

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, January 28th, 2016

- I. Call to Order** (5:00 p.m. in the CBJ Assembly Chambers)
- II. Roll** (John Bush, Weston Eiler, Bob Janes, David Lowell, Robert Mosher, David Summers, Tom Zaruba, Budd Simpson, and Tom Donek)
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.

- IV. Approval of December 10th, 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. Consent Agenda**
 - A. Public Requests for Consent Agenda Changes**
 - B. Board Members Requests for Consent Agenda Changes**
 - C. Items for Action**

- 1. Appropriation Ordinance – Douglas Harbor – ADOT Municipal Harbor Grant

RECOMMENDATION: THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE ACCEPTING THE ADOT MUNICIPAL HARBOR GRANT IN THE AMOUNT OF \$2,044,230.

- 2. Appropriation Ordinance – Douglas Harbor – Transfer of \$1.3M from Harbor Fund Balance to CIP

RECOMMENDATION: THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.3M FROM THE HARBOR FUND BALANCE TO THE DOUGLAS HARBOR PHASE III PROJECT.

- 3. Appropriation Ordinance – Cruise Ship Berths Improvement Project

RECOMMENDATION: THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.5M FROM THE DOCKS FUND BALANCE AND \$2.5M OF PORT DEVELOPMENT FEES FOR THE CRUISE SHIP BERTHS IMPROVEMENT PROJECT.

- 4. Notice of Intended Sale of Boat Shelters

RECOMMENDATION: Waive Docks & Harbors' right of first refusal allowing Mark & Sun Choate and Steve Wolf to sell their boat shelters on the open market.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

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VII. Unfinished Business- None

VIII. New Business

1. Statter Harbor Master Plan Update
Presentation by the Port Engineer

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE THE STATTER HARBOR MASTER PLAN AS PRESENTED.

2. Channel Construction Lease
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE CHANNEL CONSTRUCTION'S NEW LEASE AND MOVE FORWARD TO THE ASSEMBLY FOR FINAL APPROVAL.

3. Amalga Harbor Fish Cleaning Float Feasibility Study
Presentation by the Deputy Port Engineer

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO ACCEPT THE AMALGA FISH CLEANING STUDY AS PRESENTED AND TO DEFER FURTHER ACTION ON CONSTRUCTION UNTIL THE NEW STATTER HARBOR RAMP IS COMPLETED AND ITS AFFECT ON BOATER USAGE AT AMALGA IS DETERMINED.

IX. Items for Information/Discussion

1. RFP – Land Use & Strategic Financial Planning For Downtown Harbor Facilities
Presentation by the Port Engineer

Board Discussion/Public Comment

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X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting- Wednesdays, January 6th & 27th, 2016
2. Operations/Planning Committee Meeting- Wednesday, January 20th, 2016
3. Finance Committee Meeting- Thursday, January 21st, 2016
4. Docks Fee Review Committee Meeting- Thursday, January 21st, 2016
5. Member Reports

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Harbor Fee Review Meeting – Wednesday, February 10th, 2016 at 12:00pm
- b. Ops/Planning Committee Meeting – Wednesday, February 10th, 2016 at 5:00pm
- c. Finance Committee Meeting –Thursday, February 18th, 2016 at 5:00pm
- d. Docks Fee Review Meeting – Thursday, February 18th, 2016 following Finance
- e. Board Meeting – Thursday, February 25th, 2016 at 5:00pm

XVI. Adjournment

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I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:00p.m. in the Port Field/US Customs Conference Room.

II. Roll Call.

The following members were present: Weston Eiler, Robert Janes, Robert Mosher, Budd Simpson, David Summers, Tom Zaruba, and Tom Donek.

Absent: John Bush, and David Lowell

Also present were the following: Carl Uchytel – Port Director, Dave Borg – Harbormaster, Gary Gillette – Port Engineer, and Jerry Nankervis – Assembly Liaison.

III. Approval of Agenda.

Mr. Uchytel wanted to add a special order of business to recognize the efforts of the leadership team from PND and Manson Construction on the Cruise Ship Berth project.

MOTION By MR. SIMPSON: 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 November 19th, 2015 Regular Board Meeting Minutes were approved as presented.

V. Public Participation on Non-Agenda Items –

Bill Hagevig, Division Manager of Royal Highway Tours

He said he has a large concern over the loading zone fee increase. He said his company is faced with a 60% increase in the loading zone fees for downtown. This is a \$15,000 increase for his company. He would like the Board to direct the Committee to go back and have public sessions with the loading zone users to try to balance the fee out.

Mr. Donek said the loading zone fees will go to the OPS/Planning and Finance Committee meetings next.

Mr. Hagevig said he understands the need to equate the fees, but there could be a better way to look at this fee increase. He said there is only about 34 coach spaces downtown. Currently he permits all his busses for convenience, however, with the proposed fee increase, he will have to only permit select

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busses to access the downtown loading zones and this will add to congestion downtown.

Brenna Asper-Smith with Alaska Coach Tours

She said she would like the rate increase relooked at because this was a large increase from what was discussed at earlier meeting.

VI. Consent Agenda –

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

1. A resolution of the City & Borough of Juneau in Support of Full Funding for the State of Alaska Municipal Harbor Facility Grant Program in the FY2017 State Capital Budget.

RECOMMENDATION: TO ENDORSE THE PROPOSED CBJ RESOLUTION SUPPORTING THE ADOT MUNICIPAL HARBOR GRANT PROGRAM AND REFER TO THE ASSEMBLY AND ASK UNANIMOUS CONSENT.

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

Motion passed with no objection

VII. Unfinished Business –

1. FY17 Marine Passenger Fee Request

Mr. Uchytel said every year by December 31st, the City Manager asks for Marine Passenger Fee requests, which is the \$5 per person head tax the CBJ collects. Of the approximately \$5M that is collected, \$1.5M remains in the CBJ general fund and \$3.5M is distributed throughout the City to various departments and private industries that participate in this program. Every year staff submits a list of appropriate uses for the Marine Passenger Fee. The list consists of various maintenance needs to Capital Improvement needs. Mr. Uchytel went over the list below;

- a. On-Going Maintenance Needs
 - i. Area Wide Port Operations - \$154,100
 - ii. Port-Customs and Visitor Center Buildings Maintenance Support - \$133,500
 - iii. CBJ Parks & Recreation landscape Maintenance Services - \$133,500
 - iv. Downtown Pay Phones - \$12,000

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- v. Flags and Banners - \$7,500
- b. Capital Improvement Needs
 - i. Corrosion Protection for Marine Park Sheet Pile Wall - \$500,000
 - ii. Statter Harbor Passenger for Hire Facility – Design - \$800,000
 - iii. Visitor Information Kiosk Replacement – Design - \$25,000
 - iv. Future Cruise Terminal Staging - \$1,000,000
 - v. Downtown Restrooms - \$500,000

Mr. Uchtyl said he is asking the Board to endorse this list.

Board Questions –

Mr. Janes asked where the cost estimate came from for the Visitor Information Kiosk replacement design and the Statter Harbor Passenger for Hire Facility design? He said he is not sure those numbers are accurate. He wanted to know if Docks & Harbors could go out to other design firms to see about bringing those costs down?

Mr. Uchtyl said staff has not gone out for a bid yet, but did a in house estimate.

Mr. Gillette said the estimated \$25,000 for the Kiosk would be for planning to determine where the kiosk will fit, and then design and cost estimate. If the whole amount is not used for design, the remainder could be used toward construction.

Mr. Zaruba asked how large is the Kiosk?

Mr. Gillette said the current Kiosk is a 6' x 6' that does not meet ADA requirements.

Mr. Zaruba asked if the \$25,000 was just for the design?

Mr. Gillette said yes.

Mr. Janes asked if these will still move forward with or without the Marine Passenger Fees?

Mr. Uchtyl said Docks & Harbors will move forward with both of these projects whether we receive the Marine Passenger Fees or not.

Mr. Janes suggested to lower the request amount for the kiosk and not over inflate the numbers.

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Mr. Uchytel said for the Statter Harbor Passenger for Hire Facility, \$800,000 which is 15% of the \$5.5M project, is typically the design and construction administration estimate.

Mr. Zaruba said \$25,000 is a lot of money to design a Kiosk.

Public Comment - None

Board Discussion/Action

Mr. Donek said this Kiosk replacement request has been on the list for a few years now.

Mr. Gillette said this building is not a place for the customers to walk into, but they walk up to so the customer is not able to get out of the weather. This building is probably 30 years old and was moved from Marine Park. The location it is at currently, when two windows are open, the winds come in and blow all the brochures off the counter, and the fumes go in the kiosk from the busses that stop in front of the kiosks. The heat does not work, so space heaters are plugged in, and that is not very safe. The current Kiosk is also not ADA accessible. Some of the volunteers that work in this Kiosk do need ADA accessible. Kiosk may not be the proper word for the new building request.

Mr. Summers said the volunteers that work in this Kiosk deal with tens of thousands of people. He said there is approximately a million plus of people coming through that part of town in general and with the new floating dock there will be an increase in people. This is an important information Kiosk for the downtown businesses. This is not a shed that is going to be built out back, but an industrial building with an approximate construction cost of \$150,000 serving thousands and thousands of people. This is a very important facility and should not be under built.

Mr. Zaruba asked if this could be designed in house?

Mr. Gillette said staff has the expertise, but not the time.

Mr. Uchytel said this kiosk is not for Docks & Harbors and we currently have over \$80M in projects, and another \$10M next year. He wants a nice building built.

Mr. Donek said \$25,000 does not go very far.

Mr. Simpson suggested to stop calling this a Kiosk and call it a Visitor Information Center.

Mr. Eiler asked about the reason for payphones?

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Mr. Uchtyl said this is for people who get off the ship and need to call home. We have received money in the past for the payphones. Docks & Harbors doesn't get anything out of this. The City Manager wants to ensure that the payphones are maintained and usable.

MOTION By MR. JANES: TO MOVE THE FY17 MARINE PASSENGER FEE REQUEST AS PRESENTED BY THE PORT DIRECTOR AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

SPECIAL ORDER OF BUSINESS

Mr. Gillette said he wanted to introduce the team that is working on the cruise ship berth project, Gene Quinn overall project manager and Monica Blanchard project Engineer with Manson Construction, and Ed Johnson with PND Engineers. This winter they are working on the south berth and there is a lot of work to be done in a small amount of time.

2. Fritz Cove Road

Mr. Gillette said this issue came before the Board and has been to the other Committees. The original complaint came in asking Docks & Harbors to block the easement so trucks and trailers were not able to launch. Staff was directed to get more information from the meetings. Staff called CDD and discovered that a launch ramp was not allowed in the A1 zone. Pedestrian beach access carrying a kayak or small skiff was allowed, but no launching with a vehicle. Mr. Gillette said he asked if the use was grandfathered in because it has been used for so many years as a launch ramp, but because it was blocked off for a period of time with boulders it is not grandfathered in. Staff recommendation is to put up a moveable gate with posts and a chain with a lock on it so if someone does need to use the access for the utilities they could contact the Harbormaster. There would also be signs posted for the beach access and parking areas. This work can be done by staff.

Board Questions

Mr. Janes asked if there was going to be two gates installed?

Mr. Gillette said no. The one area would have signage and piles so no one could back down to the beach.

Mr. Summers asked how long would someone be allowed to park in the parking areas?

Mr. Gillette said that would be up to the Board, but where this is located will be hard to monitor and enforce.

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Mr. Zaruba asked if there is a parking problem currently at this location?

Mr. Gillette said he is unsure. However, the people using this beach access for kayak launch are parking along the road and blocking entrances to driveways.

Mr. Donek said people don't know that the parking area is Docks & Harbors and is public parking. There needs to be signage so people know they can park in the parking area.

Public Comment

Mike Peterson, Douglas, AK

He said if there is going to be a gate installed to stop the beach access, he suggests to put a substantial gate so someone who wants to try and remove it can't just take their pickup and pull it out of the way.

Board Discussion/Action

Mr. Donek also recommended to install a very strong gate.

Mr. Mosher asked why this is so critical to make this beach access so inaccessible. He would rather see the money go into the Harbors and do as little as possible in this location.

Mr. Donek said beach access has been there for year and years, but now someone is complaining and it needs to be addressed. The zoning in this area does not allow for a boat launch.

Mr. Summers said this is Docks & Harbors property and it needs to be managed. He would like to see day parking in one of the parking areas and overnight in the other parking area.

Mr. Zaruba said anytime something is regulated, it needs to be enforced.

Mr. Donek said overnight parking would be allowed, but no camping.

MOTION By MR. SIMPSON: MOVE TO ACCEPT THE RECOMMENDATION FROM THE OPERATIONS/PLANNING COMMITTEE TO PLACE A LOCKED GATE AT THE FRITZ COVE ROAD BEACH ACCESS SUFFICIENT TO PREVENT BOATS WITH TRAILERS FROM GOING DOWN THE RAMP AND INSTALL SIGNAGE STATING THE GATE ACCESS IS ONLY FOR EMERGENCY USE AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VIII. New Business –

1. Special Annual Moorage Fee for Skiffs

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Mr. Uchtyl said this fee for skiffs has been discussed and approved by the OPS/Planning and Finance Committee's. There is a fee in place currently for open hulled skiffs to use portions of the Harbor, designated by the Harbormaster that has low use, with a fee of \$600 per year for the right to moor a skiff in those locations. This past year there was only two customer that took advantage of this. The initial proposal was to do away with this fee for skiffs, but through the Committee process, the proposal is to make the skiff rate half of what it is currently to encourage use. This new fee of \$300 will be for a calendar year, and the fee reduction also shows that during Docks & Harbors fee reviews the Committee is not just looking at raising fees but looking at appropriately right sizing all the fees.

Board Questions

Mr. Summers wanted to know what a limited access area is? Will the spaces be assigned spaces?

Mr. Uchtyl said the spaces will not be assigned but first come first serve. In Statter Harbor, the area is under the gangway, in Douglas, it could be the inside floats, and in Aurora, it could be the inside area. The areas would be where the Harbormaster has determined there is underutilized space.

Public Comment - None

Board Discussion/Action

Mr. Summers said there are people living in the limited access areas that are paying a premium liveaboard fee and the Board should get their opinion whether or not they want transient skiffs coming in and out of where they are residing. These people pay a moorage fee and liveaboard fee. He said he lives on one of the houseboats on one of the floats, and he does not want skiffs coming and going. Lowering the price too far could encourage use he doesn't want.

Mr. Mosher said a Harbor is a Harbor and not a place to live.

Mr. Simpson said this has been discussed at the various Committees and the area is to be designated by the Harbormaster. He would assume if there is a conflicting use or problem that arose from this type of use, the Harbormaster would be able to deal with it. These spaces would be limited access areas.

Mr. Janes asked if anyone puts a small bilge pump in their skiff?

Mr. Borg said the Harbor has portable bilge pumps.

Mr. Janes said he supports this. He doesn't see a huge increase of use and it is a good gesture on our part.

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Mr. Summers said there is a significant number of people that pay liveaboard fees and does live in the Harbor. He suggested to ask the liveaboards first to see if they wanted to park their skiffs in these limited access areas before it is open to the general public.

Mr. Uchytel said if, or when this is approved by the Board, there still is a 21 day public notice and there will be another public meeting for comment. This is just being approved to move forward to the Law Department and advertisement in the newspaper. The liveaboards could come and voice their opinion at that time.

MOTION By MR. ZARUBA: TO RECOMMEND THAT AN OWNER WITH A OPEN HULL VESSEL 21' OR LESS IN LENGTH EXCLUDING ENGINES MAY APPLY TO THE HARBORMASTER FOR MOORAGE IN THE LIMITED ACCESS AREAS OF SMALL BOAT HARBORS WHICH IS DETERMINED BY THE HARBORMASTER AT A RATE OF \$300 PER CALENDAR YEAR.

Vote

Weston Eiler – Yes

Robert Janes – Yes

Robert Mosher – Yes

David Summers – No

Tom Zaruba – Yes

Budd Simpson – Yes

Tom Donek – Yes

2. Support of Juneau Ocean Interpretive Center

Mr. Janes recused himself.

Paul Volkers, MRV Architects

He said Mr. Janes is a key player in this project. This proposed project is building an Ocean Interpretive Center along the waterfront that fits in with CBJ's waterfront masterplan and is in the Mental Health area. He said the project is at the stage now to test it in the community, and people generally like what they see here. He said he took this to the Assembly to get a resolution of support that they like the idea and a continuation of the seawalk development. With the resolution of support it would allow for moving forward with more planning and detail for this project. He said one of the difficulties with moving forward is how to introduce a project like this and get the appropriate support to take it to the next level. In general, the project would be filling in the corner between the Gold Creek protected area and the Mental Health Trust upland. There would be a seawalk extension ideally going across the Mental Health Trust land rather than bring it back to Egan Dr. They are having discussions with Mental Health and they have been receptive to this proposal. He said the

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timing seems very positive right now. What Mental Health would be interested in is we would get a right of way across their property for a portion of fill for them that would increase their land base. He said another part of this project is working with Avista in regards to the Dock. Avista also seems willing to enter into negotiations to make something work. However, they want to hear if CBJ is supportive of this proposed building before the negotiations can be taken to another level. Within the proposed fill area is where the Ocean's Interpretive Center building would be located, the proposed building would be a one story building of 11 to 12 thousand square feet with a marine culture setting and a world class draw. We would try to make the building interact with the site with tide pools and a park on top of it and a year around community space. We want to make this energy efficient with possibly using seawater heat recovery, bringing the water into the building for an interpretive touch tank. They would like to have an iconic water front sculpture. The fill area will need about 70 to 80 thousand yards of fill which is roughly \$3.5M. The building is approximately \$8M and adding the design, furnishings, and miscellaneous costs, it is roughly a \$13M dollar project. We are trying to structure a non-profit similar to what CBJ is doing now with the housing first project that is owned and managed by a non-profit entity. CBJ would contribute some money, and then they would step back and the non-profit moves forward with raising the rest of the money with grants and however else they qualify for money.

Mr. Janes said the primary fundraiser for this project is coming to town this weekend to start putting together the national fundraising plan. This effort will be reserved until he sees the reality of this coming to fruition. If the resolution going to the Assembly on the 21st is passed, this would give the assurance we could move forward with the fundraising. This area also has a portion managed by Docks & Harbors. He said they are sticking closely to the CBJ waterfront master plan, and they would still have the opportunity to add a breakwater and a small harbor if they chose to add that in the future. If this project did fall apart before completion, CBJ would be obtaining very valuable property. This area has amazing combinations of natural events happening in Juneau. This will also provide more jobs.

Board Questions

Mr. Zaruba asked who is Juneau Oceans Center LLC? He asked if it exists now?

Mr. Janes said they are in the process of putting together their LLC status. They can't start raising funds until they get a basic indication from the Assembly that this is a project that they would endorse.

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Mr. Zaruba asked if this was an existing LLC?

Mr. Janes said not yet.

