment, and miscellaneous equipment. The system will be powered at 480 volts, wye connected three phase.

The system will involve the installation of a feeder from shore to each floating dock. The feeders will terminate in distribution panels constructed for a marine environment with stainless steel enclosures and hardware. Step-down transformers will provide reduced voltage power (208Y/120 volt, three phase) to a second panel for small loads and maintenance receptacles.

The feeder to the dock will be a mining type cable (Type W). The circuits on the floating dock will be single conductors installed in Hot-Dipped Galvanized Steel Conduit. Connections to vibrating or shifting equipment will be flexible cable, either Type W or a type of SO.

All boxes will be cast metal suitable for a marine environment. Cabinets will be stainless steel with drip shields, gaskets, and stainless steel hardware. All support structures and materials will be stainless steel or Hot-Dipped Galvanized Steel.

The system will be metered a single point on shore with separate circuit protection for the feeder to each floating dock.

Grounding:

A grounding system will be installed to support both the medium voltage shore power facilities and the low voltage distribution system. It will incorporate bare copper conductors installed in the duct banks, ground rod type electrodes in the manholes and vaults, and insulated conductors beneath the stationary docks.

Grounding conductors will be incorporated into the feeders from the shore meter/load center to the distribution panels on the floating docks. Ground bars will be incorporated into the distribution panels with bonding to the floating docks and equipment. Additionally, sea water ground rod electrodes will be installed and bonded to the same distribution panel ground buses.

The grounding system on the floating docks will be constructed to allow integration to the medium voltage ground grid component of the shore power facility in the future.

Lighting:

Luminaires will be installed to illuminate the transfer bridges, gangways, catwalks, dolphins, and the floating docks. The luminaires will all utilize LED type lamps with night-time and motion sensing control. The lighting will only operate during night-time hours. The motion sensors will control the illumination levels from a partial output to full output when human activity is recognized within their sensing area. All luminaires will be manufactured with glare control features.

The luminaires on the transfer bridge will be small fixtures mounted beneath canopies where provided, to protect pedestrians. The illumination of the vehicle lane will be small fixtures mounted to the rails.

The luminaires on the floating dock will be area lights mounted to posts 15 to 20 feet in height, mounted along the shore side of the dock.

The luminaires on the catwalks and dolphins will be small fixtures mounted to the rails, not obstructing movement or line handling.

Navigational lighting will be installed as required.



Surveillance Cameras:

Surveillance cameras will be installed to observe problematic activities on the floating docks, catwalks and dolphins, and on the transfer bridges. The cameras will utilize Ethernet technology with wireless communications to a central DVR⁶ and monitor.

The cameras will be small and relatively inconspicuous with fixed lenses. Some cameras will also have infrared capability for night time observations. The cameras will be mounted to poles supporting area luminaires.

The DVR may be installed in the Downtown Library with connection to the CBJ network. The DVR may be programmed to collect images at designated intervals from specific cameras, or in video streams during specific times as initiated by camera motion sensing. The DVR will include storage capacity for a minimum of 30 days of images and video. It will have the capability of automatically erasing images and video stored for more than 30 days.

⁶ DVR = Digital Video Recorder

Applicable Codes:

Shore Power Facilities – National Electrical Safety Code and National Electrical Code

Low Voltage Distribution Facilities – National Electrical Code

Lighting – Illuminating Engineers Society of North America





Community Development

City & Borough of Juneau • Community Development

155 S. Seward Street • Juneau, AK 99801

DATE: July 8, 2015

TO: Mary Becker, Chair
Assembly Committee of the Whole

FROM: Teri Camery, Senior Planner 
Community Development Department

SUBJECT: Response to Assembly questions regarding the effect of the rezone request from Waterfront Industrial to Industrial on Mr. Lockwood's marina development

At the June 11, 2015 Special Assembly meeting regarding the protest of the Planning Commission's denial of AME2015 0002, Assembly members requested information regarding the effect of the CBJ Engineering and Public Works Department's rezone request on Mr. Lockwood's lease and proposed development, adjacent to the site. In response to that request, CDD staff have provided the following information:

Status of Mr. Lockwood's Lease with CBJ Docks and Harbors

Mr. Lockwood was originally issued a lease from CBJ Docks and Harbors in November 2007, with the stated purpose of developing and operating "a full-scale harbor marina complex, together with uplands commercial-related facilities, a public park, and all of the related amenities necessary for the operation of these facilities and improvements." The lease stipulated that the lessee was to submit a survey plat of the leased area to the CBJ within 24 months. That plat has not been submitted, and the CBJ may terminate the lease due to this default. Additionally, the lease would expire within 36 months if all permits were not in place, with the option for the applicant to request an extension. In October 2012 the CBJ Docks and Harbors Board voted to extend the lease for two years. In October 2014 the applicant again requested a second extension, and the Board voted to extend the lease for one year. The October 30, 2014 letter from Docks and Harbors to Mr. Lockwood states that Mr. Lockwood has until October 31, 2015 "to secure all permits necessary to develop a harbor marine complex with associated upland amenities." (Attachment 1, lease documents)

Committee of the Whole
July 8, 2015
Page 2 of 5

Mr. Lockwood's proposal and the effect of a zone change from Waterfront Industrial to Industrial zoning

In July 2014, CDD held a Conditional Use Permit pre-application meeting with Mr. Lockwood. According to the meeting notes and application materials, Mr. Lockwood's plans include a phased marina project that includes moorage; marine merchandise and equipment services; parks and open space; and 75 multi-family residential units. The facility is designed for "mega-yachts" and includes 112 slips for vessels 90-250 feet long. An email record of a meeting with Mr. Lockwood on December 2014 stated that Mr. Lockwood expected to turn in a revised Conditional Use application in February 2015. No application has been received to date.

A marina is allowed with a Conditional Use Permit in both the Waterfront Industrial and Industrial zoning districts (per CBJ Title 49 Table of Permissible Uses category 10.500, moorage). Sales of marine merchandise and equipment are also allowed with a Conditional Use Permit in Waterfront Industrial and Industrial (TPU category 2.130, marine merchandise and equipment). Boat repair and maintenance is allowed in Waterfront Industrial and Industrial with departmental approval (category 9.450, typically a building permit). Parks and open space are allowed in all zones.

Multi-family residential is not allowed in either the Waterfront Industrial or Industrial zoning districts. This part of the development would require a zone change. It's not clear whether the area meets the two-acre minimum threshold. However it is clear that the zone change would not conform with the 2013 Comprehensive Plan designation for the area, which is Waterfront Commercial Industrial. WCI is defined in the Comprehensive Plan as *"land to be used for water-dependent heavy commercial and industrial uses such as marine transportation terminals, large or small boat marinas, boat repair, shipyards, marine freight handling areas, fish buying and processing plants, ice plants, marine hatcheries, and marine parks."* This comprehensive plan designation supports the proposed marine development, but does not support housing. Only caretaker units associated with specific marine businesses would be allowed.

The only use category in which the change from Waterfront Industrial to Industrial could make a difference is "marine commercial facilities including fisheries support, commercial freight, passenger traffic" (Table of Permissible Uses 9.600). This use category is allowed with a Conditional Use Permit in the Waterfront Industrial zone, but is not allowed through any permit process in the Industrial zone. Mr. Lockwood's proposed development has not been classified under this category because the marina's intended use is for moorage of private "mega-yachts," not for commercial use. For comparison, public facilities such as Statter Harbor, Douglas Harbor, Aurora and Harris Harbors, and the Auke Bay Loading Facility have been categorized as marine facilities because these facilities accommodate fisheries, tourism, and other commercial uses. These public commercial uses are typically incompatible with private marina developments designed for luxury yachts.

To preserve all Waterfront Industrial development options for the site, including the possibility of a marine commercial facility, the Assembly could consider re-zoning only the portion of the property that

Committee of the Whole
July 8, 2015
Page 3 of 5

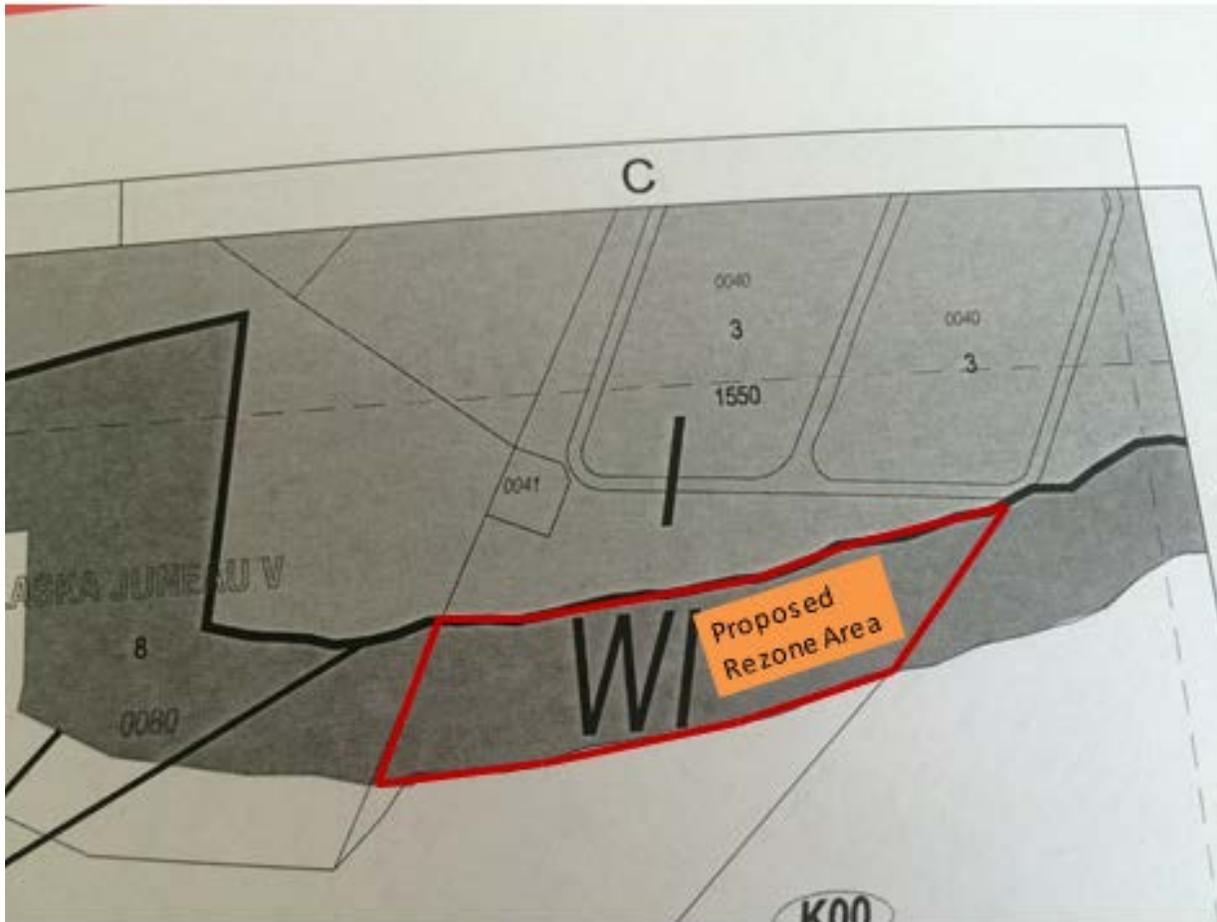
CBJ Engineering and Public Works most wants to develop, while leaving Mr. Lockwood's leased area out of the re-zone. The change from Waterfront Industrial to Industrial would affect only the outlined area below:



The zone change line is angled because the Waterfront Industrial area to be changed is 100 feet set back from the Mean High Water line, which meanders.