Mr. Zaruba stated that there was no way currently for the general public to see who are the existing owners of this LLC. He wants to know the status of the LLC.

Mr. Janes said this is a conceptual idea that is being processed one step at a time.

Mr. Volkers said that this would be a 501(C)(3) which is a non-profit and not a LLC.

Mr. Zaruba said his concern is they are asking the Board to endorse a resolution for an industry that doesn't exist.

Mr. Volkers said the resolution before the Board tonight is very general. The way he reads this is the Assembly is interested enough to encourage this project to go further and begin to have more earnest conversations with CBJ Departments and start to create a memorandum of understanding and get the 501(C)(3) in place. Nothing will be signed yet but this resolution gives enough confidence that this project is moving forward and to start to spend money on legal to put by-laws together to get out for review.

Mr. Eiler asked to elaborate on what Mr. Volkers is hearing from the Mental Health Trust? He asked how confident he is in obtaining necessary permits for the fill?

Mr. Volkers said before when they were working with Mental Health Trust, there was a resistance. In the last couple years, there has been a philosophical change to try to get their lands department be more connected with realism on what's happening on the ground. For a variety of reasons, they have acknowledged that this is a single undivided parcel that is too big. With gaining enough fill to equal the right of way gives them the ability to break their large parcel into two or four parcels with utilities and frontage which would be an improvement to what they have now. For the permit process, they are working on doing a two day workshop to try to get the Army Corps and some of the U.S. Fish and Wildlife habitat experts that do the permit review together and see if this project can obtain a permit.

Public Comment - None

Board Discussion/Action

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Mr. Zaruba said until they have a legal entity it is premature to have the resolution before this Board. He said he is not opposed to it, but in order to really have something to send to the Assembly that has any meaning, you have to have a legal entity and that could be problematic. This should be put off until they are established with the State.

Mr. Donek asked if Mr. Zaruba would feel better about supporting this if the LLC was taken out of the Resolution?

Mr. Zaruba said you still don't have a legal somebody.

Mr. Donek said you have a concept.

Mr. Simpson said the Board should endorse the concept and the technical existence of an LLC or 501(C)(3) doesn't matter at this stage because this is only conceptual. He said he likes the idea and would like to see this move forward and not hold this back.

Mr. Zaruba asked if the Board was bound to this?

Mr Simpson said it is just saying the Board likes this concept and a good use of the waterfront.

Mr. Donek said it will become more real when they come to us to negotiate a lease for the tidelands for this location.

Mr. Mosher asked if it was going to cost Docks & Harbors anything?

Mr. Donek said no.

Mr. Zaruba asked if this was totally funded by private money?

Mr. Janes said all except the seawalk.

Mr. Volkers said \$3.5M of the \$13M dollar project is the seawalk and CBJ would be involved for that portion. The remainder will be the 501(C)(3) entity and they find their private funding source.

Mr. Simpson said CBJ is building the Seawalk anyway whether it is around this building or somewhere else.

Mr. Janes said if this 501(C)(3) finds any difficulty in anyway with progressing with the property. It will go back to CBJ as very valuable property.

Mr. Volkers said there could be a timing issue. The fill and the Seawalk portion may happen a year or two in advance of the building.

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Mr. Lockwood said these projects need a study period.

Mr. Gillette said this does not obligate CBJ or Docks & Harbors in anyway.

MOTION By MR. SIMPSON: MOVE TO CONVEY TO THE ASSEMBLY THE GENERAL CONCEPTUAL APPROVAL FROM THIS BOARD FOR THE PROPOSED PROJECT AND ENCOURAGE THE DEVELOPERS TO MOVE FORWARD TO THE NEXT STEP AND KEEP THE BOARD INFORMED AS THEY MOVE ALONG AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

IX. Items for Information/Discussion

1. Juneau HydroPower update on the Sweetheart lake Hydro Power Plant Project.

Duff Mitchell, Managing Director of Juneau HydroPower.

He said he is one of the developers of the Sweetheart Lake Hydropower Facility. He plans on being in construction by the end of next year. This will add about 25% more hydropower electrical capacity in Juneau. There are people converting from oil heat to electric heat, air source heat pumps are taking off, and the electric vehicle demand. He said he has come to this Board for the last three years asking for support for the electrification of the new cruise ship docks. Five years ago when he was looking at what markets were unmet, existing markets for electric power, hydropower, clean power, he found a brochure that said the Juneau Docks would be electrified. Unfortunately, they are not being electrified and he has been patient on trying to promote the electrification of the 16B docks. His concern is he wants to make sure, with an engineer, these docks can still be electrified in the future after they are built.

Mr. Uchytel said 16B has the infrastructure conduit to run cable and transformer locations. Everything is in place so nothing will need to be dug up to electrify the docks. As far as running the copper, and the building festoon systems, this has intentionally not done this. When the capacity is available, then it will be designed based on the input from the Industry.

Mr. Zaruba asked if the conduit is in the ground?

Mr. Uchytel said yes.

Mr. Zaruba asked what if the ships install scrubbers so they don't have to use shore power?

Mr. Mitchell said 2014 was the highest fines for capacity violations. A ship is fined \$37,500 when it puts out black pume. He said with the amount of fines, he would look at what is cheaper and hook up and eliminate any risk

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of a large fine. He said scrubbers are new technology, but he does know other ports are still electrifying.

Mr. Uchytel said Docks & Harbors has entered a task order with PND to explore with the premier electrical engineers in the country that the 16B project will still be able to be electrified after completion when power is available.

Mr. Gillette said both PND and Haight Associates were involved in the electrification of the Franklin Dock. The intent of the study is to make sure we are not doing something that would preclude us from adding electrification in the future. The conduit is in place, the cable could go along the approach dock and the rest of the details could be figured out. This is something that will not be cheap to install.

Public Comment/Board Discussion

Mr. Janes asked if there are red flags for Mr. Mitchell to overcome?

Mr. Mitchell said 43.8% of the vessels that come to this town are electrification ready. Currently there is a unmet demand for electrification. He said he is a local business man trying to sell local power to local business. He said there is talk about buying local and local jobs and 43.8% of these vessels are electrification ready and they are large consumers of electric. He said his concern is we have a floating dock and unsure of the weight distribution and safety factors. He appreciates that PND is working on this, but he is unsure if he needs to keep requesting marine passenger fees to do the engineering or not. He said he is going to be upset if we find out after this is built, that an alteration could have been done for only a half million versus a lot more. There are people today that think this is being electrified when this is being built and it is not. He is taking risk in holding off asking for marine passenger fees.

Mr. Summers said he is in support of this project. He also wants to make sure these docks are electrification ready.

Mr. Zaruba asked why electrification is not already incorporated into this project.

Mr. Uchytel said AEL & P says there is not sufficient capacity. He said staff is not against this, but when do you start spending lot of money on transformers and electrical stuff. The cruise industry has not come to us and said we are making a huge mistake by not installing this.

Mr. Zaruba asked if it would make sense to invite cruise industry representatives.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, December 10th, 2015

Mr. Uchytel said these discussions have already happened.

Mr. Mitchel said he is a wholesaler. AEL & P may not want to buy power from him, but the power is available, they will buy because now there is a demand. There are no other Southeast communities that provide electric, but other communities are talking about it. He said all his funds are from private investors from Juneau. This project is going to be \$110M hard money and \$150M with interest during construction and contingencies. In the next two years, \$150M is going to come into this community. He asks for support of this project.

2. Email notifications

Mr. Uchytel said this was discussed in August. The Juneau.org account needs to be used from now on. The CBJ clerks have said do not use personal emails. Staff will only use the Juneau.org account, but if he needs to contact an individual Board member, he will send an email to the Board chair.

Public Comment/Board Discussion - None

3. AJ Dock – Current Sensor Installation Update

<http://www.mxak.org/cbj/ajdock.html>.

Mr. Uchytel showed how to access the current sensor data installed at the AJ dock from the web site above. The idea is improving safety for mariners coming into Juneau Harbor. This was the first to be installed and the Taku dock will have one installed next summer.

Public Comment/Board Discussion- None

Mr. Uchytel left the meeting.

X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting – Wednesday, December 2nd, 2015

Mr. Simpson reported the Committee discussed the Special fee for skiffs, and power rates will be discussed at the next meeting.

2. Operations/Planning Committee Meeting – Wednesday, December 2nd, 2015.

Mr. Simpson reported the Committee spent a lot of time on Fritz Cove road. There was also a lot of time spent on allowing boat maintenance at the Auke Bay Loading Facility when it is now going to be leased to Harri's plumbing for a commercial yard.

3. Finance Committee Meeting – Thursday, December 3rd, 2015

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, December 10th, 2015

Mr. Zaruba reported the Committee supported the OPS/Planning Committee recommendation.

4. Docks Fee Review Committee Meeting – Thursday, December 3rd, 2015

Mr. Zaruba said the Committee adopted the Peterson Plan for the new loading zone fee. This plan is an attempt to level the playing field for all the Companies that use this. There was also public testimony received from Bill Hagevig from Holland America and Dennis Harris, 12th Street Taxi.

5. Member Reports – None

XI. Port Engineers Report –

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

XII. Harbormaster's Report –

Mr. Borg said OSHA was here last week at our request to see how safe the Harbors are. There are some issues, but overall it went really well. There was a guy that died on the boat that is under the bridge. It is a sinker so it was pulled and now there is no responsible party.

XIII. Port Director's Report – None

XIV. Assembly Liaison Report –

Mr. Nankervis reported Mayor Fisk died, and Mary Becker was appointed Mayor. Her seat will be filled on a temporary basis. If we do not have a special election for a new Mayor, meaning she will be in the seat until October, we would temporarily appoint someone to Mary Becker's district one seat until October. If there is a special election, Ms Becker will have the option to resume her district one seat or resign from that seat and run for Mayor. All Assembly meeting have been cancelled since Mayor Fisks passing, but will resume next Monday which will be the Assembly goal setting retreat.

XV. Board Administrative Matter

- a. Harbor Fee Review Meeting – Wednesday, January 6th, 2016 at noon.
- b. Ops/Planning Committee Meeting – Wednesday, January 20th, 2016 at 5:00 pm
- c. Finance Committee Meeting – Thursday, January 21st, 2016 at 5:00 pm
- d. Docks Fee Review Meeting – Thursday, January 21st, 2016 following Finance
- e. Board Meeting – Thursday, January 28th, 2016 at 5:00 pm.

XVI. Adjournment - The regular Board Meeting adjourned at 7:20 pm



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: January 12, 2016
Re: Old Douglas Harbor Phase III Funding

The Alaska Department of Transportation (ADOT) awarded, to CBJ Docks and Harbors, a Municipal Harbor Grant for the Douglas re-build project in September 2008 (see letter attached). The project was on hold due to a lengthy permitting process, which culminated in an Army Corps of Engineers (ACOE) final permit issued June 30, 2014. CBJ teamed with ACOE to phase the project whereby CBJ would fund and perform demolition of the existing infrastructure; ACOE would fund and perform dredging of the harbor basin; and CBJ would fund and perform the replacement of the infrastructure.

The ADOT Municipal Harbor Grant is for \$2,044,230, with \$44,230 of that amount identified for ADOT administrative costs. Thus the amount available for the project is \$2M. Acceptance of the ADOT funding requires an appropriation ordinance approved by the Assembly. The funding is critical to the completion of the Douglas Harbor project.

Staff recommends the Board consider the grant award and, in turn, recommend that the Assembly approve an appropriation ordinance to accept the ADOT Municipal Harbor Grant in the amount of \$2,044,230.

#

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
Ports and Harbors Section

SARAH PALIN, GOVERNOR

3132 CHANNEL DRIVE
P.O. Box 112500
JUNEAU, ALASKA 99811-2500
PHONE: (907) 465-2960
FAX: (907) 465-2460
TEXT: (907) 465-3652

September 5, 2008

Mr. John Stone, P.E.
Port Director
City and Borough of Juneau
155 Seward Street
Juneau, Alaska 99801

RECEIVED
SEP 10 2008

BY:

Subject: Letter of Award of the FY09 Municipal Harbor Facility Grant Funds

Dear Mr. Stone:

Congratulations on your successful application for the Department of Transportation and Public Facilities' Municipal Harbor Facility Grant Program. Upon successful execution of a harbor grant agreement with the department, the City and Borough of Juneau will receive a 50/50 matching harbor grant in the amount of \$2,044,230 for construction of the Douglas Harbor project. These funds are 100% state general funds.

In this year's program, the department received nine applicants requesting over \$10.4 million in harbor grant funds and the Alaska Legislature fully funded all the applicant requests. In accordance with our procedures, the Harbor Project Evaluation Board (PEB) met on May 30, 2008 to evaluate and rank applicants and, afterwards, a Notice of Intent to Award was posted on June 24, 2008. The Harbor PEB ranked the projects in the following order:

<u>Applicant</u>	<u>Tier</u>	<u>Harbor Grant Amount</u>
1. Haines Borough (Portage Cove Harbor)	I	\$3,285,425
2. City and Borough of Juneau (Douglas Harbor)	I	\$2,044,230
3. City of Ketchikan (Knudsen Cove Harbor)	I	\$350,000
4. City of Old Harbor (Old Harbor City Harbor)	I	\$710,000
5. City of Craig (South Cove Harbor)	I	\$50,750
6. City of Dillingham (Dillingham Small Boat harbor)	II	\$195,000
7. Haines Borough (Letnikof Cove Harbor)	II	\$210,925


Not shown are two additional harbor grants, one for the City of King Cove's North Boat Harbor project and another for the City and Borough of Yakutat's Yakutat Multi-Purpose Dock project. Letters of Award will be sent later to these municipalities after certain missing information has been submitted and received by the department.

"Providing for the movement of people and goods and the delivery of state services."

As a reminder, and as explained in the harbor grant instructions, the municipality will have six (6) months from the date of this Letter of Award to properly ratify and execute a mutually agreeable grant agreement with the department. Note if there is a change in your harbor project that affects the nature of the municipality's original application, then that could prevent us from executing the harbor grant agreement. If a grant agreement cannot be completed within that six month period, the department may deny the award and select the next highest scoring proposal or award the funds in subsequent years. After the grant agreement is signed, the City and Borough of Juneau will have eighteen (18) months to complete the construction phase of the Douglas Harbor project.

Please contact me at your earliest convenience to discuss the grant agreement and the timing for your harbor project. I look forward to working with you on this important municipal harbor project. My phone number is 465-3979.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Michael Lukshin', with a long horizontal flourish extending to the right.

Michael Lukshin, P.E.
State Ports and Harbors Engineer

cc: Frank Richards, P.E., Deputy Commissioner of Highways and Public Facilities
Roger Healy, P.E., Chief Engineer
Jeff Ottesen, Chief, Program Development
Andy Hughes, Planning Chief, Southeast Region
Jennifer Witt, Planning Chief, Central Region
Jerry Rafson, Planning Chief, Northern Region
Richard Welsh, Attorney, Department of Law
Michael Kampnich, Craig Harbormaster, City of Craig
Chow Taylor, City Manager, City of Dillingham
Fred Shields, Mayor, Haines Borough
Steve Corporon, Director of Port and Harbors, City of Ketchikan
Gary Hennigh, City Manager, City of King Cove
Carl Gatter, Project Manager, City of Old Harbor
Skip Ryman, Borough Manager, City and Borough of Yakutat



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: January 12, 2016
Re: Old Douglas Harbor Phase III Funding

Phase III of the Old Douglas Harbor project is currently in the bidding phase. Funding of the project is summarized below. The preferred option includes Bid Alternate A which extends the marine seawall providing extra uplands parking space and supports the gangway to the new floats.

Project Cost Estimate:	\$6,083,122.00 (with Alternate A)
Amount in CIP Account	\$2,784,124.00
ADOT Municipal Harbor Grant	\$2,044,230.00
ADOT Grant Admin Fee	-\$44,230.00
Balance Needed	\$1,298,998.00

On August 27, 2015 the Docks and Harbors Board approved a budget for the project which included identified \$1.3M from Harbors Fund balance for the Douglas project. At the end of FY15 there was \$3,439,607 in the Harbor Fund. After the transfer of funds for the Douglas project there would remain \$2,139,607 in the fund.

The transfer of Harbor Funds to the Douglas project requires an appropriation ordinance approved by the Assembly. Staff recommends the Board consider the transfer and, in turn, recommend the Assembly approve an appropriation ordinance to use \$1.3M of Harbor Funds for the Douglas project.

#

DOUGLAS HARBOR FINANCIAL INFORMATION

Phase III Floats and Infrastructure

Base Bid

Base Bid - Construction Estimate (12/30/15)	\$4,510,110
Construction Contingency (6%)	\$270,607
AEL&P Service	\$10,000
CA/Inspection (8%)	\$360,809
Base Bid - Adjusted Estimate	\$5,151,525

Additive Alternate A - Retaining Wall

Alt A - Construction Estimate (12/30/15)	\$817,190
Construction Contingency (6%)	\$49,031
CA/Inspection (8%)	\$65,375
Alternate A - Adjusted Estimate	\$931,597

Additive Alternate B - Approach Dock

Alt B - Construction Estimate (12/30/15)	\$497,118
Construction Contingency (6%)	\$29,827
CA/Inspection (8%)	\$39,769
Alternate B - Adjusted Estimate	\$566,715

Funds Available

Balance in CIP Account (12/31/15)	\$2,784,124
ADOT Grant	\$2,044,230
ADOT Grant Administration Surcharge	-\$44,230
Total Funds Available	\$4,784,124

Funds Needed

Base Bid Estimate	\$5,151,525
Funds Available	\$4,784,124
Funds Needed - Base Bid Only	\$367,402

Base Bid + Alt A Estimate	\$6,083,122
Funds Available	\$4,784,124

Funds Needed - Base Bid + Alt A	\$1,298,998	Preferred Option
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Base Bid + Alt B Estimate	\$5,718,240
Funds Available	\$4,784,124
Funds Needed - Base Bid + Alt B	\$934,116

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, August 27th, 2015

~~Animal Control and showed them pictures of the cat in his boat, but not defecating. The Animal Control people said the owner of the cat could get a ticket or a stern talking to. Mr. Parker said he suggested the owner receive a stern talking to and make him understand this is not tolerable. He said he came back after being gone for almost three months and the cat urinated again on the boat which is worse because of the stink. He went to Animal Control again and they informed him that he needed to catch the cat in the act with photo date stamped pictures. Mr. Parker is asking the Board to amend or change the regulation to include cats as well as dogs.~~

~~Mr. Donek asked Mr. Uchytel to talk to Mr. Borg about this problem.~~

~~Special Order of Business~~

~~Mr. Uchytel read a letter from the Territorial Sportsman Inc. writing to express thanks to the Docks & Harbor staff for the work done during this years salmon derby. There was a special recognition in the letter to Dave Borg, Bob Clauder, and Doug Unruh.~~

~~VI. Consent Agenda None~~

VII. Unfinished Business –

1. 35% Design Review & Budget – Douglas Harbor

Mr. Donek said this plan has been through the various Committees, and the current plan is going to cost more than the funds available. He requested Mr. Uchytel to explain how Docks & Harbors could pay for this project.

Mr. Uchytel said currently in the Douglas Harbor CIP account is about \$5 Million. This is \$2.9 Million from a deferred maintenance bond, and a \$2 Million harbor grant fund. Additionally, Docks & Harbors has \$3.6 Million in our fund balance which is from the excess every year when our revenue exceeds our expenditures. This builds up and is used to fund Capital Improvement Projects. The CBJ Finance Department has projected about \$500,000 of operating in the black for the Harbors through FY20. Mr. Uchytel said looking at the \$3.6 Million fund balance, and following the Board recommendations at the Strategic Board Retreat, he would like to recommend holding \$2 Million for a Harbor Grant program for Aurora Harbor which is a match to the State's \$2 Million. He said given the State's financial woes, and this being classified as a Tier II program, he does not see Docks & Harbors being successful to receive this grant. The remaining monies from the Aurora Harbor Phase I project will be used to fund a comprehensive master plan for the area from Bridge Park to Norway Point. The master plan for Statter Harbor may be able to be funded from marine passenger fees or docks funds because it is a for-hire float to mitigate the congestion. The other project to fund from the retreat was to

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, August 27th, 2015

secure uplands staging for the cruise ship area and that would be appropriate use of marine passenger fees or dock funds.

Board Questions –

Mr. Zaruba asked what is the dollar amount for the added items in the Engineer's estimate?

Mr. Gillette said those items were added after the public comment period. Making the berths a little wider and extending them out a foot, which will extend the end walks, and make the end float 12x76 instead of 10x76. He doesn't have the dollar amount tonight, but he can get it.

Mr. Donek wanted Mr. Gillette to explain financially how Docks & Harbors would be able to fund this project.

Mr. Gillette went over his report on page 32 in the packet. The difference between timber glulam floats and timber and polytube floats are under \$200,000, and the difference between timber and polytub floats w/retaining wall is under \$400,000. However, the last option with retaining wall will give more useable space.

Mr. Donek said the Timber Glulam floats are off the table because we are too far in the project to change after we chose the polytub floats.

Mr. Peterson asked Mr. Gillette the life expectancy of the polytub floats?

Mr. Gillette said he doesn't know exactly, but the design is for 50 years.

Public Comment - None

Board Discussion/Action

Mr. Donek said one item identified as an added alternative could be the approach dock and new gangway.

Mr. Gillette said the items needed for the gangway come up to \$505,000.

Mr. Donek said the additional gangway is something that could be completed later if the bids came in too high. The other thing to do is to take the approach dock out and add a retaining wall.

Mr. Gillette said if the retaining was left out, it would be \$585,350 less. However, the overall project is higher. This will also add area for parking. Mr. Zaruba suggested to leave the southern fingers off A float as an added alternative as well and just have side tie for the larger vessels in that area.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, August 27th, 2015

Mr. Donek asked what the need for larger vessels to be able to moor in Douglas in the winter time?

Mr. Uchytel said his experience is vessels don't want to be in Douglas Harbor in the winter. Mr. Uchytel said the answer to Mr. Zaruba's earlier question is the added items after the public comment period dollar value is approximately \$60,000.

Mr. Donek said the Board can only choose one added alternative.

Dennis Holloway, Harbor Officer, said Douglas Harbor in the summer time in it's original configuration is well used. In the winter time, no one wants to be there. By turning A float into a side tie area will be defeating all space you are trying to achieve. You will only have about four spaces versus 15 to 30. He said he is on the docks every day and to eliminate a gangway will be a mistake because this is a big space. This is a community project that should have been done 10 years ago.

Mr. Gillette said you can leave fingers off, but there will be additional cost when you want to add them because it isn't simple.

Mr. Bush asked if the Board could move this forward without having a determination on the total funding?

Mr. Gillette said when staff goes out to bid, we need to know if we have enough money to award the basic bid. This needs to be approved by the Board and then it goes to two Assembly meetings. This will take time.

Mr. Donek asked when is this scheduled to go out to bid?

Mr. Gillette said the end of the year.

Mr. Donek said he would like the Board to decide how to fund this tonight.

Mr. Simpson said he originally suggested to eliminate the fingers but for the little savings, it isn't worth it. Could there be savings by moving the gangway one way or another? Obviously there is savings by eliminating it all together, but that is a long way to walk. He doesn't like the current location which is in a dirt place with no real parking around it and not really a good set up. PND looked at extending the bulk head, and if it is built like shown in the PND drawing, it would mean we can't do the extension because the approach dock would be in the way. We can't make the parking any better as much as we should. He said he is concerned that we are building something that is necessary but not sure this is totally right. Mr. Simpson said he still recommends to move this forward.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, August 27th, 2015

Mr. Zaruba said having the ramp as the added alternative makes sense.

Mr. Peterson asked how much is added to the Harbor fund annually?

Mr. Uchytel said approximately \$500,000.

Mr. Peterson asked Mr. Gillette with Statter Harbor only having one ramp how long it would take to fix this if something went wrong?

Mr. Gillette said it is new so he hopes nothing goes wrong. The reason there is only one gang ramp is because it meant redoing the whole area by the work float and that would have been cost prohibitive at that point. However, the long range goal is to get another ramp.

Mr. Donek said Docks & Harbors is \$1 Million short for the Douglas Harbor project, and we are taking in \$500,000 extra each year. If we were to go with the bulk head fill, that will take two years of the Harbor reserve funds.

5:51 Mr. Summers requested a 5 Minute recess.

5:55 back in session.

MOTION By MR. SIMPSON: TO APPROVE THE 35% PLAN AND DIRECT STAFF TO MOVE FORWARD AS PRESENTED WITH THE ADDED ALTERNATE OF EXTENDING THE BULK HEAD TO THE POINT WHERE THE APPROACH DOCK AND GANGWAY ARE NOW AND TO COMPARE THOSE TWO PLACES AND POSSIBILITIES AND AUTHORIZE CONSISTENT TRANSFER OF \$1.3 M FROM FUND BALANCE TO ENHANCE THE AVAILABLE FUND FOR THE PROJECT.
(PND version #2)

MR. SIMPSON ASKED FOR A VOTE

John Bush – Yes

David Lowell – Yes

Mike Peterson – Yes

Budd Simpson – Yes

David Summers – Yes

Tom Donek – Yes

Tom Zaruba – No

Robert Mosher – abstain

Motion passed 6 yes – 1 no.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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MEMORANDUM

To: Docks and Harbors Board
From: Gary Gillette, Port Engineer
Date: January 14, 2016
Re: Appropriation Ordinance – Cruise Ship Berths

The Cruise Ship Berth Improvements project is comprised of a number of components including: Cruise Ship Terminal Staging Area; Taku Dock Modifications; Floating Cruise Berths; 1 Percent for Art; and Archipelago Uplands. Funding for the project consists of State Marine Passenger Fees; CBJ Marine Passenger Fees; Port Development Fees; and Docks Funds.

CBJ Docks and Harbors requests approval of an appropriation ordinance that would transfer additional funds from the Port Development Fees and Docks Fund to the project account, specifically for the floating berths construction currently under way.

The request is to move \$2.5M from Port Development Fees and \$1.5M from Docks Fund for a total of \$4M to the project. This amount would not be sufficient to complete the project as currently estimated. The reason is that the estimate to complete the project includes a 10% contingency amount and an estimate for additional inspection services if the contractor continues to work two shifts. At this point there has been .032% in change orders but in a project of this scale unforeseen situations can create larger expenses. All this to say: At this time the proposed transfer puts the budget in line with the anticipated costs but at a reduced contingency amount (4%). With the project spanning two construction periods there will be better assessment of future contingency and inspection needs at the end of this first phase thereby giving time to identify additional funds for the project if needed.

The transfer of Port Development Fees and Docks Funds to the Cruise Berths project requires an appropriation ordinance approved by the Assembly. Staff recommends the Board consider the transfer and, in turn, recommend the Assembly approve an appropriation ordinance to use \$1.5M of Harbor Funds and \$2.5M of Port Development Fees for the Cruise Ship Berths Improvement project.

Cruise Ship Berths Enhancement Project

CIP H51-101

	Estimate (9/13)	Actual + Estimate to Complete
Expenditures		
Floating Berths	\$67,000,000	\$67,675,487
Taku Dock Modifications	\$1,250,000	\$1,230,000
Cruise Terminal Staging Area	\$7,750,000	\$6,027,719
Archipelago Uplands	\$2,000,000	\$2,000,000
Subtotal	\$78,000,000	\$76,933,206

Funding	
Project Revenue (1/14/16)	\$69,757,482
Actual + Estimate to Complete (1/14/16)	\$76,933,206
Funding Needed	\$7,175,724

Proposed Supplemental Funding	
Dock Fund Balance	\$1,500,000
Port Development Fees	\$2,500,000
Total Supplemental Funding	\$4,000,000
Additional Funding Needed	\$3,175,724

	Completed or Under Contract	Estimate to Complete
Construction	\$53,743,440	
Contingency (10%)	\$170,578	\$5,203,766
Permitting	\$110,000	
Design	\$2,779,400	
CA/I	\$2,056,000	\$2,000,000
1 % for Art	\$479,640	\$57,794
Other Indirects & Misc. Costs (2%)	\$480,000	\$594,869
Sub-Total	\$59,819,058	\$7,856,429
Total Projected Cost of Project		\$67,675,487



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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From: Carl J. Uchytel
Port Director

To: Docks & Harbor Board

Via: Docks & Harbor Operations-Planning Committee
Docks & Harbor Finance Committee

Date: January 20th, 2015

Re: BOAT SHELTER – FOR SALE

1. In accordance with 05 CBJAC 40.020, Mark & Sun Choate have provided notice of their intentions to sell Boat Shelter (AG-20 & AG-21) in Aurora Harbor. Docks & Harbors has the first right of refusal to purchase this structure at fair market value.

2. The applicable "Boat shelter sales" regulation states:

05 CBJAC 40.020(f) - Boat shelter sales. Reserved moorage status within a boat shelter may transfer between the seller and buyer of a boat shelter. In order to transfer the reserved moorage status within a boat shelter, the owner of a boat shelter shall inform the Port Director of the owner's desire to sell a shelter before offering the shelter for sale to the general public. The Docks and Harbors Board has the first right of refusal to purchase the shelter at fair market value. If the Board does not exercise its first right of refusal within 30 days after notice, the owner may offer the shelter for sale to the general public. If the owner sells the shelter without informing the Port Director and allowing the Docks and Harbors Board its first right of refusal, the reserved moorage within the shelter will not transfer to the buyer. This subsection does not allow an inappropriately sized vessel to be assigned reserved moorage space within a boat shelter.

3. I recommend waiving Docks & Harbors' right of first refusal allowing Mark & Sun Choate to sell their Boat Shelter on the open market.

#



Port of Juneau

From: Port Director
To: Docks & Harbors Board
Via: Docks & Harbors Finance Committee
Date: January 21st, 2016
Re: Boat Shelter – For Sale

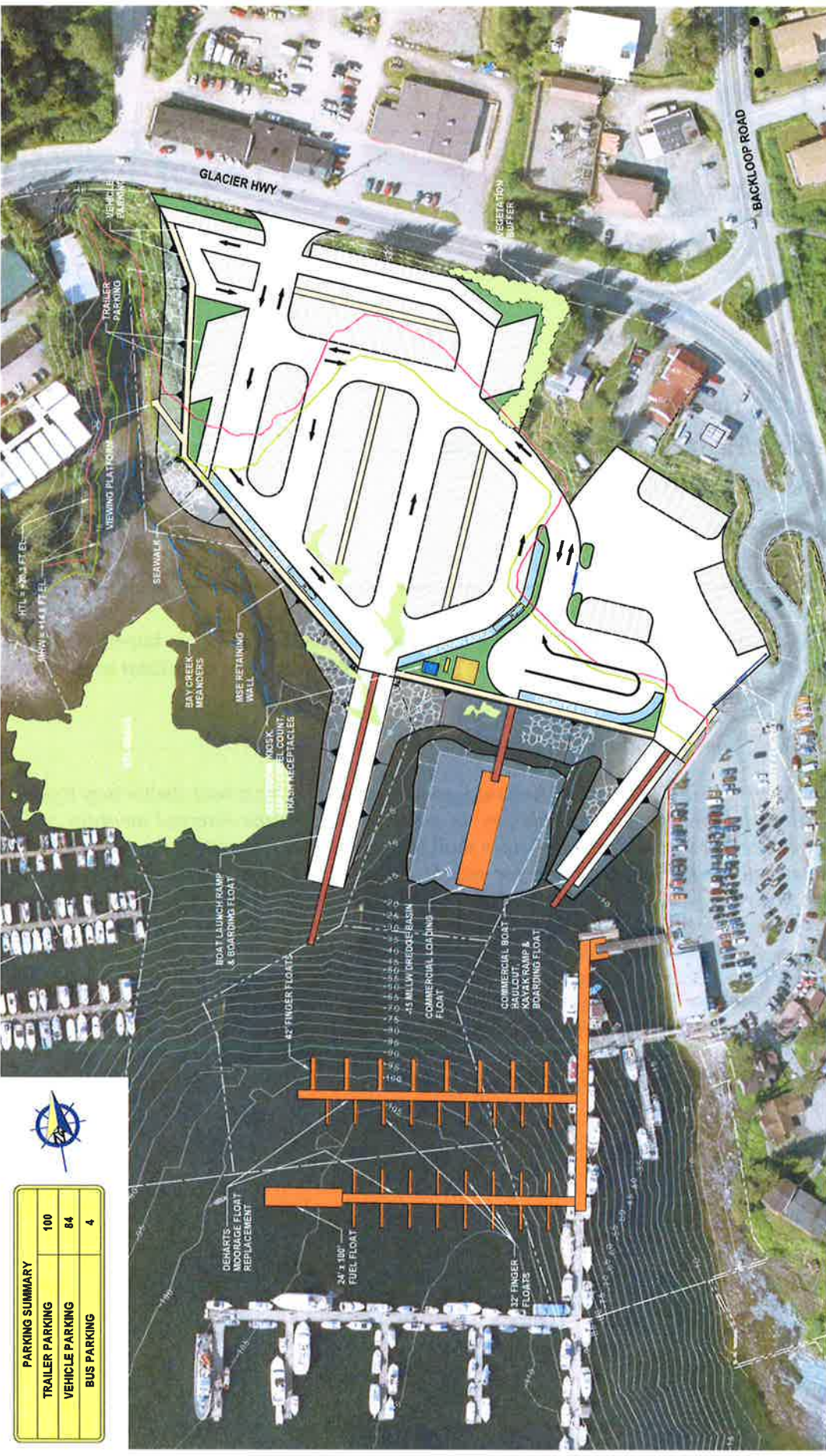
1. In accordance with 05CBJAC 40.020, Steve Wolf has provided notice of his intentions to sell Boat Shelter E32 in Aurora Harbor. Docks & Harbors has the first right of refusal to purchase this structure at fair market value.

2. The applicable “Boat shelter sales” regulation states:

05 CBJAC 40.020(f) - Boat shelter sales. Reserved moorage status within a boat shelter may transfer between the seller and buyer of a boat shelter. In order to transfer the reserved moorage status within a boat shelter, the owner of a boat shelter shall inform the Port Director of the owner's desire to sell a shelter before offering the shelter for sale to the general public. The Docks and Harbors Board has the first right of refusal to purchase the shelter at fair market value. If the Board does not exercise its first right of refusal within 30 days after notice, the owner may offer the shelter for sale to the general public. If the owner sells the shelter without informing the Port Director and allowing the Docks and Harbors Board its first right of refusal, the reserved moorage within the shelter will not transfer to the buyer. This subsection does not allow an inappropriately sized vessel to be assigned reserved moorage space within a boat shelter.

3. I recommend waiving Docks & Harbors’ right of first refusal allowing Steve Wolf to sell his Boat Shelter on the open market.

#



PARKING SUMMARY	
TRAILER PARKING	100
VEHICLE PARKING	84
BUS PARKING	4

ENGINEERS, INC

CITY/BOROUGH OF JUNEAU
 ALASKA'S CAPITAL CITY

DOCKS & HARBOR DEPARTMENT

STATE OF ALASKA
 4920
 1966
 DATE: 12/15/10

DESIGN: BJ
 CHECKED: CRS
 DRAWING: PND
 APPROVED: CRS

SCALE: 0 60 120 FT
 SCALE IN FEET

3
 SHEET TITLE
 PROPOSED ACTION ALTERNATIVE
 CONCEPT 9 MASTER PLAN
 SHEET 3 OF 3



REV	DATE	DESCRIPTION	DWN	CHK	APP


PND ENGINEERS, INC.
 9300 Chugach Highway, Ste 100
 Juneau, Alaska 99801
 Phone: 907.586.2093
 Fax: 907.586.2099
 www.pnd-engineers.com

DESIGNED BY: BHI
 CHECKED BY: PJD
 SCALE: 1" = 120 FT.
 DATE: JAN. 2016

CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR IMPROVEMENTS PH III
CBJ PROJECT - DH16-XX

SHEET TITLE: **SITE PLAN CONCEPT NO.1**
 SHEET NO: **2** OF **3**



REV.	DATE	DESCRIPTION	DWN.	CHK.	APP.

ENGINEERS, INC.

 9340 Glacier Highway, Ste. 100

 Juneau, Alaska 99801

 Phone: 907.586.2033

 Fax: 907.586.2079

 www.juneauengineers.com

DESIGN: **BMI** CHECKED: **CBS** SCALE: **1" = 120 FT.**

 DRAWN: **FJD** APPROVED: **CBS** 0' 60' 120' FT.

CITY & BOROUGH OF JUNEAU, ALASKA

STATTER HARBOR IMPROVEMENTS PH III

CBJ PROJECT - DH16-XXX

 SHEET TITLE: **SITE PLAN CONCEPT NO.2**

 SHEET: **3** OF **3**

 DATE: **JAN. 2016**

 PWD PROJECT NO.: **152093**



Comment Sheet

Statter Harbor Improvements

The proposed facility would provide additional public moorage and approximately 800 linear feet of moorage specifically for the whale watching and fishing charter industry. In addition, a bus/coach staging area, covered shelters and restrooms are being planned. The commercial charter float and staging area improvements are expected to be funded primarily with head tax which is paid for through the cruise ship industry. The added benefit of the project will be the reduction of congestion within the harbor and greater segregation of the vehicular traffic into the facility. **We encourage you to contact us today.**

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by January 20, 2016. Thank you!