Committee of the Whole
 July 8, 2015
 Page 4 of 5

Here is how the zone change would appear on the CBJ Zoning Map:



CBJ Zoning Map and Comprehensive Plan Map history

The project area has been zoned Waterfront Industrial since 1987, and was zoned Industrial prior to this time. CDD staff have not found records regarding the rationale for the change to Waterfront Industrial. The 2013, 2008, and 1995 Juneau Comprehensive Plans have all designated the area as Waterfront Commercial Industrial.

Long Range Waterfront Plan

The 2004 Long Range Waterfront Plan, which is incorporated into the 2013 Comprehensive Plan, designates the future vision for Mr. Lockwood's project area as "Light/Intensive Maritime Activity." The line for this designation cuts through the CBJ property labeled as Public Works. "Light/intensive maritime activity" is further explained as follows: "Carefully planned, the Little Rock Dump may provide an additional waterfront park and recreation area. Varying degrees of light marine activities should be considered to activate the area and create economic viability. Redevelopment should consider this area

Committee of the Whole
July 8, 2015
Page 5 of 5

as a waterfront gateway to Juneau.” A change from Waterfront Industrial to Industrial does not conflict with this designation.

Conclusion

CDD concludes that the proposed zone change from Waterfront Industrial to Industrial will have negligible effect on Mr. Lockwood’s proposed development. Mr. Lockwood’s proposed marina and related uses are allowed with a Conditional Use Permit in either zone, while the proposed multi-family residential use is prohibited in both zones. The only use which would be eliminated by the zone change is a marine commercial facility, which has not been proposed and is likely incompatible with a luxury yacht marina.

To preserve all future development options for the lease area, the Assembly may wish to consider rezoning only the section of the lot that CBJ Engineering and Public Works wants to develop, as shown in the previous images.

Attachments

Attachment 1 - CBJ and Lockwood Lease 2007, 2012, 2014

Attachment 2 - Page 31 of Long Range Waterfront Master Plan

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THE CITY AND BOROUGH OF JUNEAU, ALASKA Assembly Committee Of The Whole Work Session Minutes

July 13, 2015

I. ROLL CALL

Deputy Mayor Mary Becker called the meeting to order at 6:05 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Maria Gladziszewski, Jesse Kiehl, Jerry Nankervis (teleconference), Merrill Sanford, Kate Troll and Debbie White.

Assemblymembers Absent: Karen Crane, Loren Jones,

Staff present: Kim Kiefer, City Manager; Rob Steedle, Deputy City Manager; Beth McEwen, Deputy Clerk; Hal Hart, Community Development Director; Kirk Duncan, Parks and Recreation Director; Beth McKibben, Planning Manager; Chrissy McNally, Planner; Carl Uchytel, Port Director; Gary Gillette, Port Engineer.

II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as amended by Ms. Becker to add two items from Assemblymembers.

III. APPROVAL OF MINUTES

a. June 22, 2015 Assembly Committee of the Whole

Hearing no objection, the minutes of the June 22, 2015 Committee of the Whole meeting were approved as corrected.

IV. AGENDA TOPICS

a. Capitol Cup Tennis Match

Presentation from Ms. Troll said she attended the Capitol Cup Tennis Match between Whitehorse and Juneau, which has taken place for over 20 years. The mayors waged a friendly bet on who would win and the losing mayor is required to wear the apparel of the winning city at a formal event. There were 15 Juneau participants and Juneau won 19 matches, Whitehorse won 19, but Whitehorse had a higher number of games by 12, therefore, Ms. Troll presented a Whitehorse hat and sweatshirt to Mayor Sanford to wear at the next ribbon cutting ceremony.

b. Dock Project 16b Electrification

Invited guests included Tim McLeod, General Manager, Alaska Electric Light and Power (AEL&P); Ben Haight, Electrical Engineer, Haight and Associates; Keith Comstock, President, Juneau Hydropower; Duff Mitchell, Managing Director, Juneau Hydropower; Kirby Day, Princess Cruises and Tom Dowd, VP Corporate Affairs, Carnival Lines.

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Ms. Kiefer said there had been significant discussion of an electrification project of the new city docks and so asked for stakeholders to present their information to the Assembly.

Mr. Day introduced Mr. Dowd as an initial proponent of shore power since 2001. Mr. Dowd said the core principal of the shore power project was that Princess designed and installed a system to buy surplus power from an AEL&P substation at a competitive rate. AEL&P used the proceeds from this sale to prefund the COPA fund, which essentially benefited all the rate payers in Juneau by reducing the surcharge when hydro was down and the utility had to use diesel back up generators. The project benefited Juneau residents financially and environmentally, and allowed the ship a competitive rate to justify the ships being able to invest in retrofitting the ships for shore power. It has worked well for 15 years. Currently, most of the ships have invested in exhaust gas cleaning systems, known as "scrubbers," which has been a major reinvestment in ships to allow them to use less expensive fuel, as opposed to burning jet fuel. We feel this is the best current technology as it creates reduced emissions not only at the dock, but while the ships are underway. It also does not require the significant investment from the community. They do have ships that will continue to do the electricity at the Princess dock. He said the Princess and Holland America ships had electrical outlets on opposite sides and that was a complication. His company believed that the investment in scrubbers was a better overall program due to accomplishing a broader range of benefits. Shorepower still worked as long as there was a surplus of power and the connections were suitable to the ships in use.

Ms. Troll asked if the scrubbers were effective in capturing green house gases. He said until other fuel sources were available, the ships would continue to use hydrocarbon fuels, so shoreside power would be reduced from ships for the time the ships were in port using available excess power, essentially one third of one day a week. Ms. Troll said that could be increased if each port provided shore power. Mr. Dowd understood and said the focus of shore power for human health improvements in the immediate vicinity of the port. The scrubbers are not perfect, and they are a significant investment, and are a dramatic improvement to air quality. Many ports do not have the excess power to provide, and some of those ports use nuclear and fuel generated power. The best way for the ships to reduce green house gases is to improve the efficiency of the fuel burned. Through a variety of techniques they have reduced their consumption over the past 5 years.