Comments:

DICK IF YOU HAVE TIME IN THE NEXT
WEEK WE WOULD LIKE TO MEET WITH YOU AND
GARY THANKS

DICK

PLEASE SEE ATTACHED

Name

Richard and Sue Deems

Address

Phone

Email

Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to baustin@pndengineers.com

Or fold and mail to the address on back

From: "Sylvia Deems" [REDACTED]
 Subject: No Subject
 Sent date: 01/17/2016 03:02:45 PM
 To: [REDACTED]

The start of the whole Auke Bay project goes back to selling Dehartxs Marina to the CBJ knowing full well the whole landscape of Auke Bay would change. What we didn't realize was that the city was in negotiations to buy the property N. of us for in excess of \$600,000 plus the cost of demolition and having to haul away the structures. Had we known that there would be a "wrap-around" parking lot coming to within 12 feet of our property, we would not have sold to the city for any price. We had other buyers wanting the marina and the property.

Fast forward to phase 111 of the Auke Bay project. After numerous meeting with CBJ and [REDACTED] and [REDACTED] engineering we were convinced that our interests were being respected and the project would not impact us anymore that absolutely necessary. The impact would be softened with lovely landscaping, trees, roses hedges, whatever we wanted. Then the trees came down and the offer was sweetened by additional trees and landscaping. We viewed numerous plots, artist renditions of how the finished parking lot would look, every small change that was added or taken away—we saw pictures of the changes.

My point being—never once in the last two years did we hear mention of a road or roads being considered. Not verbally or on any documents that were given to us. We know full well that a "road" has to enter and exit the facility that we were told was for TRAILER and truck/car parking only. At one time I asked if there was any way of eliminating the 7 parking spots within 12 feet of our property. The answer was no—a certain number of spots was required to maintain the financing of the project. The question now is, how many spots were eliminated to construct the road through the parking lot to accommodate busses, campers, cars and more tourists. The fact that busses were never mentioned leads me to believe the the design was altered or it was in the plan from the beginning and never mentioned to us. We do not want busses traversing through the parking lot period!

We have been very closed mouthed about the whole project publicly still thinking it's good for the community. Miller construction has left us living in a mess for more than a year. Just ask anyone living North of us that views the "bombed" looking area on the North side of our garage that passes daily as they drive past our property [REDACTED], what it looks like. Last April or May we were told that work would begin "any day now." So expecting that our property on the water side would be filled in as agreed upon, we tore up the landscaping giving away hundreds of plants. The work has yet to begin a year later.

These are my personal feelings on the Auke Bay construction project. Being left in a mess for over a year pales in comparison to my feelings about the road or roads designed for busses as in phase 111. There is another route that can be used and has been used for years. When cars, trucks and trailers are no longer competing for space in the Southern or old parking lot, it will be a central confined areas for busses, kayaks and tourists. The "new" lot will be used for cars, trucks and trailers for the locals.

Sylvia Deems

Richard DOENS 1-15-16

AFTER REVIEWING PHASE 3 ON JAN 13TH WE
HAVE A FEW COMMENTS TO

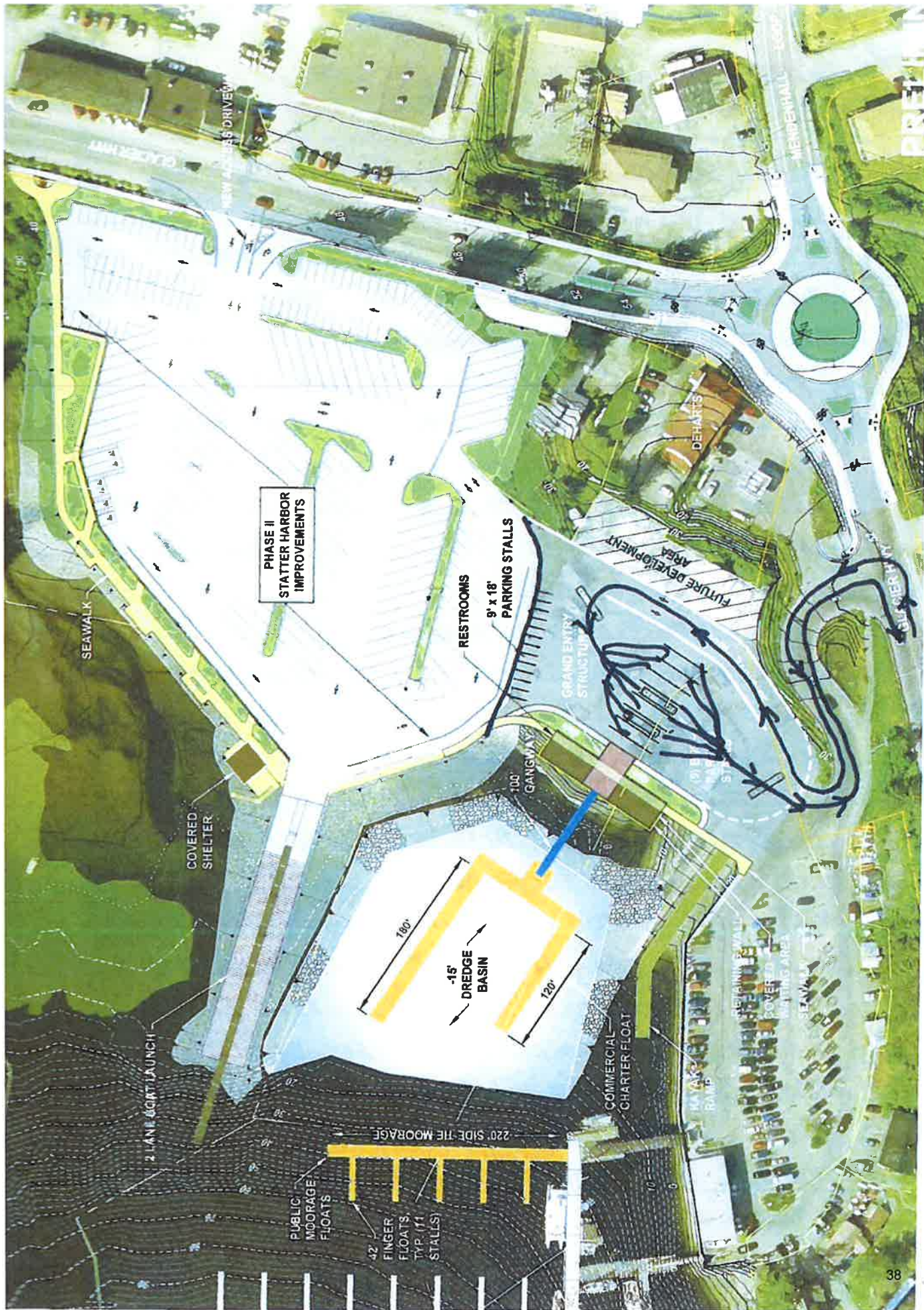
THE NEW PLAN SHOWS BUSES ENTERING AND
EXITING TO AND FROM THE BUS PARKING AREA WHILE
PASSING IN FRONT OF ^{OUR} HOUSE. THIS WILL TAKE
PLACE ABOUT 5 MONTHS IN THE SUMMER AND UP TO
10 HOURS A DAY. I'M SURE ANYONE IN OUR POSITION
WOULD FIND THIS TOTALLY LUDICROUS. WE ARE ALSO
SURE PND, HARBOR ENGINEERS AND BUS DRIVERS AND
EXPORTER OPERATORS WOULDN'T WANT THIS IN FRONT
OF THEIR HOUSE.

WE HAVE 3 IDEAS TO SHARE.

#1 THIS SHOWS PLAN CLOSE TO THE ORIGINAL DESIGN AS
WE REMEMBER IT. THE BUSES WOULD ENTER AND EXIT
FROM THE HARBOR ROAD, WITHOUT THE TRUCKS AND
BOAT TRAILERS ON THE ROAD AND IN THE LAUNCHING
AREA, THE CONFLICT BETWEEN BUSES AND TRAILERED
BOAT SHOULD BE ELIMINATED.

#2 THIS SHOWS BUSES ENTERING IN THE BOAT RAMP
PARKING LOT. THEY WOULD TRAVEL THE OUTSIDE
PERIMETER TO ACCESS THE WHOLE WATER BUS LOT.
THEY WOULD LEAVE VIA THE HARBOR ROAD TO MAKE
THEIR RIGHT TURN ON GLACIER HIGHWAY

#3 BUSES WOULD ENTER AND LEAVE VIA THE WATER
SIDE OF THE TRAILOR PARKING LOT.



#1

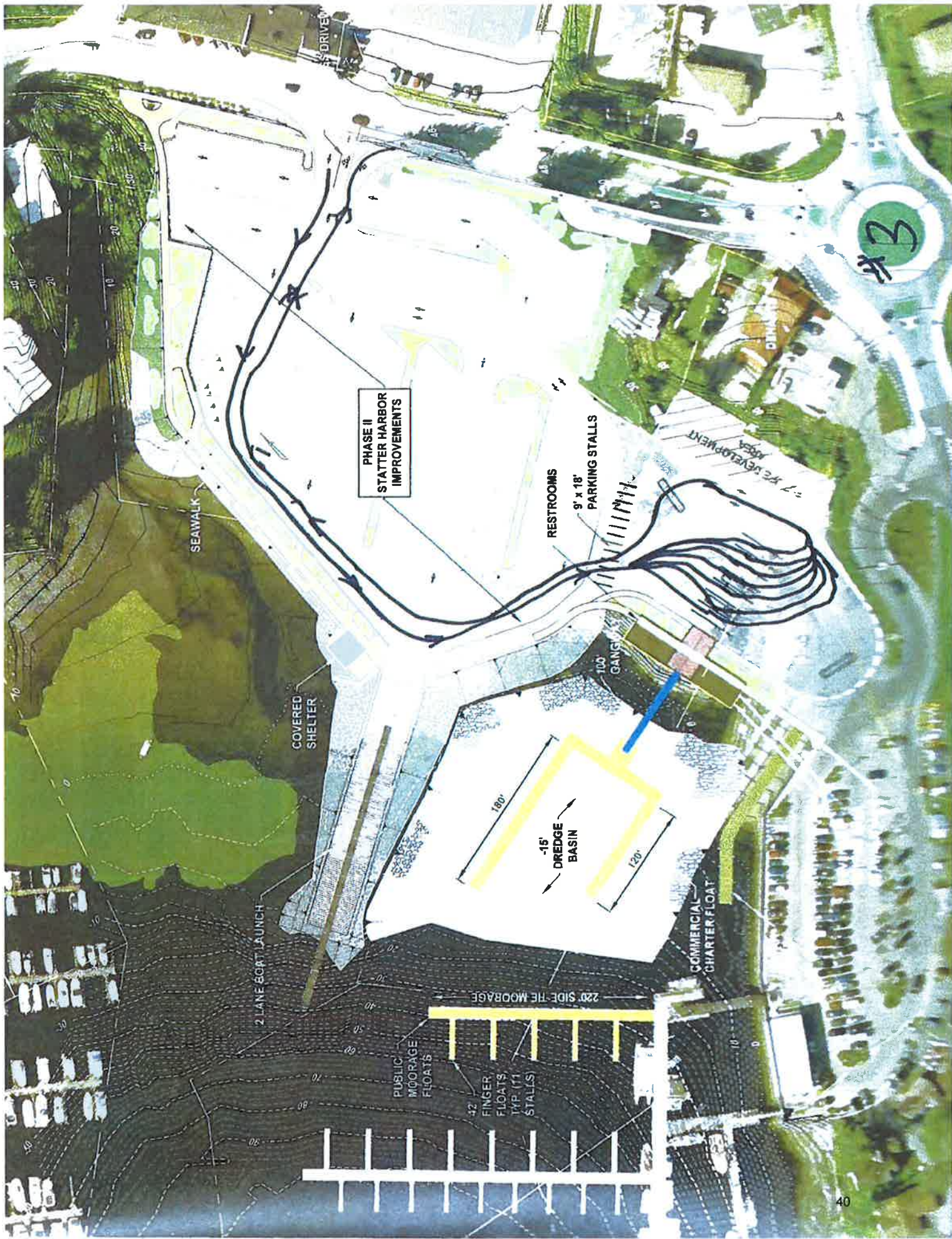
9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907.586.2093
Fax: 907.586.2099

P N D
ENGINEERS INC

DWN CKD APP

REVISIONS
DESCRIPTION

REV DATE





Comment Sheet

Statter Harbor Improvements

The proposed facility would provide additional public moorage and approximately 800 linear feet of moorage specifically for the whale watching and fishing charter industry. In addition, a bus/coach staging area, covered shelters and restrooms are being planned. The commercial charter float and staging area improvements are expected to be funded primarily with head tax which is paid for through the cruise ship industry. The added benefit of the project will be the reduction of congestion within the harbor and greater segregation of the vehicular traffic into the facility. **We encourage you to contact us today.**

Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by January 20, 2016. Thank you!

Comments:

I WOULD LIKE TO SEE A SEASONAL ONLY PARKING FEE FOR THE NEW LAUNCH RAMP PARKING LOT AT STATTER HARBOR. FOR THE BUSY SEASON BETWEEN MAY 15 TO SEPT. 15 CHARGE 5 DOLLARS FOR PARKING TRAILERS + CARS AND CARS ONLY. FOR THE LOW USAGE SEASONS BETWEEN SEPT. 15 AND MAY 15 ALLOW PARKING (DAILY ONLY) FOR VEHICLES WITH DAILY OR SEASONAL LAUNCH RAMP PERMITS. THIS WILL ALLOW SKIFF AND SMALL BOAT USERS A FAIR CHANCE TO USE THE NEW LAUNCH RAMP DURING THE OFF SEASON.

A TELEPHONE SHOULD BE LOCATED NEAR THE NEW LAUNCH RAMP AND PARKING LOT FOR EMERGENCY USE. SOME OF US DO NOT HAVE CELL PHONES.

WHAT IS THE COST OF PERSONNEL FOR PATROLLING THE NEW PARKING LOT VERSUS NOT CHARGING AN EXTRA FEE FOR PARKING? IT SEEMS LIKE THE 90 DOLLAR SEASONAL OR 15 DOLLAR DAILY LAUNCH RAMP FEE SHOULD COVER PARKING, AT LEAST IN THE OFF SEASON.

Name PHILLIP GRAY
Address [REDACTED] JUNEAU, AK 99801
Phone [REDACTED]
Email [REDACTED]

Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to baustin@pndengineers.com

Or fold and mail to the address on back



Comment Sheet

Statter Harbor Improvements

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Please provide your comments on this sheet or send a separate letter, email or fax.

We are requesting your comments by January 20, 2016. Thank you!

Comments:

These proposed developments in Statter Harbor will be a huge improvement and make the harbor safer and run smoother in all areas.

We operate the kayak rental shop in Auke Bay and are thrilled that we will have access to a kayak-only launch ramp in this new plan.

It would be incredibly helpful to design a kayak storage rack on the ramp so commercial and public users could store their kayaks. Thank you!

Name

Becky Jones

Address

Auke Bay, AK
99821

Phone

Email

Visit the Docks & Harbors website for more information and updates:

www.juneau.org/harbors

Fax this sheet to: 907.586.2099

Or email to baustin@pndengineers.com

Or fold and mail to the address on back

Recorder return to: City and Borough of Juneau
Attn: Carl Uchytel, P.E., Port Director
155 S. Seward Street
Juneau, AK 99801

**LEASE AGREEMENT FOR
LOT 2, ALASKA TIDELANDS SURVEY NO. 7 & LEASE ADDITION**

PART 1. PARTIES. This lease is between the City and Borough of Juneau, Alaska, a municipal corporation in the State of Alaska ("CBJ" or "City") and Channel Construction Inc. ("Channel Construction") organized under the laws of the State of Alaska, hereafter "Lessee."

PART II. LEASE ADMINISTRATION. All communications about this lease shall be directed as follows, and any reliance on a communication with a person other than that listed below is at the party's own risk.

CBJ:

Attn: Carl Uchytel, P.E.
Port Director
City and Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
Phone: (907) 586-0292
Fax: (907) 586-0295

Lessee:

Attn: David Payne
Compliance Officer
Channel Construction Inc.
P.O. Box 33359
Juneau, AK 99803
Phone: (907) 789-0200
Fax: (907) 789-5248

PART III. LEASE DESCRIPTION. This lease agreement is identified as: Lease Agreement for Lot 2, Alaska Tidelands Survey 7 & Lease Addition. The following appendices are attached hereto and are considered to be part of this lease agreement as well as anything incorporated by reference or attached to those appendices.

- Appendix A: Property Description & Additional Lease Provisions
- Appendix B: Lease Provisions Required by CBJ Chapter 53.20
- Appendix C: Standard Provisions

If in conflict, the order of precedence shall be: this document, Appendix A, B, and then C.

PART IV. PRIOR LEASE SUPERSEDED. This lease agreement supersedes and replaces any lease agreement for ADL 2193, entered into between the State of Alaska and a predecessor lessee on April 25, 1961, and any amendments to, or assignments of, that lease agreement.

PART V. LEASE EXECUTION. CBJ and Lessee agree and sign below. This contract is not effective until signed by the City.

CBJ:

Lessee:

Date: _____

Date: _____

By: _____
Carl Uchytel
CBJ Port Director

By: _____
William R. Tonsgard
President - Channel Construction Inc.

CBJ ACKNOWLEDGMENT

STATE OF ALASKA)
) ss:
FIRST JUDICIAL DISTRICT)

This is to certify that on the _____ day of _____, 2016, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Carl Uchytel, to me known to be the Port Director of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above foregoing instrument, who on oath stated that he was duly authorized to execute said instrument on behalf of said corporation; who acknowledged to that that he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

Notary Public in and for the State of Alaska
My Commission Expires: _____

LESSEE ACKNOWLEDGMENT

STATE OF ALASKA)
) ss:
FIRST JUDICIAL DISTRICT)

This is to certify that on the ____ day of _____, 2016, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared William Torsgard, to me known to be the identical individual described in and who executed the foregoing instrument for and on behalf of Channel Construction Inc., as Lessee, which executed the above and foregoing instrument; who on oath stated that he was duly authorized to execute said instrument; who acknowledged to me that he signed the same freely and voluntarily for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

Notary Public in and for the State of Alaska
My Commission Expires: _____

Risk Management Review: _____, Risk Management

Approved as to Form: _____, Law Department

APPENDIX A:

PROPERTY DESCRIPTION & ADDITIONAL LEASE PROVISIONS

1. DESCRIPTION OF PROPERTY

The property subject to this lease is generally referred to as “the Leased Premises” or “the Property.” The Leased Premises are described as follows:

Lot 2, Alaska Tidelands Survey 7 containing 1.607 acres, more or less as well as approximately .51 acres (22,192 square feet) located adjacent Lot 2, thus resulting in a total of 2.117 acres, more or less, of leased land.

The Leased Premises are depicted on Exhibit A to CBJ Ordinance No. 2016-XX. A copy of Ordinance No. 2016-XX, with its Exhibit A, is attached to and is made a part of this lease by reference herein.

2. AUTHORITY

This lease is entered into pursuant to the authority of CBJ Code Section 85.02.060(a)(5) and CBJ Chapter 53.20; and CBJ Ordinance No. 2016-XX adopted by the Assembly on XXXXXXXX and effective on XXXXXXXX.

3. TERM AND RENEWAL OPTION

The effective date of this lease shall be the date this lease agreement is signed by the CBJ. The term of the lease is 35 years, commencing on April 26, 2016, unless sooner terminated. CBJ grants Lessee an option to renew this lease for one, successive period of 35 years. Lessee shall exercise this option, if at all, by written notice given to CBJ during the first six months of the last year of the underlying lease term.

4. LEASE PAYMENTS AND ADJUSTMENTS

(a) Lessee shall pay CBJ an annual lease payment for the Lease Premises. Except as provided in this section, the annual lease payments shall be made by Lessee to CBJ at the start of each year of the term.

(b) The annual lease payment for the first five-year period of the lease term, running from April 26, 2016 through April 26, 2021, shall be \$13,828.95 per year, plus sales tax.

(c) Beginning with the first year after the initial five-year period of the term, the Port Director will re-evaluate and adjust the annual lease payment for the Leased Premises for the next five-year period of this lease, and then every five years thereafter, pursuant to Appendix B, Section 3(b) of this lease, CBJ 53.20.190(2), CBJ 85.02.060(a)(5), and the Docks and Harbors

lease administration regulations, 05 CBJAC Chapter 50. The new annual lease payment amount shall be paid retroactively to the beginning of that lease payment adjustment period.

(d) Lessee shall pay all appraisal costs associated with re-evaluating and making adjustments to the annual lease payment.

5. AUTHORIZED USE OF PREMISES

Lessee is authorized to use the Lease Premises for marine-related industrial use in conjunction with the adjacent lot, owned by Lessee, and related uses and operations. Lessee shall be responsible for obtaining all necessary permits and approvals for Lessee's development of the Leased Premises. Said development shall be initiated once it is economically feasible to do so, given the restrictions on the lot previously identified. Lessee is required to obtain approval of its development plans from the CBJ Docks and Harbors Board prior to any further development of the Leased Premises or improvements.

6. INSURANCE

Lessee shall provide a certification of proper insurance coverage to the City and Borough of Juneau. It is the Lessee's sole responsibility to determine the appropriate jurisdiction and that under no circumstances will CBJ be responsible for the employer not providing the proper insurance. All insurance shall require that the insurance company give prior written notice consistent with the terms of the policy, to the CBJ's Risk Management Officer prior to any cancellation, non-renewal, or reduction in the amount of coverage. The Lessee's insurance shall be primary and any insurance maintained by the CBJ shall be non-contributory. If the Lessee maintains higher limits than shown below, the CBJ shall be entitled to coverage for the higher limits maintained by the Lessee.

Commercial General Liability Insurance. Lessee shall maintain in full force and effect, at its own expense, at all times during this lease, commercial general liability insurance in the amounts of \$1,000,000 per occurrence and \$2,000,000 general aggregate. The insurance policy shall name CBJ as an "Additional Insured" and shall require that the insurance company give prior written notice consistent with the terms of the policy, to the CBJ's Risk Management Officer prior to any cancellation, non-renewal, or reduction in the amount of coverage. If the Lessee maintains higher limits than shown below, the CBJ shall be entitled to coverage for the higher limits maintained by the Lessee. The policy shall be endorsed to waive all rights of subrogation against the CBJ by reason of any payment made for claims under the coverage. Lessee will provide evidence of this insurance to CBJ in a form acceptable to the CBJ Office of Risk Management.

Property Insurance. Lessee acknowledges that CBJ carries no fire or other casualty insurance on the Lease Premises or improvements located thereon belonging to Lessee, and that it is the Lessee's obligation to obtain adequate insurance for protection of Lessee's buildings, fixtures, or other improvements, or personal property located on the Leased Premises, and adequate insurance to cover debris removal.

Upon development of the lot, as authorized in paragraph 5 above, the following insurance shall also be required under the same general conditions outlined above:

Marine General Liability. The Lessee must maintain Marine General Liability Insurance in an amount it deems reasonably sufficient to cover any suit that may be brought against the Lessee. This amount must be at least one million dollars (\$1,000,000.00) per occurrence, and two million dollars (\$2,000,000.00) aggregate. **The CBJ will be named as additional insured on this policy.**

Comprehensive Automobile Liability Insurance. The coverage shall include all owned, hired, and non-owned vehicles to a one million dollar (\$1,000,000.00) combined single limit coverage. The policy shall contain a MCS 90 Endorsement. **The CBJ will be named as additional insured on this policy.**

Workers Compensation Insurance. As required by Alaska Statute (AS 23.30), the Lessee must maintain Workers Compensation Insurance to protect the Lessee from any claims or damages for any personal injury or death which may arise from services performed on the Leased Premises. This requirement applies to the Lessee's firm, any subcontractors or assignees, and anyone directly or indirectly employed to perform work by the Lessee on the Leased Premises. The Lessee must notify the CBJ as well as the State Division of Workers Compensation immediately when changes in the Lessee's business operation affect the Lessee's insurance status. Statutory limits apply to Workers Compensation Insurance. The policy must include employer's liability coverage of one hundred thousand dollars (\$100,000.00) per injury and illness, and five hundred thousand dollars (\$500,000.00) policy limits. Lessee also agrees to provide evidence of Longshore and Harbor Worker's Insurance and Jones Act coverage if applicable to the Lessee's use of the Leased Premises. **The policy shall be endorsed to waive subrogation rights against the CBJ.**

**APPENDIX B: LEASE PROVISIONS REQUIRED BY
CBJ CHAPTER 53.20 and CBJ CHAPTER 50**

1. RESPONSIBILITY TO PROPERLY LOCATE ON LEASED PREMISES.

As required by CBJ 53.20.160, it shall be the responsibility of Lessee to properly locate Lessee's improvements on the Lease Premises and failure to so locate shall render Lessee's liable as provided by law.

2. APPROVAL OF OTHER AUTHORITIES.

As required by CBJ 53.20.180, the issuance by CBJ of leases, including this lease, under the provisions of CBJ Title 53 does not relieve Lessees of responsibility for obtaining licenses, permits, or approvals as may be required by CBJ or by duly authorized state or federal agencies.

3. TERMS AND CONDITIONS OF LEASES REQUIRED BY CBJ 53.20.190.

As required by CBJ 53.20.190, the following terms and conditions govern all leases and are incorporated into this lease unless modified by the Assembly by ordinance or resolution for this specific lease. Modifications of the provisions of this Appendix B applicable to this specific lease, if any, must specifically modify such provisions and be supported by the relevant ordinance or resolution to be effective.

(a) **Lease Utilization.** The Leased Premises shall be utilized only for purposes within the scope of the application and the terms of the lease, and in conformity with the provisions of CBJ code, and applicable state and federal laws and regulations. Utilization or development of the Leased Premises for other than the allowed uses shall constitute a violation of the lease and subject the lease to cancellation at any time.

(b) **Adjustment of Rental.** Lessee agrees to a review and adjustment of the annual rental payment by the Port Director not less often than every fifth year of the lease term beginning with the rental due after completion of each review period. Any changes or adjustments shall be based primarily upon the values of comparable land in the same or similar areas; such evaluations shall also include all improvements, placed upon or made to the land, to which the CBJ has right or title, excluding landfill placed upon the land by Lessee, except that the value of any improvements credited against rentals shall be included in the value.

(i) **Adjustment Dispute Resolution.** Should the Lessee disagree with the lease rent adjustment proposed by the Port Director, the Lessee shall pay for an appraisal and have the appraisal undertaken in accordance with the requirements set out in 05 CBJAC 50.050. In the event the Docks and Harbors Board disagrees with an appraisal, and the Board can not reach an agreement with the lessee on the lease rent adjustment, the Board shall pay for an additional appraisal and have the appraisal undertaken in accordance with the requirements set out in 05 CBJAC 50.050. The Board shall establish the lease rent adjustment based on this additional appraisal. In the event the Lessee disagrees with the lease rent adjustment, the lessee may appeal to the Assembly. The decision of the Assembly shall be final.

(c) **Subleasing.** Lessee may sublease Leased Premises or any part thereof leased to Lessee hereunder; provided, that the proposed sub-lessee shall first apply to CBJ for a permit therefore; and further provided, that the improvements on the Leased Premises are the substantial reason for the sublease. Leases not having improvements thereon shall not be sublet. Subleases shall be in writing and be subject to the terms and conditions of the original lease; all terms, conditions, and covenants of the underlying lease that may be made to apply to the sublease are hereby incorporated into the sublease.

(d) **Assignment.** Lessee may assign its rights and obligations under this lease; provided, that the proposed assignment shall be approved by CBJ prior to any assignment. The assignee shall be subject to all of the provisions of the lease. All terms, conditions, and covenants of the underlying lease that may be made applicable to the assignment are hereby incorporated into the assignment.

(e) **Modification.** The lease may be modified only by an agreement in writing signed by all parties in interest or their successor in interest.

(f) **Cancellation and Forfeiture.**

(i) The lease, if in good standing, may be cancelled in whole or in part, at any time, upon mutual written agreement by Lessee and CBJ.

(ii) CBJ may cancel the lease if it is used for any unlawful purpose.

(iii) If Lessee shall default in the performance or observance of any of the lease terms, covenants or stipulations thereto, or of the regulations now or hereafter in force, or service of written notice by City without remedy by Lessee of the conditions warranting default, CBJ may subject Lessee to appropriate legal action including, but not limited to, forfeiture of the lease. No improvements may be removed by Lessee or other person during any time Lessee is in default.

(iv) Failure to make substantial use of the land, consistent with the proposed use, within one year shall in the discretion of CBJ with approval of the Assembly constitute grounds for default.

(g) **Notice or Demand.** Any notice or demand, which under terms of a lease or under any statute must be given or made by the parties thereto, shall be in writing, and be given or made by registered or certified mail, addressed to the other party at the address of record. However, either party may designate in writing such new or other address to which the notice or demand shall thereafter be so given, made or mailed. A notice given hereunder shall be deemed delivered when deposited in a United States general or branch post office enclosed in a registered or certified mail prepaid wrapper or envelope addressed as hereinbefore provided.

(h) **Rights of Mortgage or Lienholder.** In the event of cancellation or forfeiture of a lease for cause, the holder of a properly recorded mortgage, conditional assignment or collateral Lease Agreement for Lot 2, Alaska Tidelands Survey No. 7 & Lease Addition

Page 8 of 13

assignment will have the option to acquire the lease for the unexpired term thereof, subject to the same terms and conditions as in the original lease.

(i) **Entry and Reentry.** In the event that the lease should be terminated as hereinbefore provided, or by summary proceedings or otherwise, or in the event that the demised lands, or any part thereof, should be abandoned by Lessee during the term, CBJ or its agents, servants, or representative, may, immediately or any time thereafter, reenter and resume possession of lands or such thereof, and remove all personals and property there from either by summary proceedings or by a suitable action or proceeding at law without being liable for any damages therefor. No reentry by CBJ shall be deemed an acceptance of a surrender of the lease.

(j) **Lease.** In the event that the lease should be terminated as herein provided, or by summary proceedings, or otherwise, CBJ may offer the lands for lease or other appropriate disposal pursuant to the provisions of CBJ code.

(k) **Forfeiture of Rental.** In the event that the lease should be terminated because of any breach by Lessee, as herein provided, the annual rental payment last made by Lessee shall be forfeited and retained by CBJ as partial or total damages for the breach.

(l) **Written Waiver.** The receipt of rent by CBJ with knowledge of any breach of the lease by Lessee or of any default on the part of Lessee in observance or performance of any of the conditions or covenants of the lease, shall not be deemed a waiver of any provision of the Lease. No failure on the part of the CBJ to enforce any covenant or provision therein contained, nor any waiver of any right thereunder by CBJ unless in writing, shall discharge or invalidate such covenants or provisions or affect the right of CBJ to enforce the same in the event of any subsequent breach or default. The receipt, by CBJ, of any rent or any other sum of money after the termination, in any manner, of the term demised, or after the giving by CBJ of any notice thereunder to effect such termination, shall not reinstate, continue, or extend the resultant term therein demised, or destroy, or in any manner impair the efficacy of any such notice or termination as may have been given thereunder by CBJ to Lessee prior to the receipt of any such sum of money or other consideration, unless so agreed to in writing and signed by CBJ.

(m) **Expiration of Lease.** Unless the lease is renewed or sooner terminated as provided herein, Lessee shall peaceably and quietly leave, surrender and yield up to the City all of the leased land on the last day of the term of the lease.

(n) **Renewal Preference.** Any renewal preference granted Lessee is a privilege, and is neither a right nor bargained for consideration. The lease renewal procedure and renewal preference shall be that provided by ordinance in effect on the date the application for renewal is received by the designated official.

(o) **Removal or Reversion of Improvement upon Termination of Lease.** Improvements owned by Lessee shall within sixty calendar days after the termination of the lease be removed by Lessee; provided, such removal will not cause injury or damage to the lands or improvements demised; and further provided, that CBJ may extend the time for removing such
Lease Agreement for Lot 2, Alaska Tidelands Survey No. 7 & Lease Addition Page 9 of 13

improvements in cases where hardship is proven. Improvements owned by Lessee may, with the consent of CBJ, be sold to the succeeding Lessee. All periods of time granted Lessee to remove improvements are subject to Lessee's paying the CBJ pro rata lease rentals for the period.

(i) If any improvements and/or chattels not owned by CBJ and having an appraised value in excess of five thousand dollars as determined by the assessor are not removed within the time allowed, such improvements and/or chattels on the lands, after deducting for CBJ rents due and owning and expenses incurred in making such sale. Such rights to proceeds of the sale shall expire one year from the date of such sale. If no bids acceptable to the Port Director are received, title to such improvements and/or chattels shall vest in CBJ.

(ii) If any improvements and/or chattels having an appraised value of five thousand dollars or less, as determined by the assessor, are not removed within the time allowed, such improvements and/or chattels shall revert to, and absolute title shall vest in, CBJ.

(p) **Rental for Improvements or Chattels not Removed.** Any improvements and/or chattels belonging to Lessee or placed on the lease during Lessee's tenure with or without his permission and remaining upon the premises after the termination date of the lease shall entitle CBJ to charge Lessee a reasonable rent therefor.

(q) **Compliance with Regulations Code.** Lessee shall comply with all regulations, rules, and the code of the City and Borough of Juneau, and with all state and federal regulations, rules and laws as the code or any such rules, regulations or laws may affect the activity upon or associated with the leased land.

(r) **Condition of Premises.** Lessee shall keep the premises of the lease in neat, clean, sanitary and safe condition and shall take all reasonable precautions to prevent, and take all necessary action to suppress destruction or uncontrolled grass, brush or other fire on the leased lands. Lessee shall not undertake any activity that causes or increases a sloughing off or loss of surface materials of the leased land.

(s) **Inspection.** Lessee shall allow an authorized representative of CBJ to enter the lease land for inspection at any reasonable time.

(t) **Use of Material.** Lessee of the surface rights shall not sell or remove for use elsewhere any timber, stone, gravel, peat moss, topsoils, or any other materials valuable for building or commercial purposes; provided, however, that material required for the development of the leasehold may be used, if its use is first approved by the CBJ.

(u) **Rights-of-Way.** CBJ expressly reserves the right to grant easements or rights-of-way across leased land if it is determined in the best interest of the CBJ to do so. If CBJ grants an easement or right-of-way across the leased land, Lessee shall be entitled to damages for all Lessee-owned improvements or crops destroyed or damaged. Damages shall be limited to improvements and crops only, and loss shall be determined by fair market value. Annual rentals may be adjusted to compensate Lessee for loss of use.

(v) **Warranty.** CBJ does not warrant by its classification or leasing of land that the land is ideally suited for the use authorized under the classification or lease and no guaranty is given or implied that it shall be profitable to employ land to said use.

(w) **Lease Rental Credit.** When authorized in writing by CBJ prior to the commencement of any work, Lessee may be granted credit against current or future rent; provided the work accomplished on or off the leased area results in increased valuation of the leased or other city and borough-owned lands. The authorization may stipulate type of work, standards of construction and the maximum allowable credit for the specific project. Title to improvements or chattels credited against rent under this section shall vest immediately and be in CBJ and shall not be removed by Lessee upon termination of the lease.

APPENDIX C: STANDARD PROVISIONS

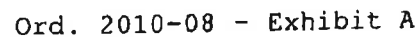
- (1) **Holding Over.** If Lessee holds over beyond the expiration of the term of this lease and the term has not been extended or renewed in writing, such holding over will be a tenancy from month-to-month only.
- (2) **Interest on Late Payments.** Should any installment of rent or other charges provided for under the terms of this lease not be paid when due, the same shall bear interest at the rate established by ordinance for late payments or at the rate of 12 percent per annum, if no rate has been set by ordinance.
- (3) **Taxes, Assessments, and Liens.** During the term of this lease, Lessee shall pay, in addition to the rents, all taxes, assessments, rates, charges, and utility bills for the Leased Premises and Lessee shall promptly pay or otherwise cause to be discharged, any claim resulting or likely to result in a lien, against the Leased Premises or the improvements placed thereon.
- (4) **Easements.** Lessee shall place no building or structure over any portion of the Leased Premises where the same has been set aside or reserved for easements.
- (5) **Encumbrance of Parcel.** Lessee shall not encumber or cloud City's title to the Leased Premises or enter into any lease, easement, or other obligation of City's title without the prior written consent of the City; and any such act or omission, without the prior written consent of City, shall be void against City and may be considered a breach of this lease.
- (6) **Valid Existing Rights.** This lease is entered into and made subject to all existing rights, including easements, rights-of-way, reservations, or other interests in land in existence, on the date of execution of this lease.
- (7) **State Discrimination Laws.** Lessee agrees, in using and operating the Leased Premises, to comply with applicable sections of Alaska law prohibiting discrimination, particularly Title 18 of the Alaska Statutes, Chapter 80, Article 4 (Discriminatory Practices Prohibited). In the event of Lessee's failure to comply any of the above non-discrimination covenants, City shall have the right to terminate the lease.
- (8) **Unsafe Use.** Lessee shall not do anything in or upon the Leased Premises, nor bring or keep anything therein, which will unreasonably increase or tend to increase the risk of fire or cause a safety hazard to persons or obstruct or interfere with the rights of any other tenant(s) or in any way injure or annoy them or which violates or causes violation of any applicable health, fire, environmental or other regulation by any level of government.
- (9) **Hold Harmless.** Lessee agrees to defend, indemnify, and save CBJ, its employees, volunteers, consultants, and insurers, with respect to any action, claim, or lawsuit arising out of the use and occupancy of the Leased Premises by Lessee. This agreement to defend, indemnify, and hold harmless is without limitation as to the amount of fees, and without limitation as to any damages resulting from settlement, judgment or verdict, and includes the award of any attorneys

fees even if in excess of Alaska Civil Rule 82. The obligations of Lessee arise immediately upon notice to CBJ of any action, claim, or lawsuit. City shall notify Lessee in a timely manner if the need for indemnification, but such notice is not a condition precedent to Lessee's obligations and may be waived where Lessee has actual notice. This agreement applies, and is in full force and effect whenever and wherever any action, claim, or lawsuit is initiated, filed, or otherwise brought against the CBJ.