Mayor Sanford asked to know many of the 27 large cruise line vessels that visit Juneau in the summer have scrubbers, that are moving towards LNG, that are either already electrified or not yet and what are their plans. Mr. Dowd said he believed 100% of the ships in Alaska would offer the scrubbers within the next seven years due to global concerns. He was not sure how many would get shore power. They would need to be ships that firms were confident would remain on the West Coast for the foreseeable future, where there were the few ports that had connections. The ships would get scrubbers but not necessarily shore power connections. Cities with shore power connections include Vancouver, Canada, Seattle, San Francisco, Los Angeles and San Diego.

Carl Uchtyl said the 16b project was awarded to Mansen Construction to cast the floats and would mobilize this September for the South berth. The project allows most Panamax ships to tie up at the City owned properties. In the early phases, they placed the conduits for pulling cable and spot the transformer spots to eventually electrify one or both berths, so at the time it would be needed the installation could be done with minimal impacts. He said they have done their due diligence to provide the necessary infrastructure to pull cable and work with AEL&P when the capacity to produce power more than one cruise ship in town was available and when the industry is asking for the connections.

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Ms. White said the promotion of the dock project stated the facility would have water/sewer and electrical hook ups. We should be prepared and this is what the public was told. Mr. Uchytal said the promotion was that sewer hookups would be immediate, but power would be in the future. We have not overpromised power as it is based on surplus power. One cruise ships take a third of the community's entire power load.

Mayor Sanford asked Mr. Uchytal if he was confident that current engineering process would prepare the docks for this future use or would we need to re-engineer in the future with more infrastructure required. Mr. Uchytal said the he thought a submarine cable may be better or cheaper so it was premature to say it would be done in one way or another. Where we put the light system is an unknown as we don't know which ships will have the capacity for shore power. The project needs to be built, see what industry standards are in the future, and it would not be worth driving piles and building a system now, as it would be a stab in the dark. Mr. Uchytal said the docks and transfer bridge would be very robust.

Ben Haight said system is designed and would be constructed with raceways from above South Franklin Street to the shore and there is an ability now with current engineering to facilitate a variety of options, either underwater to new dolphins, without having to go backwards, and we also have the ability to route cables down the bridges to the floating docks and the docks are designed to put the cable on the docks. There are options but we have not committed because we don't know what we will get with the ships.

Mr. Kiehl said he was not tracking the cost of engineering vs. the cost of retrofitting with a festooning system. Mr. Haight said the dock was constructed before the festooning system was installed for the Franklin dock and we constructed additional pilings and infrastructure, so we are talking about something similar here. We need to facilitate the ships that will be scheduled into port so we are designing for future construction. Mr. Uchytal said it would be fiscally irresponsible to install to build out transformers, switching gears, cable and have it sit there until it could be powered, to sit in the elements until an unknown future use date. Industry could not tell which ships are coming, determine an industry standard as some had power on the port, some on the starboard, so to drive piling without a design requirement was impractical. Mr. Haight said he did not have design cost information available now, which would also need information from AEL&P.

Ms. Troll said if Juneau only reacts to what the industry wants, it would not have moved forward with the 16b project and she doesn't think we need to wait to for ships to clamor for electrification. Ms. Troll said Juneau could urge, give incentives, and the world was moving towards this without being like California that passed a law to require it. Mr. Uchytal said he was not against electrification and the board supported it, but it was premature to spend more money without knowing the future.

Ms. Becker asked if there were other lines besides Princess and Holland America that wanted power. Mr. Uchytal said that Mr. Dowd represented Carnival Cruise Lines, which had Princess, Holland America, Carnival, the majority. There were also Royal Caribbean, Celebrity, Norwegian Cruise Line, and Disney. Ms. Becker asked if those ships wanted shore power and Mr. Uchytal said that Mr. Dowd said it was not penciling out to invest in the shore power with the limited time the ships would be plugged in. If AEL&P said they had excess power available, we are ready but until there is sufficient supply, we can move forward.

Ms. Gladziszewski asked how ready the 16b project was to add shore power. Mr. Uchytal said everything shore side was ready, no streets would need to be "dug up," but the question was what is needed on the water side, and those decisions were based on the ships that would want

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to dock there, which were unknowns. Mr. Sanford said that AEL&P would need to put infrastructure in place as well.

Mr. Kibby said that Disney does have shore power and plugs in when in Vancouver, their port of origin. Mr. Dowd said the California requirement to connect to shore power only applies to those with five or more calls to California in a year. Traditionally many of the Alaska ships make only two calls in CA, and Royal Caribbean is not interested in shore power. Also, cargo ships are very different than cruise ships. Mr. Kirby said the festooning system was on piles, not on a dock.

Tim McLeod said this was a complex topic. AEL&P connected the cruise ships due to economic reasons as it helped provide lower cost power to Juneau, with the side benefit of air quality. Hydropower in Juneau is some of the cleanest energy in the world, and very dependable. Hydro is very expensive to build but inexpensive to run. Whenever they build a hydro, they build a diesel to back it up. Hydro output is different every year. If properly managed, hydro projects can be very low cost over the long run. If they sell too little energy, it spills over the dam. Managing those projects are difficult, especially forecasting future loads. They need to be able to switch on and off with the loads. AEL&P had full expense of the Snettisham project in the 1970s. In the 1980s they had to rely on diesel and that is when prices went up. In 1990s they went to the dual fuel program for housing. Juneau was the first port to connect cruise ships to shorepower in 2001. They sold any surplus energy to the shorepower. Dual fuel customers got energy first then the Princess ships. As they moved forward with Lake Dorothy project, they knew that they would again have surplus energy, they brought Green's Creek Mine on in the third tier of their priority sequency. At AEL&P, approximately 20% of their load is interruptible. Depending on precipitation, they could meet the loads needed. They don't wait until they are spilling water to determine there will be surplus. They scientifically track and forecast lake levels and rainfall. The timing also adds another layer of complexity. Under current conditions, terms are ideal for Juneau. AELP provides enough energy to serve the community. They have enough interruptible for supply. Have some room for growth, but not an excessive amount of hydro power that is costing their customers high rates. They always recommend if you have opportunities to put conduits in to do so. He said at this time he doesn't recommend they put in the big infrastructure because they do not have a big surplus in energy. They support the idea for powering ships, but they would have to be careful about powering more ships because if they oversell, someone has to run diesel. The Princess has the largest load of the ships, but we could connect ships 30% of the time now if the ships were ready and it would not be near the benefits seen by the Princess ships. AEL&P is now a subsidiary of AVISTA corporation. AVISTA has been looking at bringing LNG to Juneau. If that did work out, they could firm up some of the interruptible load customers by entering an agreement to supply them generation with LNG so they could maximize their hydro. They are investigating the construction of the Sheep Creek hydro. That may open up a small amount of hydro. Mr. McLeod explained the total loads of power and what interruptible loads were.

Ms. Kiefer asked Mr. McLeod about plans for future substations for cruise ships. He said Mr. Haight had developed a master plan for the potential of connecting these new docks. A location on city land has been identified. That is a 15 megawatt transformer. It would require an investment of approx. \$5 million to get the substation up and going. Would not recommend making that investment at this point in time. He would suggest adding the conduits so it would be ready for installment. It would be specific to just the cruise ship docks. Mr. Haight said that substation would be unique to the cruise ships because they are on a different voltage than the rest of town. Mr. McLeod said that the ships themselves had two different voltages as well and 16b would take one substation, the current substation was too far from that dock or the AJ dock, and the AJ dock would require a third substation.

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Duff Mitchell said he analyzed the Juneau market for the cruise docks. 18% of the boats now were hooked up and those were exclusively Princess. There were several days when more than one Princess ship was in dock with only one able to hook up. This year 84 visits are to the electrified Princess docks, which was 19% of the port visits. The market potential is 43.8% in 2015. That translated to sales, taxes, jobs, and hook ups. He was talking with cruise lines and the Disney ships were eager to hook up. He said that Holland America could take one dock itself. He spoke with Mike Watts, VP of Cochran Electric, who assisted with the Juneau electrification and had built Halifax, San Diego, Vancouver, Seattle, San Francisco and New York, and asked him to analyze our engineering system from our Port Director. He said it was more efficient to consider the engineering and design electrification tasks before or during construction to avoid more expensive changes later. Weight, safety, balance and loads need to be considered. I am not an engineer, but what is the engineering for electrification to be electrification ready. Regarding capacity, the power from Sweetheart lake will be in production late 2017, we plan on going to construction late next year. Kensington takes 70,000 megawatts. Greens Creek is interrupted 25-30% of the time, and they require 17,500 – 22,500 megawatts annually, which is larger than the demand from Haines or Skagway. Future cruise ships are estimated to need 10,000 megawatt hours. Princess is burning 6,000. There is not a capacity problem. We are trying to provide low cost power and if an interruptible customer is burning diesel, and we can sell them hydro. Any money AEL&P makes on Juneau hydropower has to be put towards lowering rates as they have a 12.88% return on an equity and these figures are set by the Regulatory Commission of Alaska. We will use capacity and lines that currently exist and the fees for sending power through those lines have to reduce the rates as well. He spoke about the benefits of reducing green house gases through electrification. We want to sell the electrical capacity that we will have in the near future, and we see the dock electrification as one customer. He said their project has financing set, and the Federal Energy Regulatory Commission has issued a timeline. They plan on mobilizing as soon as they get the notice to proceed in Spring 2016 and late in 2017 or the first quarter of 2018 will be the latest projected power dates.

Mr. Dowd said as long as they had ships equipped with shore power they would utilize those where shore power was available. There was a tremendous churn of ships coming to Alaska and predicting which ships would be docking in 2017 based on 2015 would not provide an accurate outcome. All of Holland America's connections were starboard side, however, looking at the dock designs, all of the connections for any ship, port or starboard, would not be on the floating dock. The consultant is talking about putting a jib or a system for festooning on a dock, and that was not going to happen with these docks and they would all be out where the cat walks are, because all of these connections are aft of the mid-ship. These ships are all retrofitting because they weren't designed for shore power, so ha They are part of their company. So long as they have ships equipped with shore power, so the connections are not all the same on all the ships, and having the flexibility makes it very complicated. You would want to have someplace to screw in the lightbulb before you show up with the lightbulb in hand, so you want to make sure the power is actually there to supply it if you go forward with it. There must be assurance for reliable shore power availability.

Mr. McLeod said that Mr. Mitchell said building his hydro would lower costs of power in Juneau and Mr. McLeod said that was not possible. One of the reasons for the low rates now was that some of the hydro projects are very old – Snettisham puts out power at \$.04 / kw, but if we built that facility today that would cost \$.20 / kw. Mr. Mitchell also said that hydro was always cheaper than diesel, and that was also not true. Cruise ships buy their energy in bulk and the cruise ships can create their own power.

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Mr. Kiehl asked what the cost of power was when generating it on board. Mr. Dowd said that fuel prices changed but currently it was \$.15 - .18 / kw when using cheaper fuel.

Mr. Mitchell said that when economies of scale are met, the incremental costs do not go up and when looking at the summer, the cruise ships are the perfect balance for using excess power rather than spilling power. It is clear that when renewable energy displaces diesel it has a downward effect on prices.

Ms. Becker thanked everyone for the thorough information.

c. Utility Advisory Board Annual Report

Scott Willis, the Chair of the Utility Advisory Board, to advise the Assembly regarding the water and wastewater utilities. He presented the annual report. Five of the seven members have been with the board for the full ten years that the board has been in effect. Grant Ritter was also present at the meeting and was a board member. For the first part of the year virtually all of the board's attention was on the rate study. He thanked the Assembly for the support and assuring the utilities financial stability. Currently the board was looking at addressing biosolids. Shipping biosolids is precarious due to shipping and the receiving. They are meeting frequently to investigate alternatives and hoped to provide a recommendation to the Assembly by the end of the year. The board has also had briefings on the rehabilitation of the Last Chance Basin Well Field, the Salmon Creek Filtration installation and the reorganization of the Water and Wastewater Divisions and the combining of Engineering and Public Works.