(10) **Successors.** This lease shall be binding on the successors, administrators, executors, heirs, and assigns of Lessee and CBJ.

(11) **Choice of Law; Venue.** This lease shall be governed by the law of the State of Alaska. Venue shall be in the State of Alaska, First Judicial District at Juneau.

Attachment (1)



4 of 4

2010-007778-0



AMALGA HARBOR FISH CLEANING FLOAT FEASIBILITY STUDY

-DRAFT-



ACKNOWLEDGEMENTS

AMALGA HARBOR FISH CLEANING FLOAT COOPERATIVE AGREEMENT NUMBER 15-049



FUNDED IN PART BY ALASKA DEPARTMENT OF FISH AND GAME

PREPARED BY DOCKS AND HARBORS STAFF

DECEMBER 16, 2015

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EXECUTIVE SUMMARY

This feasibility study examines options to improve the users experience at Amalga Harbor by reducing conflicts with fish cleaning activity at the end of the float. Three nearby remote sites were examined for a remote cleaning float to remove the activity from the immediate float area. Numerous options were examined:

- Do Nothing
- Provide Remote Site
- Add Floats to Existing Boarding Float
- Remove Fish Cleaning Table

Three options are presented to extend the existing float and one option adds a second ramp and float. An upland cleaning station option is discussed along with removal of the cleaning table on the float or just do nothing and wait for new Auke Bay Launch facility to come on line and perhaps reevaluate later. All options presented could include widening the entrance channel to increase the basin size by rock excavation or this could be as standalone project.

All the remote sites create new problems for harbor staff and creel census takers for the two agencies involved and would likely require a new Environmental Assessment, Submerged Land Use Permits from the Department of Natural Resources and new Corps of Engineers Permit. The upland cleaning alternative is the most complex and expensive far exceeding the complexity of the problem to be addressed requiring similar permits to the remote sites. Adding another launch ramp would require land and development of approximately 50 parking spaces and does not appear to be needed or desired by the public or harbor management.

Extending the float by adopting Alternative 4c does appear to be the best option. Improving the existing facility by constructing a 12'x75' float at the end of the existing float, moving the cleaning activity to the end of the new float with not less than two tables significantly addresses the problem. By more than doubling the available length of boarding float available at low tide will significantly enhance the cleaning station availability, improve access to the ramp without significant impact to the environment. An amended or new Corps of Engineers Navigation permit will be required. The proposed float is over submerged tidelands currently under management of CBJ, Docks and Harbors.

Construction estimates for all waterborne alternatives are found in APPENDIX F, it is anticipated that without unusual permitting costs, the existing project agreement for this feasibility study, permits and design is sufficient to provide a bid package for the described project.

INTRODUCTION TO THE PROJECT

The City and Borough of Juneau owns and operates the Amalga Harbor Launch Ramp facility constructed with local match funds and Alaska Department of Fish and Game, Division of Sport Fish, Sport Fish Access funds. The facility is a high use area and users have identified a conflict at the facility between fish cleaning and launch/retrieve activities. To address this issue, an agreement was executed November 21, 2014 between the Alaska Department of Fish and Game, Division of Sport Fish and the City and Borough of Juneau. The goal of the agreement was:

"To determine the most appropriate and feasible floating fish cleaning station that would service boaters at Amalga Harbor, and construct the station, if feasible. Traffic flow and boat/vehicle congestion in the area of the load and lunch ramps may also be reviewed to determine if there are any other feasible solutions that may help. This agreement covers the feasibility study, preliminary design and permitting, if applicable (Phase I) of the Amalga Harbor Fish Cleaning Float project. This agreement will be amended to add funds in order to complete Phase II, construction if a feasible solution is vetted through the Phase I process."

DESCRIPTION OF SITE



FIGURE 1

Adjacent to the Earnest Gruening State Park is the Amalga Harbor Launch Ramp, a popular and heavily used facility to access the waters of north end of Stephens Passage, south end of Lynn Canal and Icy Strait. Use is primarily seasonal, spring through late fall, but winter use occurs for hunting, crabbing and fishing. Chinook and Silver Salmon, Halibut and Dungeness crab are the preferred species readily caught in season. ADF&G conduct creel census activity at the float and at times take samples from landed salmon species. Amalga Harbor Road, connecting the facility to Glacier Highway, was recently reconstructed with new bridges, paving and improved drainage. Upon arrival at the facility there is room for a smooth flow to the lower parking lot and into the two ramp approach lanes. Traffic flows is quite smooth through the facility and the 107 car/trailer and 43 car spaces appear adequate but as predicted in the 2003 Environmental Assessment for the existing layout there is still some overflow on the approach road on Salmon Derby days and a few days when the weather is so magnificent demand is high.

The most common size boats using the facility are under 19' with 40% between 19 and 24 feet¹ and few larger. An adjacent kayak ramp is available for manual launching kayak, canoe and inflatables.

The facility, located at the end of Amalga Harbor Road, consists of several acres of parking with a double lane concrete launch ramp divided by an on grade boarding float. The end of ramp water depth is at approximately -4' MLLW (Mean Lower Low Water) and -7' MLLW at the end float. The entire basin is dredged to -7' MLLW. The extreme tide range is approximately 25' with a mean tide

range of approximately 13.7'. Electricity is available and provides area lighting in the ramp area and upland parking. A step down transformer is located at the intersection Amalga Harbor Drive and the driveway to the State Park. There is no developed water source on site and sewer service is a permanent stall vault with scheduled pumping service. The 268' long boarding float lies between two lanes of concrete surfaced ramp beginning at the edge of the staging area and extending out into the basin past the end of the ramp lanes. There is one fish cleaning table at the end of the float. There is no water service available on the float. At times the end of the float gathers fish waste and requires cleaning.

Fish waste is disposed directly into the water where it eventually is consumed or decayed into the water column and bottom sediment. Crab shells take considerably longer to break down and are visible at low tide year



FIGURE 2

¹ CBJ Launch Ramp User Survey and Demand Forecast, November 2010

around. Biodegradation of flesh is rapid. Occasionally a fish carcass will appear on the ramp but critters, from birds to enzymes consume entrails and there is little visible evidence of accumulation over time. Also, a few naturally returning chum salmon will accumulate, spawn, die and decay in the basin.



FIGURE 3 - PRIVATE FLOAT

The approach into the basin and float is from the north behind Kishbrock Island and an unnamed islet on the east. The islet is isolated on most high tides but a short isthmus bares at approximately +11' tide connecting it to mainland. Low tide reveal within the sheltered basin exposes considerable tide flats and rock outcroppings around the perimeter that significantly reduce the effective basin area. After entering from the north, a ninety degree left turn leads to the small basin containing the float. Protruding more than halfway into the basin and baring at low tide is a peninsular reef defining the entrance on the port shore on entering and the approach to the float that favors the starboard shore at the ramp end. The inner basin is small relative to the amount of use but most days is adequate. Seasonally sunny days when the ramp is heavily used ramp activity is limited to about 120' (from two sides) of boarding float length with depth at tides below 0.0 MLLW.

There is a private permitted float south of the public float which goes dry at lower tides. There are private parcels with cabins and residences shore side in Amalga Harbor. In addition, Huffman Harbor, immediately adjacent to Amalga Harbor is lined with shore side residences and mooring buoys. Eagle Harbor, a larger bight just north of Amalga Harbor fronted by the State Park offers less natural protection than Amalga and is seasonally occupied by fish rearing pens and frequented seasonally by gillnetters, seiners and packers working or waiting for openings.



FIGURE 4 - ISTHMUS REVEALED AT TIDE LEVEL BELOW 11' MLLW

The islands and rock outcrops surrounding Amalga Harbor offer considerable protection inside the basin proper at lower tides. Exposure to the SE and Westerly direction is blocked, however from the NW, when the tide rises and the isthmus is submerged, a significant gap exposes the float to incident waves. Wind driven wave conditions in Lynn Canal are notorious. The conditions immediately outside the entrance can be extreme in strong northerly gales. Using a sustained wind speed of 65 knots from 336 degree (true) in Lynn Canal with consideration of the reduced exposure from the Eagle Beach delta, the site will likely experience waves of 5-6' at the entrance and the gap to the north at high tide. Summer winds tend to be considerably less intense, but sustained winds of 20 knots would be reasonable threshold for boating activity for small craft using the cleaning facility. Waves inside the basin are negligible except for winds from the NW at high tide, but the lee side of the float makes boarding conditions acceptable in these conditions.

PROBLEM STATEMENT

Amalga Harbor is a busy and congested launch facility. The navigational approach to the float is narrow with a right angle turn and a protruding reef defining the channel into the small basin. The physical constraints imposed by the small basin, reef protrusion, and the fish cleaning activity at the end of the float creates congestion that hinders launch and retrieving activity. This is exacerbated at lower tides as the perceived available maneuvering basin decreases significantly and the floating length of the boarding float is reduced for load/unloading of trailered vessels.

The objectives of this project are to mitigate the impact of fish cleaning on launch and retrieval activity by increasing the available space on the boarding float for launch and retrieve activity, or separating the activity if possible by providing for increased fish cleaning capacity at a location with acceptable wave climate, standby maneuvering area and unobstructed water depths.

LOCATION STUDY SITES AND FINDINGS

For this location study a 16'x28' fish cleaning float was determined to be the optimal functional size, but public comments recommended float size be increased to 20'x28' minimum with some preference for even larger. The increased length of one side to 20' can better accommodate the majority of the under 19' users. Consideration for extending the existing float was incorporated from public comments.

Turning diameter for small boats is approximately one and one half to three boat lengths. The 100' radius around the float is shown on sketches to indicate scale on otherwise hard to discern scale on aerial photos in addition to maneuvering room around the float required to be void of underwater obstructions. This footprint provides sufficient space for clear navigation around the float assuming one maneuvering to leave plus one circling outboard for an approach. Amenities provided can be as simple as tables and user provided buckets for water to a more sophisticated off grid solar/battery powered electric pump wash down capability. Depending on depth of water, bottom conditions and exposure specific design elements are not directly addressed beyond limited discussion. Schematics will show piling as the preferred securing method, but site conditions may dictate anchoring.

Extending the existing boarding float and relocating the fish cleaning activity to the end was not immediately considered as informal scoping discussions suggested looking at remote sites as better suited to meeting the project objectives. However, after serious comments from the funding agency, land use issues and possibly environmental assessments required at a more remote location, the extended float alternative was added to the study for further consideration. Though approach maneuvering area is limited and already visibly congested at times as returning craft enter the basin and wait for space to clear on either side of the boarding float, further consideration in later drafts is given to extending the float with the cleaning activity at the end float. The extend float option is discussed as Site 4 and includes four alternatives.

Though the funding agreement provides for feasibility of a floating cleaning station, a shore side station and do nothing alternatives are also discussed. Also, though access, traffic flow and parking could be included in the scope, no significant issues were identified in the public meeting or by harbor management. Other than on a few extremely high use days the parking overflows to the approach road. There are about 105 car/trailer and 47 cars spaces which is in line with standard design criteria for a two lane launch ramp.



FIGURE 5 - REMOTE SITES OUTSIDE BASIN

Each remote study location was examined for wind wave conditions, water depths with bottom profile, and other parameters. Winter or extreme wind/wave conditions are 65 knot winds (one minute sustained) from the Northwest and Southeast for each location. Summer operating limits for the fish cleaning activity is 20 knot winds from Northwest, Southeast and Southwest directions. The 20 knot threshold is examined as a reasonable upper limit on conditions where small skiffs might still be operating. It must be noted that the wind/wave estimations are reasonable for comparison purposes for each site but waves in and around obstructions through refraction and diffraction create their own unique characteristics that are far beyond the scope of this analysis.

LOCATION STUDY SITE 1

- a) Relocated fish cleaning activity to a remote 20'x28' float within the protected basin behind Kishbrock Island and near the connecting entrance to Huffman Harbor.
- b) Removes cleaning activity from float effectively expanding holding capacity for launch/retrieve-load/unload activity.
- c) Remote location may negatively impact creel count activity at ramp.
- d) Waste disposal into deeper water, relatively open water way improves dispersal of entrails and carcasses.
- e) Secured with anchors or piling bottom depth approx. -12' MLLW.
- f) Location most secure and safe for activity and winter survival. Summer wind/wave conditions would be good at less than 6" and winter 1-2'.
- g) Bottom is muddy sand overburden of unknown depth and generally flat across the site, rock shoreline is steep.
- h) Likely the cost for construction and annual maintenance.
- i) DNR Submerged Land Use Permit required.
- j) Corps of Engineers Navigation Permit required.



FIGURE 6 - BOTTOM PROFILE SITE 1

LOCATION STUDY SITE 2

- a) Relocate fish cleaning to a remote 20'x28' float within Eagle Harbor on the East shoreline.
- b) Effectively removes congestion from fish cleaning activity and dedicates 100% of boarding float for intended purpose.
- c) Remote location may negatively impact creel count activity at ramp.
- d) Remove biomass waste overload from shallow water minimal dispersion to deeper water, higher circulation broader dispersal of entrails and carcasses and reduced bottom biological load directly under float.
- e) Float would have to be designed for endurance for Northwest exposure over the winter, and exposed in summer Northwest and Southwest winds offering less than ideal conditions for small skiffs.
- f) Exposure is predominantly NW with summer wind/wave conditions of 1.5-3' and winter waves of 5-9'.
- g) Frequent summer southwest winds would create waves of 0.7 to 1.3'. Exposure would limit safe use by smaller skiffs.
- h) DNR Submerged Land Use Permit required.
- i) Corps of Engineers Navigation Permit required.

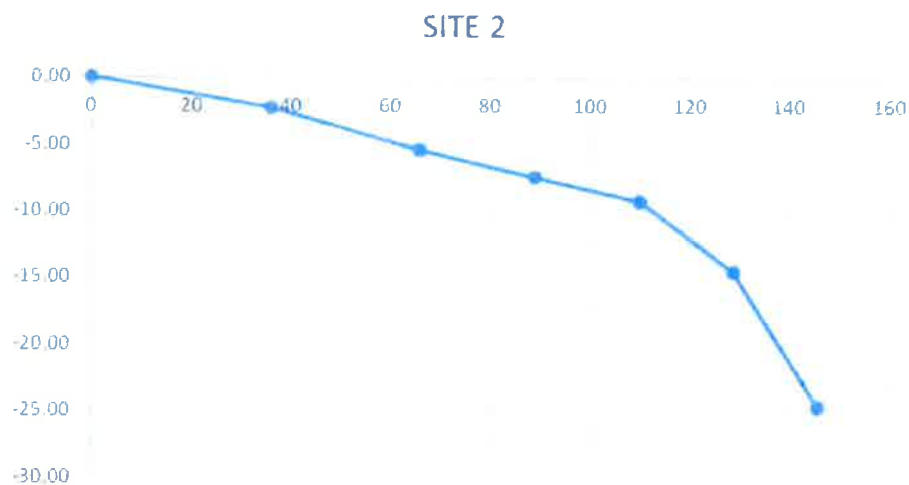


FIGURE 7 - BOTTOM PROFILE SITE 2

LOCATION STUDY SITE 3 from 0.0' MLLW

- a) Relocate fish cleaning to a remote 20'x28' float within Eagle Harbor in the small bight on the northeast shore.
- b) Float would have to be designed for endurance for exposure over the winter, but would also be more exposed in summer winds and less than ideal conditions for small skiffs.
- c) Remote location may negatively impact creel count activity at ramp.
- d) Effectively removes congestion from fish cleaning activity and dedicates 100% of boarding float for intended purpose.
- e) Remove biomass waste overload from shallow water minimal dispersion to deeper water, higher circulation broader dispersal of entrails and carcasses and reduced bottom biological load directly under float.
- f) Location is exposed to Southwest and Westerly directions but more protected from Northerlies. Summer wind wave conditions of 2-4' and winter considerably more.
- g) More exposed to Summer SW winds at 20 knots would experience waves of 1.3 to 2.1'.
- h) Bottom drops fast at depths below -6'. Shallow waters has a layer sand/gravels with underlying rock at unknown depth, but steep slopes at depth suggest rock slopes making piling difficult to hold in place while driving.
- i) Higher cost for construction and more annual maintenance than Study Location 1.
- j) DNR Submerged Land Use Permit required.
- k) Corps of Engineers Navigation Permit required.

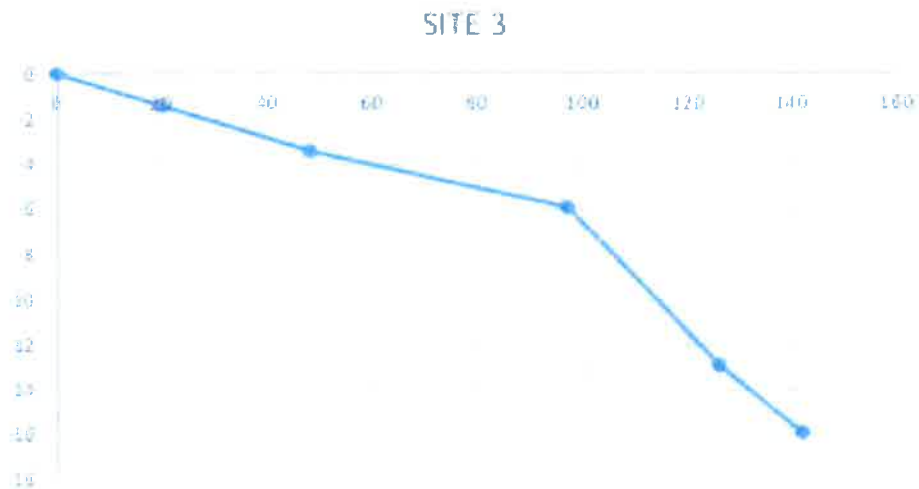


FIGURE 8 - BOTTOM PROFILE SITE 3 BELOW 0.0' MLLW

LOCATION SITE 4a

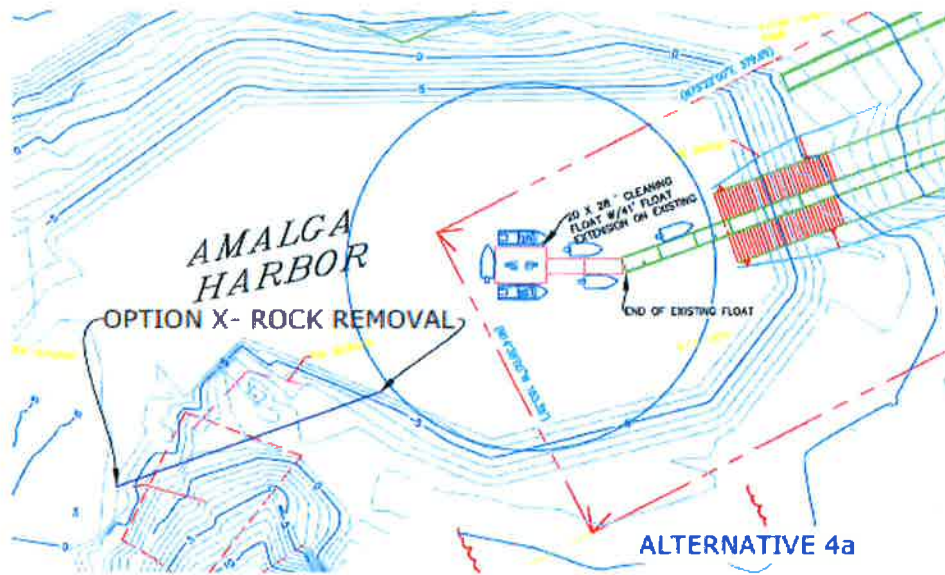


FIGURE 9 – ALTERNATIVE 4a

Extend existing float by two 20.5' sectional floats with 20'x28' fish cleaning float at end, angled to center the cleaning 120' additional boarding moorage at end of existing float.