Ms. Troll asked about any future attempt to look at the utility rates based on usage. Mr. Willis said that would be discussed, it is referred to as the "cost of service," but that was a future issue.

Mr. Kiehl asked about the headworks at the sewage treatment. Mr. Willis said they have not taken up that issue. Mr. Watt said there were two projects in the CIP for headworks at both the JD and Mendenhall plants. The Mendenhall project would proceed fairly straightforwardly, and there would be policy decisions at the JD plant revolving planning for cruise ship wastes (capacity). Industry would be consulted on its needs and the topic would return to the Assembly. There could potentially be a cost sharing project.

Mayor Sanford said he believed the conclusion in the report was untrue, which stated that due to the CBJ not raising utility rates, the infrastructure maintenance was deprioritized and CBJ fell behind in the ability to perform necessary repairs and upgrades. He said CBJ had provided CIP had provided CIP money, state loan dollars, state grant dollars to work with the utilities and keep them up to par. He could not think of a project to which the Assembly had said no. If sewer and water projects were not completed in that timeline it was because staff did not bring forward because everything that was brought forward was funded and not only taken care of but also expanded within the service areas.

d. Parks and Recreation Department Update

Kirk Duncan gave a special thanks to Mr. Kiehl, Ms. Gladziszewski, and Mr. Nankervis for dunk tanking at the Rotary Day at Dimond Park Aquatic Center.

One of the goals of P&R was to increase participation in the facilities, to increase revenue and cost recovery. We will make residents more aware of services. We are buying a new point of sale program to capture user data for increasing participation. We will enhance our youth

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program and have been asked to take over the after school program. We will have a fair for the summer programs for youth in May and from this we can see where there are holes in the offerings and fill those. P&R is considering filling the need for providing summer employment for youth for necessary trail maintenance similar to a program in Anchorage. SAGA no longer offers this program.

P&R is taking more of a business approach to programs. We will work on creating demand for our programs vs just filling demand. We are working on asset management.

We are working on getting user feedback and did an interim project with McDowell so people could go online and rate the facilities. We will keep monitoring that and as we change the programs, we will see what the response is to those changes.

Will be working with PRAC, Aquatics Board, and Treadwell Advisory Board to establish rates and cost recovery goals. The Eagle Valley Center, which was managed by SAGA, is now under the auspices of Parks and Recreation and we will be looking at opportunities for that facility. He spoke about Health and Wellness guiding principals.

Mayor Sanford asked if there were ideas for use of the Eagle Valley Center. Mr. Duncan said there was a high demand for the "ropes" course and summer camps can be run out of that facility. He hopes to work with the school district for cross country skiing and snowshoeing.

Ms. Troll acknowledged the tremendous amount of change that the Parks and Recreation department was facing and she complimented Mr. Duncan and his staff.

Mr. Duncan said they just held the first Aquatics Board meeting and the shared goal is increased participation.

e. Effect of Waterfront Industrial to Industrial Rezone Request on Proposed Marina Development.

Beth McKibben and Teri Camery said they were available to answer questions. Ms. McKibben said that public works submitted an application to rezone property on the rock dump from waterfront industrial to industrial, which went to the Planning Commission. The PC denied the request and the decision was protested by Engineering and Public Works. It is the Assembly's decision whether to bring forward an ordinance to accomplish the rezone, and at the last meeting at which this was considered, the Assembly requested more information, and staff prepared a memo in the packet in an attempt to answer those questions.

Ms. Troll summarized the Assembly wanted to understand what effect the proposal would have on Mr. Lockwood's proposed development, staff responded that the rezone would have negligible effects on his proposal, and she asked when the matter could return to the Assembly.

Ms. McKibben said the Assembly could ignore the request or the Assembly could make findings that would create such an ordinance to support a rezone. The Department could reapply in 12 months for another similar zone change.

Mr. Steedle said that the original rezone request was for the entire strip of land along the waterfront and the portion of unused property on the JD Treatment Plant site and there was a suggestion in the memo from Ms. Camery to modify that request to rezone just the portion that fronts from treatment plant. Mr. Uchtyl did not support the entire rezone because he felt that would limit Docks and Harbors ability to manage that area, but did support the modified zone

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request. Ms. McKibben said that as an extension of an existing code, the requirement that a rezoned property be 2 acres or more was not applicable. She said the Assembly had the authority to make findings for staff to include in an ordinance and direct that ordinance to be introduced and publicly heard.

There was discussion about the need for better communication between city departments on projects of mutual interest, like this one. Mayor Sanford wanted Engineering and Public Works, Docks and Harbors and CDD to be on the same page.

Mr. Watt said that discoordination stems from a less than perfect lease document. He reviewed packet materials to explain the lease area and the location of the sewage treatment plant. Mr. Watt said staff has asked for a survey of the leased area and we have not been provided with that information. A condition of the lease was to provide that document and it has not been surveyed since the 1960's.

Mr. Lockwood said the survey was on file and had been provided. Mr. Uchytel said that what is referenced is a memo from former Engineering and Public Works Director Joe Buck outlining that the sewage treatment plant encompassed a 150' perimeter around the plant and included the snow storage area. Mr. Uchytel said that he did not believe that was sufficient for description.

Mr. Lockwood said the survey was done in 1967 when the tidelands were given to the city. That was the lease area, with the exception of the area of the sewer plant as defined by Mr. Buck.

Ms. Troll said the question before the Assembly was whether to make a zone change for snow storage and other industrial uses. The proposal now was to consider a rezone for a portion of the property to become industrially zoned. She asked if there was alignment between the city departments.

Mr. Uchytel said Docks and Harbors felt it was in the best interest to not limit the ability to use tidelands areas for waterfront uses in the future. He thought the discussion was regarding the incinerator, not for parking equipment. He said he needed to think about this more.

***MOTION**, by Mayor Sanford, to return this rezone request to the Planning Commission, with the intention that this request be reviewed with the Docks and Harbors Department and the Engineering and Public Works Department, and returned to the Assembly. Hearing no objection, it was so ordered.*

Mr. Kiehl said he would like to understand the disposition of the lease before the Assembly took action on this issue. Mayor Sanford said he would like to have the issues regarding Mr. Lockwood's project figured out before October when the lease ends. Ms. Kiefer said Mr. Uchytel has sent a letter to Mr. Lockwood outlining the need for a survey area specific to his project, not just the overall tidelands survey. Mayor Sanford urged for clarity in communications between all of the parties. Mr. Nankervis recommended that the Law Department and Docks and Harbors meet to determine whether or not the lease was valid. Mr. Uchytel said that had been done, and there was disagreement still by Mr. Lockwood that a survey was specifically required by the lease beyond the 1960's tideland survey.

V. COMMITTEE MEMBER COMMENTS AND QUESTIONS

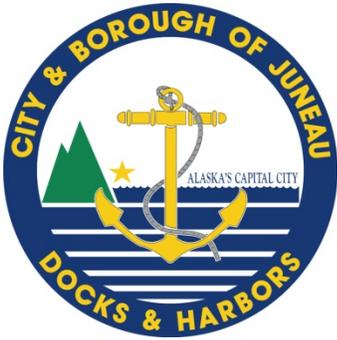
Mr. Kiehl said he had been approached by a number of members in the community to request an ordinance in response to the concerns about equal rights in response to the Supreme Court decision on marriage. Equal rights in the community was more inclusive than just the reference

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in ordinance to CBJ employment, and there was an interest in protecting rights within the community from private employers and housing. He asked for permission to work with the Law Department to draft a revised ordinance on non-discrimination, similar to a bill worked on by Representative Cathy Munoz. Hearing no objections, Mayor Sanford asked Ms. Kiefer to determine the workload of the Law Department.

VI. ADJOURNMENT - 9:00 p.m.

Submitted by Laurie Sica, Municipal Clerk



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-5255 Phone • (907) 586-2507 Fax

MEMORANDUM OF AGREEMENT

July 2xth, 2015

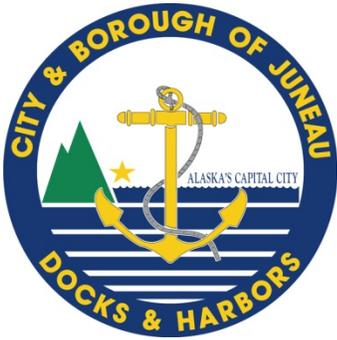
1. This Memorandum of Agreement (MOA) establishes the general guidance between CBJ Docks & Harbors and Harri Plumbing & Heating (dba Harri Commercial Marine) pertaining to the April 10th, 2008 Auke Bay Boatyard lease.
2. Docks & Harbors Board reaffirms the need for a commercial, privately maintained boatyard with waterborne access in the Auke Bay area. The Board has determined the highest and best use of the property currently under lease at Statter Harbor is not a commercial boatyard and desires to relocate the existing facility to the Auke Bay Loading Facility (ABLF). Harri Commercial Marine agrees unconditionally to relocate the Auke Bay Boatyard from the Statter Harbor to Auke Bay Loading Facility.
3. The overarching goal of this MOA is to establish an orderly transition of the boatyard operations prior to September 1st, 2015. It is the intentions of both parties, that as of this date, Harri Commercial Marine will have management authority over the property depicted in the attached and will relinquish all interests at Statter Harbor.
4. With the exception of location, terms of the 2007 Auke Bay Boatyard lease will remain in force and without modification.
5. In preparation for standing up the ABLF Boatyard. Docks & Harbors has received Conditional Use Permit approval from the CBJ Planning Commission on January 29th, 2015. The Multi Sector Permit Conditional Use Permit for Storm Water Pollution Prevention Plan (SWPPP) has been submitted and awaits ADEC approval.
6. Docks & Harbors agrees to pursue improvement to the facilities as depicted in attached without cost to the lessee. These improvements may not be completed prior to the September 1st, 2015 transfer date.
 - a. Seasonal Water Supply
 - b. Covered Work Garage (approximate dimensions 20' W by 50' L) with 50 amp electrical service
 - c. Office building (approximate dimensions 12' by 16') with electrical service
 - d. Shop/Storage facility (approximate dimension 8' by 40') with electrical service
 - e. Entrance fence with sliding security gate.
7. Docks & Harbors shall be provided access and will maintain the existing Utility Building and its equipment on the SW corner of the ABLF Boatyard.
8. Harri Commercial Marine agrees transport all equipment, tools and business ancillaries to the ABLF at no cost to Docks & Harbors. The existing 18-ton Marine Travel Lift will remain at Statter Harbor for disposition by Docks & Harbors.