- a) Basin limits encroach within the desired 100' radius clear zone.
- b) Wind and wave conditions same as existing.
- c) Connected float will not hinder active creel census activity.
- d) Angling the float will improve the clearance to the south shore line at lower tides and balance access between the two sides.
- e) Same water depth for dispersion of waste as existing but further from ramp.
- f) Within existing CBJ management area.
- g) Consistent environmental conditions with existing permitted facility.
- h) Corps of Engineers Navigation and 404 Permit required.

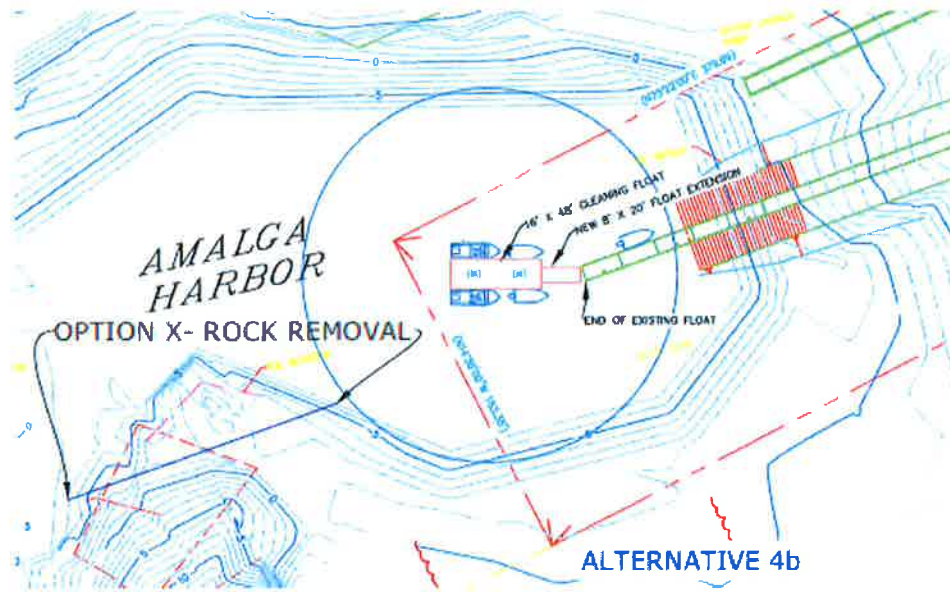


FIGURE 10 – ALTERNATIVE 4b

- a) Extend existing float by one 20.5' sectional float with 16'x48' fish cleaning float at end, angled to center the cleaning float in basin.
- b) Relocating cleaning from existing float provides 80' of boarding moorage at end of existing float.
- c) The basin width is less than the desired 100' clear zone around the float.
- d) Good sheltering from wind and wave conditions.
- e) Creel census activity unaffected with connected float.
- f) Angling the float will improve the clearance to the south shore line at lower tides and perhaps balance the ease of access to both sides.
- g) Rock excavation at entrance would improve access.
- h) Same water depth for dispersion of waste as existing, but further from ramp.
- i) Within CBJ management area.
- j) Minimal impact to environmental conditions with existing permitted facility.
- k) Corps of Engineers Navigation Permit required.

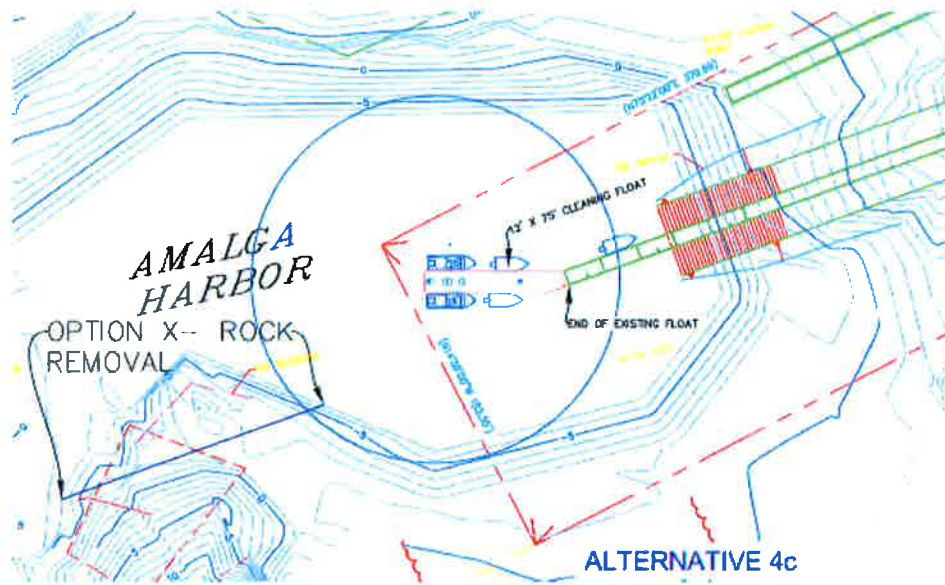


FIGURE 11

- a) Provides Extend existing float with a 12'x75' fish cleaning float at end, angled to center the cleaning float in basin.
- b) 40' of boarding moorage included on new float extension.
- c) The basin width is less than the optimum lapping into the desired 100' clear zone around the float.
- d) Wind and wave conditions at this site are similar to current condition.
- e) Connected float will maintain routine creel census activity.
- f) Angling the float will improve the clearance to the south shore line at lower tides and balance a preferred float side bias to the south.
- g) Same water depth for dispersal of waste as existing, but further from ramp.
- h) Within CBJ management area.
- i) Minimal impact to environmental conditions within existing permitted activity.
- j) Corps of Engineers Navigation Permit required.

ALTERNATIVE 4d



FIGURE 12

- a) Add a third launch ramp and a second boarding float.
- b) Significantly adds throughput capacity.
- c) Would require significant modifications to traffic flow in uplands and require approximately 50 more parking spaces which would require new land acquisition or lease.
- d) Added capacity of this magnitude is not identified as an important need.
- e) Provides more options for launching and retrieving.
- f) Some impact to existing kayak ramp.
- g) Only one side of the float would be usable for launch and retrieval activity.
- h) Minimal impact to environmental conditions with existing permitted facility.
- i) Within CBJ management area.
- j) Corps of Engineers Navigation and 404 Permit required.

LOCATION STUDY SITE 5



- a) Relocate fish cleaning activity to an upland shore side facility in the adjacent parking lot.
- b) Removes cleaning activity from the float effectively expanding holding capacity for launch/retrieve-load/unload activity.
- c) Requires substantial upland facility development. Develop water source by drilling well or salt water intake, pumping and pipeline. Disposal system would require considerable grinding, pumping, pipeline and outfall construction to get waste to acceptable deep water disposal location. The distance and predominance of rock between the upland area and deep water of the site are not ideal for such a construction in addition to the increase operating cost to maintain it.
- d) Traffic flow through the Amalga Facility would be modified to accommodate several car-boat trailer combinations to stop, unload fish to cleaning tables then reload fish and out Amalga Harbor Road.
- e) Introducing this activity upland would reduce the car/trailer and car parking spaces unless additional upland area was incorporated into the facility.
- f) Uplands under Docks and Harbors management.
- g) NPDES Storm water Permit.
- h) Corps of Engineers Navigation and 404 Permit required for intake and outfall construction.
- i) DNR water use permit for potable water if provided by a well.

LOCATION STUDY SITE 6

- a) Remove the fish cleaning table from the existing boarding float and provide no alternate nearby.
- b) Simplest solution to resolve congestion but removes convenient high demand function from site.
- c) May eliminate some congestion but users may still hold up retrieval activity to clean fish on the float leaving a bigger mess.
- d) Some may take fish to Auke Bay to use cleaning tables.
- e) There may be some continued requests to replace table.
- f) Facility management option, No permits required.

LOCATION STUDY OPTION DO NOTHING

- a) No action is taken on the problem statement with this alternative.
- b) No further costs will be incurred by Docks and Harbors or Alaska Department of Fish and Game.
- c) Higher use of Amalga by users avoiding Statter Harbor is mentioned but not quantified in 2010 CBJ User Study². Congestion and conflicts may be reduced by completion of Auke Bay Launching Ramp Project in 2016/17 as users make higher use of that expansion and improvement.

EVALUATION OF ALTERNATIVES

In addition to addressing the functional aspects of fish cleaning and boarding float congestion and efficiency, the proposed project must provide a reasonably tranquil shelter for the small water craft stopping to clean fish before approaching the Amalga Basin. This means alternatives must provide a wind wave climate similar to those experienced within the existing basin and suitable for the smaller skiffs. Standard inner harbor criteria for wave height expected is less than 1' for marinas and less than 6" for small skiffs. A recommended design wave criteria for reasonably safe operating experience at the proposed facility is less than 6" in summer conditions.

The effectiveness and suitability of alternative sites are measured against the following criteria formulated as project objectives:

- Relieve congestion in the basin and at the end of the existing boarding float in Amalga Harbor.
- Eliminated or substantially reduce conflict between fish cleaning activity and boarding float activity.
- Locate so disposal of entails and carcasses have a chance of greater dispersion with water depth and tidal exchange rates under and around the float site.
- Location must provide wave conditions less than 6" in summer wind conditions in any direction up to 20 knots, an upper bound on most small craft for venturing out in higher wave conditions.

Site 1, located within the naturally occurring protective barriers yields very favorable water born solution to the problem statement and project objectives. The wave climate will always be better here than Site 2 or 3. The proximity to the basin and limited exposure in all directions with adequate water depth offer improved circulation to reasonably satisfy all the project objectives. Water depth is almost twice the existing location and tidal currents should be significantly stronger providing enhance flushing as the tide changes twice each day. The initial cost of the float will be lower than Site 2 or 3 and debris collection on the deck over winter will significantly less than other more exposed sites.

Sites 2 and 3 are located outside the relatively tranquil and natural enclave provided by sheltering island and rock outcroppings inside of Kishbrock and other islands near the entrance to the Amalga Basin. Each has exposure either from the SE, SW or NW that in particular winds, conditions would not be satisfactory for tie up, transferring fish and coolers before returning to the dock. Each generally satisfy other project objectives. Cost differences would result from longer piling or anchor gear and robust float construction to survive the exposure. Preparation for summer use will likely include removing debris collected on the deck over the

² CBJ Launch Ramp User Survey and Demand Forecast, November 2010

winter and potential damage repair. However, the exposure factor eliminates Site 2 and 3 from further serious consideration for the intended purpose.

The major challenges for Site 1 are Submerged Land Use Permit from the Department of Natural Resources and overcoming issues associated with the Department of Fish and Game creel census. Also, a new Environmental Assessment associated with a new remote location and the expanded scope of responsibility for harbor staff to access, inspect, operate and maintain the facility. Nevertheless, Site 1 is the only remote location examined offering a protected location with adequate area in close proximity to the launch ramp.

Site 4, generally described as extending the existing float system, is presented with four alternative layouts for consideration. The extended float would be angled to more evenly divide traffic each side of the float. Each alternative includes cleaning stations and additional length for boarding activity. Alternative 4d, the addition of a new ramp and boarding float was briefly investigate but there is no indication from public comments or harbor management that this option is need or desirable. It would require approximately 50 new car trailer parking places and land acquisitions and likely have wetland impacts.

The Table below, Figure 13 provides a comparison Alternatives 4a, 4b and 4c. The somewhat arbitrary allocation of space to cleaning is for comparative consideration only. If no cleaning activity is taking place all dock sides are available for boarding activity. If allocated space is used for cleaning the net new moorage remains available. On any given day, demand for cleaning tables may reduce the available boarding float by like amount. In every case the added length is substantial which should allow most new arrivals to find a space in the line waiting retrieval.

There may be some risk that the added length will become a nuisance if long term and overnight moorage is tolerated. Signage and consistent enforcement will be required to manage that risk.

SITE 4 Alternative		TOTAL LENGTH/ NEW		COMMENT
4a		196		
New cleaning	76	✓		two sides and end
New moorage	80		120	two sectional floats plus converted float
converted to moorage	40			last float unit with table removed become moorage
4b		176		
New cleaning	96	✓		two sides without end use
New moorage	40		80	one sectional float plus converted float
converted to moorage	40			last float unit with table removed become moorage
4c		190		
New cleaning	96	✓		allocate 48' on two sides
New moorage	54		94	allocate 27' on two sides plus converted float
converted to moorage	40			last float unit with table removed become moorage

FIGURE 13

To some degree, the introduction of additional boarding float into the basin area reduces maneuvering area in the basin, but the added float would provide more available dock space requiring less wait time maneuvering. The distance to the basin dredge limits is less than the desired 100 feet but represents approximately 80-85% of the desired value. On high volume days, the shortened clear basin after passing narrow entrance at low tide may cause some to hold outside the basin before proceeding.

Observing activity at Amalga during low tide during the 2015 Golden North Salmon Derby, the tide at 7:30 am was about -1.3' and there were 5 boats on one side, two deep with one one more launching without sufficient water to float before derby validation began. With this level of use, an additional holding float would have been a welcome addition. It's difficult to quantify the value and impacts of adding float to the existing but it would likely improve the overall utility of the facility, and relieve some wait time for moorage during launch and retrieval. It can be argued that adding more float will only shift the congestion outboard to toward the new end. This is true to some degree, however, having additional float length will mitigate low tide congestion by adding lineal feet of the boarding float. Adding as much as 75 feet on two sides would significantly improve the que line situation arriving and departing. However, since launching ramps are generally managed by the users themselves, at times, the process is not always efficient and orderly. Signage on ramp etiquet was highly suggested at the public meeting and is being implemented along with management outreach to customers regarding ramp etiquet.

It would not be unreasonable to assume some users currently cleaning fish offshore would bring the catch dockside with some increase in waste volume. Tables separated along the float will distribute debris zones under the float in the same water depth of 7' but no real improvement in waste dispersion is expected.

All options could include removing the rock outcropping at the entrance to the basin. The rock excavation volume is approximately 300 cubic yards, a very small volume relative to the expense and time of permitting and mobilizing men and equipment to accomplish the task of drilling, underwater blasting, dredging and disposal. While removal of the rock would open the basin approach, the channel width currently at approximately 100' is sufficient for two way traffic for small craft using the ramps when directional separation is observed. A channel marker on the rock would enhance channel definition at the narrowest section but signage at the information board at the top of the ramp make users aware of the hazaard and basin limits.

Appendix F contains cost estimates for the floating Alternatives 4a, 4b, 4c and Option X ("X" for excavation)

Site 5, is the alternative that would move the cleaning activity to the upland area. The launch and retrieval preparation areas provide space to prepare the boat for launch or the boat trailer and vehicle for the highway and occurs near the top of the ramp. Introducing a cleaning station to the uplands requires separation further along the exit corridor after the retrieval lane and before the exit point. Assumed are two cleaning stations before the final exit lane and a bypass lane. This alternative inserts the fish cleaning activity into the exit flow after retrieval and trailering preparations but would displace the current congestion to the upland area, requiring the loss of car/trailer parking to provide room for structures, lanes and bypasses and offering no significant improvement to the experience at the Amalga site. The necessary water supply and disposal system is achievable, subject to obtaining appropriate permits; however it is clear the permitting and expense of the upland solution is multiple times higher than any waterborne solution.

FLOAT DESIGN

Multifunction floats require rational allocation of space and are a balancing exercise. No hard date exists on the optimum number of cleaning tables for this facility. One seems two few and general consensus suggests not more than four. Not less than two tables are recommended initially but more tables are easy additions. Too few tables will create a collection of boats waiting near the tables while other arrivals will migrate toward the ramps; too many stations will go underutilized but the lineal feet of moorage available will be put to use by arriving boats getting in line for retrieval. On departure, assuming no demand for cleaning, the entire float is available for boarding and clearing the ramp area for active launches.

Minimum float width is rationalized by assigning areas to activities expected at a fish cleaning float. The minimum float width was determined to be 16' for a remote, dedicated cleaning float. Appendix B contains the allocated space parameters for this float. At the center of the float are piling and cleaning tables including 30" clear space on three sides of the tables. On the perimeter of the tables and clear area are a 30" circulation width and a 12" cleat/tie down area at the float edge. Tables aligned either perpendicular or parallel with the floats long axis doesn't significantly change the overall float requirements. Tables can be paired sets of cleaning tables facing in opposite directions with fish waste deposited at the back of the table or standalone stations with the prescribed clearances. The table tops can be sloped toward the back splash to contain and control water and waste to be carried to the chute through the deck. Again, because no water source exists at the facility, no new water sources are proposed for this facility.

The proposed float construction for remote locations is a 20 x 28 Timber float with 18" freeboard. The 20' dimension would offer end space tie up for craft 19' and under, a majority of users according to previous studies. This would provide moorage for 4 or more boats and up to four cleaning tables if warranted. Flotation pontoons would be coated polystyrene billets, polyethylene tub pontoons or pipe sections depending on final design decisions. Recent study by PND indicates that there is a premium on poly tub pontoons. The major benefit of poly tubs that floats can be constructed with no wood members in the water; however, other designs can provide that feature. The most economical pontoon still appears to be coated polystyrene billets, customizable to provide almost any freeboard and reserve buoyancy required by the application.

Alternative floats sizes are suggested for extending the existing float system with the cleaning float at the end. Three sizes are considered, 20'x28' with two sectional floats, 16'x48' with one sectional float, or a single 12'x75'. Two or more sectional floats could be added to 4a and 4b and the single 12' wide float could be longer or shorter, if desired. The narrower float would provide more clearance to the basin limits and a smoother transition to the existing 8' wide boarding float. A 42" wide table centered on the 12' wide float offers 3'-3" common use space (cleaning and circulation) on each side of the tables plus 12" for tie up zone for cleats at the edge of the dock. Unless the cleaning activity has a big audience, the shared space is generally accepted on each end of the tables for cleaning and normal circulation.