9. ~~Outside the Boatyard facility at the ABLF, Docks & Harbors will continue to maintain and make available the portable washdown pad Harri Commercial Marine. Docks & Harbors intends to establish a nominal fee for all users of the washdown pad to defray staff costs associated with the maintenance and cleaning of the device. Harri Commercial Marine will maintain and operate the portable washdown within the designated Boatyard.~~
10. ~~In addition, Docks & Harbors will allow Commercial Launch Ramp permit holders to utilize the ABLF to provide minor maintenance service to vessels. Maintenance service is defined as routine fluid changes, zinc changes and underwater appurtenances, such as transducer repairs. Shipwright work is strictly prohibited outside the Boatyard. Examples of prohibited work include metal fabrication, welding, sandblasting, and painting. Harri Commercial Marine will not have exclusive use of any part of the ABLF Drive-down Float, but is not prohibited from providing services to vessels.~~
11. Docks & Harbors as part of the Alaska Clean Harbor program will provide an oil waste repository outside the ABLF Boatyard for use by patrons and Harri's Marine Services. Docks & Harbors will not provide trash receptacles for the Boatyard use. Harri's Marine Services shall provide necessary toilets and sanitation for said personnel.
12. Harri Commercial Marine shall maintain all oil/water separators on premises as required within the SWPPP and make required reports.
13. SEALIFT Self-Propelled Hydraulic Boatlift (SPHB). Harri Commercial Marine shall have exclusive use of the SPHB and agrees to operate and maintain in strict compliance with the manufacturer's recommendation.
 - a. Training. ~~Docks & Harbors agrees to provide up to 40 hours of staff time in transitioning the operations of the SPHB to Harri Commercial Marine. This transition should not be considered formal training but rather providing available expertise of the use and care of the apparatus. At no cost to Harri Commercial Marine, Docks & Harbors will arrange through the manufacturer, one-time training for Harri Commercial Marine in Juneau for operations and maintenance of the SPHB.~~
 - b. Transfer. Harri Commercial Marine shall provide a detailed inspection report to Docks & Harbor upon formally receiving the SPHB indicating the overall condition and noting existing damage.
 - c. Maintenance. Harri Commercial Marine agrees to the annual maintenance of the SPHB in strict accordance with the original equipment manufacturer. The maintenance must be performed by the OEM or a third party service provider specifically tasked with maintaining in accordance with the OEM recommendation.

#

Carl Uchtyl, P.E
Port Director
CBJ Docks & Harbors

Jeff Duvernay
Owner
Harri Plumbing & Heating



Port of Juneau

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July 20th, 2015

Mr. Kirby Day
Tourism Best Management Practices (TBMP)
704 S. Franklin Street
Juneau, Alaska 99801

Dear Kirby,

The Docks & Harbors Board received testimony from a homeowner in the Auke Bay vicinity that vessel wake is causing damage to his recently completed private dock. The homeowner has testified that certain whale watching charter boats are typically responsible for the larger sized wakes.

Rather than attempt to solve through CBJ regulation changes, the Board has requested TBMP processes be explored to minimize wake damage throughout this area. I request your assistance in working with TBMP stakeholders to discuss opportunity to enact voluntary, speed and preferred navigation fairways for the charter vessels to follow.

I would be pleased to assist in developing solutions through the TBMP membership.

Sincerely,

Carl Uchytel, P.E.
Port Director

Copy: US Coast Guard Section Juneau
Docks & Harbors Board
Mr. Rob Warden

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
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Auke Bay Loading Facility - Phase I				
ADEC Multiple Sector General Permit	In Progress		PND	Awaiting DEC confirmation
Boat Yard Design and Construction	In Progress		Staff	
Auke Bay Loading Facility - Phase II				
Reporting	On-Going	Quarterly	Staff	Next report due Oct 31 Jul, Aug, Sept)
Old Douglas Harbor Reconstruction				
NFWS Eagle Tree Permit				Awaiting Action
DNR Special Use Permit for Dredge Disposal	In Progress		Staff	Awaiting preliminary decision document
Phase I - Demolition Period		8/17/15 - 10/9/15	Trucano	
Phase II - ACOE Dredging Period		10/12/15 - 3/1/16		
Phase III - Final Bid Documents			PND	
Phase III - 35%	In Progress	6/11/15 - 7/22/15		
Phase III - 65%		7/30/15 - 9/9/15		
Phase III - 95%		9/16/15 - 10/27/15		
Phase III - Board Approval of Final Design		10/29/15		
Phase III - Bid Period		11/18/15 - 12/15/15		
Phase III - Contract Award - Board Approval		TBD		
Phase III - Contract Award - Assembly Approval		TBD		
Phase III - Float Installation		4/12/16 - 8/12/16		
Statter Harbor Launch Ramp				
DNR Tidelands Survey	In Progress			Awaiting survey contract
Construction	In Progress	July 31, 2016	Miller	
Port of Juneau Cruise Berths				
1% for Art	In Progress		Garten	Developing Contract with Artist
Prefabrication and Procurement	In Progress		Manson	
Submittal Review and Fabrication Inspection	In Progress		PND	
Phase I On-Site Construction	Hold	Sept 16, 2015	Manson	Begin on South Berth
Vibration Monitoring Services	In Progress		AS&E	Baseline monitoring in August
Phase II On-Site Construction	Hold	Sept 2016		
Cathodic Protection Replacement				
Final Engineering and Design	In Progress		Tinnea	Bid with Engineering
Aurora Harbor Re-Build - Phase I				

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Construction	Complete		NCS	
Project Close-Out	In Progress		NCS	
Annodes on Piling	Hold			Awaiting funding
Dredging on A Float	Hold			Awaiting funding
Aurora Harbor Re-Build - Phase II				
Municipal Harbor Grant Application	In Progress	Sept 1, 2015	PND	
Bridge Area - SeaWalk Planning	In Progress			Coordination with Engineering
Alaska Marine Services Center	Hold			Address in Master Plan
Statter Boat Haul-Out/Kayak Ramp	Hold			Awaiting full funding
Statter Master Plan Update	Hold		PND	
Weather Monitoring System	In Progress		MXAK	Test equipment this summer
Periodic Maintenance Plan	In Progress		Staff	Working with MIS for program entry
Archipelago Property Improvements	Planning		Staff	Awaiting Board Direction
Archipelago Property Procurement	Planning		Staff	
Auke Bay Breakwater Safety Improvements	Design		PND	Awaiting final design
Statter Ramp Deck Improvement	In Progress		Staff	Investigating solution
Taku Dock	Design		PND	Pile Sleeves
Wayside Float Dredging	Design		Staff	Awaiting funding
Amalga Harbor Fish Cleaning Station	In Progress		Staff	
Aurora/Harris Harbor Master Plan	Planning			Need Funds Transfer