Wood, steel and concrete are the principle base materials with wood often preferred for smaller floats. Though steel and concrete are sometimes used in larger structures and large scale marina developments, wood is often more competitive than concrete and smaller one off kinds of floats tend to be less expensive in wood. Concrete requires a high standard of quality control, is heavier and more costly to ship and the building blocks of assembly are equipment intensive but wood ships on a flat with timbers precut and predrilled and generally handled by hand labor with much smaller equipment requirements except for the launch and pile driving. Floats of 12'x48' or less can be sub-assembled and shipped as wide loads over the highway on flatbed trailers and barged to Juneau saving man-hours of onsite labor costs.

Wood is often preferred for its satisfactory performance, maintainability, and predictable life in most locations and generally less costly to construct. Wood floats in Southeast Alaska have a long history of satisfactory performance. The wood floats removed from Aurora Harbor this season were mid-1960's vintage construction with at least one re-deck in the 80's. A wood float is recommended as the most cost effective, simplest to maintain and consistent with other facilities in the Juneau Harbor System. The float would be fixed in place with two steel piling driven and or, if necessary placed in drilled pile sockets in sound rock.

Construction estimates for all waterborne alternatives are found in APPENDIX F, it is anticipated that without unusual permitting costs, the existing project agreement for this feasibility study, permits and design is sufficient to provide a bid package for the described project. .

Harold Moeser P.E.

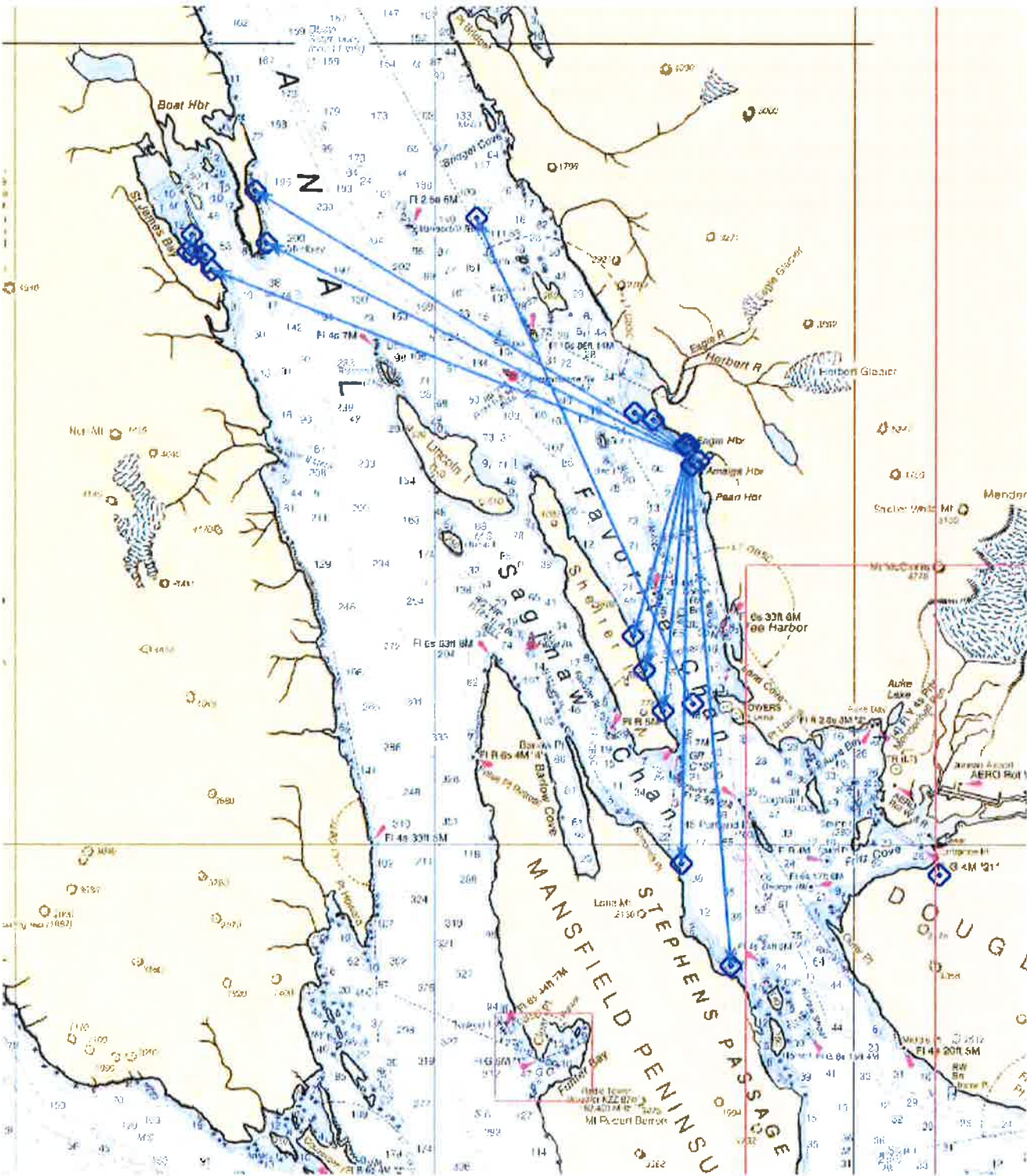
NOTES

FROM: *CBJ Launch Ramp User Survey and Demand Forecast, November 2010*

- Survey responses represented a good cross-section of launch ramp users. The majority were recreational power boaters, many owned second vessels such as skiffs, canoes, kayaks and jet skis. About half were owners of vessels under 19 feet, and 40 percent owned vessels 19 to 24 feet. Most respondents launch their vessel each time they go out (rather than keep it moored). With an average of 30 annual launches per respondent, these CBJ launch facility users were very familiar with CBJ launch ramps.
- It is likely that some portion of launches at other facilities (especially at Amalga Harbor) would have taken place at Statter Harbor if not for issues such as crowding and low tides. Nearly half of all Amalga Harbor launch ramp users reported that the primary reason they used that harbor was that it was less crowded.

APPENDIX A- WIND WAVE ANALYSIS

STEPHENS PASSAGE AND LYNN CANAL WIND VECTORS SITE 2 AND 3



STUDY LOCATION 1. 2. 3 EXTREME

BEGIN INPUT:

LOCATION			
	2	3	1
Recurrence Interval	50.0	50.0	50.0
Fetch	2.8	5.7	0.1
Fetch (1-hr. average)	5.0	5.0	5.0
Wind Speed (1-hr. average)	33.0	33.0	33.0
Wind Direction (true north)			
Height of Anemometer	33.0	33.0	33.0
Location of Anemometer:			
Ship			
Land (windward shore)	X	X	X
Land (inland)			
Temp. of air - Temp. of Water	0.0	0.0	0.0

END INPUT:

Min. duration for fetch limited wave	47.0	76.3	4.9
Wind Speed (1-hr. average)	52.3	52.3	52.3
Adjusted fetch limited wind speed	52.4	51.4	57.0
Adjusted fetch limited wind stress	76.8	75.0	85.1

ADJUSTMENTS

Fetch	1.00	1.00	1.00
Height of Anemometer	1.00	1.00	1.00
Location of Anemometer:	1.00	1.00	1.00
Temp. of air - Temp. of Water	1.00	1.00	1.00
Min. duration for fetch limited wave	1.00	0.984	1.991

This program is intended as a guide for Coastal Engineering design and planning, and is not intended to replace the knowledge of a qualified Coastal Engineer on a particular project. The State of Alaska and Department of Transportation and Public Facilities assume no liability for interpretations or implementations made by users of this program.

Any redistribution of this program must be approved by Harvey Smith, Director of Transportation and Public Facilities, State of Alaska.

Fetch is averaged by 50 degree Fetch calculation for island and peninsula intrusion into open fetch wind path.

SUMMARY

STUDY LOCATION 1. 2. 3 EXTREME

MAXIMUM FETCH LIMITED CONDITION UNITS

Return Interval	50.0	50.0	50.0
Adjusted Wind Stress	76.8	75.0	85.1
Fetch	2.8	5.7	0.1
Deepwater Wave Height (Hm0)	4.8	6.8	1.0
Wave Period	3.7	4.6	1.3
Deepwater Wave Length	69.0	106.5	8.0
Min. duration for fetch limited wave	47.0	76.3	4.9
Min. duration for fetch limited wave	0.9	1.2	0.1
Design Wave Heights			
H 1/3	4.8	6.8	1.0
H 1/10	6.8	8.4	1.3
H 1	8.9	12.4	1.9

1 of 1

WAVE CONDITIONS 150 AND 336 FOR SIGHTS 2 AND 3 EXTREME CONDITIONS

STUDY LOCATION 1, 2, 3 SUMMER ONLY

LOCATION			
BEGIN INPUT	2	3	1
Return Interval	50.0	50.0	50.0
Fetch	2.0	5.7	0.5
Wind Speed (1-hr average)	25.0	25.0	25.0
Wind Direction (true north)	336.0	150.0	350.0
Height of Anemometer	33.0	33.0	33.0
Location of Anemometer			
Ship			
Land (inland)	X	X	X
Land (windward shore)			
Temp. of air - Temp. of Water	0.0	0.0	0.0
END INPUT			

Min. duration for fetch limited wave	min.	99.9	114.5	22.6
Wind Speed (1-hr average)	in	20.1	20.1	20.1
Adjusted fetch limited wind speed	in	19.9	19.2	20.5
Adjusted fetch limited wind stress	lb	23.3	22.4	24.2

Fetch	in	0.00	1.00	1.00
Height of Anemometer	ft	1.00	1.00	1.00
Location of Anemometer		1.00	1.00	1.00
Temp. of air - Temp. of Water	Deg C	1.00	1.00	1.00
Min. duration for fetch limited wave	min.	0.999	0.999	1.020

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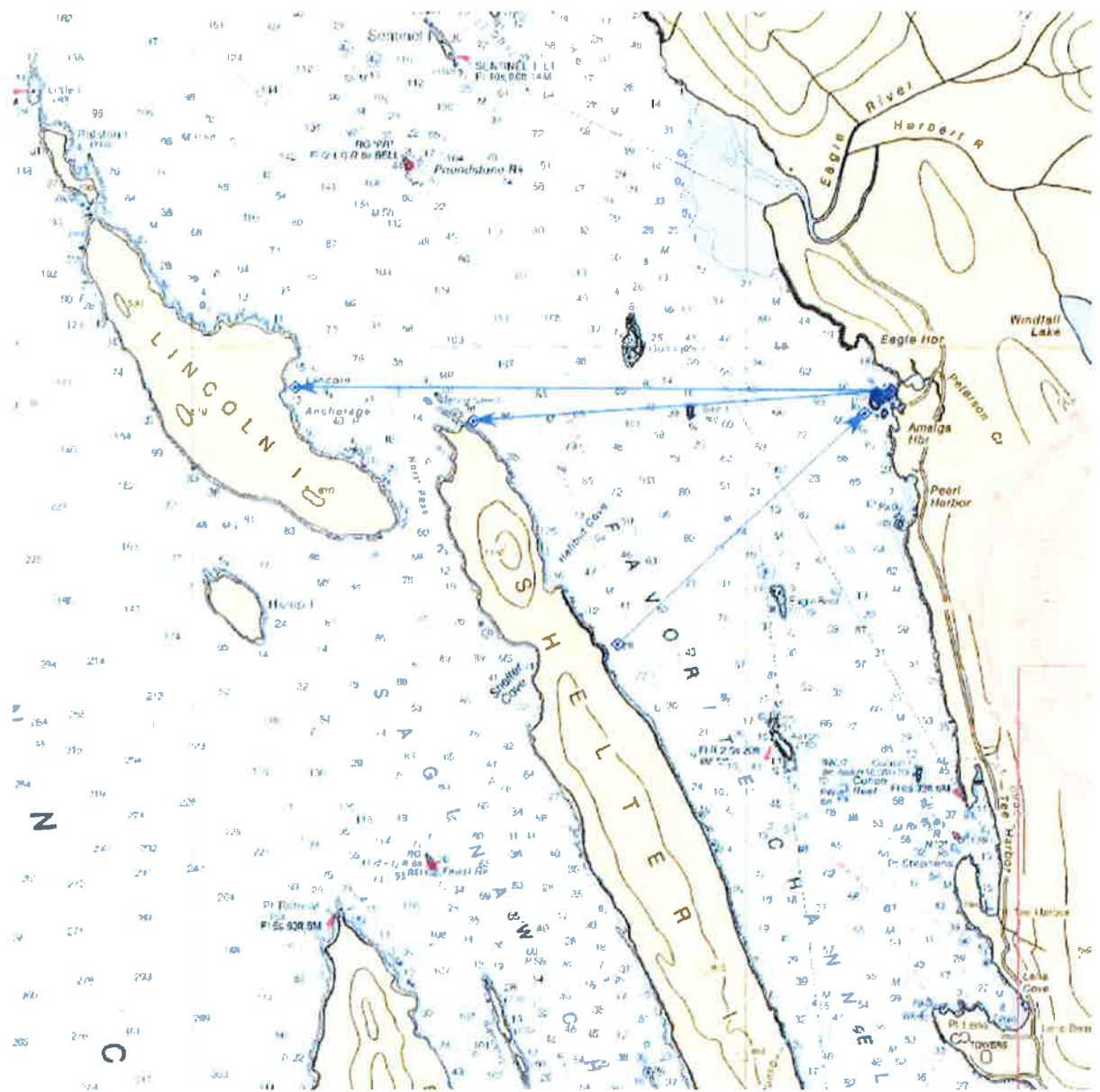
Fetch is averaged by 20 degree Fecosi calculation for island and continental offshore into open fetch wind path.

SUMMARY

MAXIMUM FETCH LIMITED CONDITION			
Return Interval	years	50.0	50.0
Adjusted Wind Stress	lb	23.3	22.4
Fetch	naut. miles	2.0	2.0
Deepwater Wave Height (Hmo)	ft	1.4	2.0
Wave Period	sec.	2.5	3.1
Deepwater Wave Length	ft	31.2	49.1
Min. duration for fetch limited wave	min.	59.9	114.6
Min. duration for fetch limited wave	hrs.	1.4	1.9
Design Wave Heights	ft	1.4	2.0
H 1/3	ft	1.8	2.5
H10	ft	2.7	3.9

1 of 1

WAVE CONDITIONS 150 AND 336 FOR SIGHTS 2 AND 3 SUMMER CONDITIONS



WIND VECTORS SOUTHWEST 225 FOR SITE 2

WAVE CONDITIONS FOR 20 KNOT SW SITE NO. 1 2 3

STUDY LOCATION 2 & 3 SUMMER SW ONLY ONLY

LOCATION			
1	2	3	4
BEGIN INPUT:			
Recurrence Interval	years	50.0	50.0
Fetch	naut. miles	3.9	1.3
Wind Speed (1-min average)	kn	20.0	20.0
Wind Direction (true north)	deg.	225.0	225
Height of Anemometer	R	33.0	33.0
Location of Anemometer:			
Ship			
Land (windward shore)	X	X	X
Land (inland)			
Temp. of air - Temp. of Water	Deg C	0.0	0.0
END INPUT:			
Min. duration for fetch limited wave	min.	96.5	44.8
Wind Speed (1-hr. average)	kn	16.1	16.1
Adjusted fetch limited wind speed	kn	15.5	16.1
Adjusted fetch limited wind stress	kn	17.3	18.0

ADJUSTMENTS

Fetch	kn	1.00	1.00
Height of Anemometer	ft	1.00	1.00
Location of Anemometer:			
Temp. of air - Temp. of Water	Deg C	1.00	1.00
Min. duration for fetch limited wave	min.	0.969	1.004

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Any redistribution of this program must be approved by Harvey Smith.

Fetch is averaged by 90 degree Fcos(h) calculation for island and peninsula intrusion into open fetch wind path.

SUMMARY

STUDY LOCATION 2 & 3 SUMMER SW ONLY ONLY

MAXIMUM FETCH LIMITED CONDITION			
UNITS			
Return Interval	years	50.0	50.0
Adjusted Wind Stress	kn	17.3	18.0
Fetch	naut. miles	3.9	1.3
Deepwater Wave Height (Hmo)	R	1.3	0.7
Wave Period	sec.	2.5	1.7
Deepwater Wave Length	R	31.9	15.5
Min. duration for fetch limited wave	min.	96.5	44.8
Min. duration for fetch limited wave	hrs.	1.6	0.7
Design Wave Heights			
H 1/3	R	1.3	0.7
H10	R	1.6	1.0
H1	R	2.1	1.3

1 of 1

WAYAUTO

radial	DEGREE	FETCH	COSS(h)	Fcos(h)	225	Fcos(h)	INSIDE	Fcos(h)
45	5.3	0.7371	1	3.7	5.7	4.0		
40	5.4	0.7560	1	4.1	3.9	3.0		
35	3.8	0.8191	1	3.1	0.2	0.1		
30	3.5	0.8560	1	3.0	0.2	0.1		
25	3.4	0.9031	1	3.1	0.2	0.1		
20	3.5	0.9369	1	3.3	0.1	0.1		
15	3.5	0.9583	1	3.4				
10	3.6	0.9848	1	3.5				
5	3.6	0.9819	1	3.6				
0	3.7	0.9619	1	3.7				0.1
5	3.9	0.9481	1	3.8				
10	4.0	0.9593	1	3.9				
20	4.2	0.9369	1	3.9				
25	4.5	0.9031	1	4.1				
30	5.0	0.8560	1	4.3				
35	3.8	0.8191	1	3.1				
40	6.6	0.7560	1	5.1				
45	10.5	0.7371	1	7.4				
EFF FETCH=				3.9	1.3			0.1

Use unadjusted winds

Parcel	Legal Description	Street and House Number	Current Owner
3B4201000010	USS 1163	24600 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4201000020	USS 0	0	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES

Parcel	Legal Description	Street and House Number	Current Owner
3B4001020011	HUFFMAN HARBOR LT 1A	25390 AMALGA HARBOR RD	FARIS TAYLOR LIVING TRUST & GORDON TAYLOR, TAMRA FARIS TRUSTEES
3B4001020021	HUFFMAN HARBOR LT 2A	25380 AMALGA HARBOR RD	JOHN R TABER & SHARON A TABER
3B4001020031	HUFFMAN HARBOR LT 3A	25342 AMALGA HARBOR RD	GEORGE HAROLD HOUSTON & HEATHER LOUISE DRAPEAUX, JAY STUART HOUSTON
3B4001020041	HUFFMAN HARBOR LT 4A	25356 AMALGA HARBOR RD	FRANK M HOMAN & DONNA JANE HOMAN
3B4001020051	HUFFMAN HARBOR LT 5A	25360 AMALGA HARBOR RD	FRANK M HOMAN & DONNA JANE HOMAN
3B4001020061	HUFFMAN HARBOR LT 6A	25344 AMALGA HARBOR RD	NICHOLE ANN TERWILLIGER
3B4001020071	HUFFMAN HARBOR LT 7B	25280 AMALGA HARBOR RD	HUIZER BYPASS TRUST & EDGAR J HUIZER TRUSTEE
3B4001020080	USS 3288 LT 7A	25240 AMALGA HARBOR RD	LYNN SCHOOLER
3B4001020090	USS 3288 LT 8	25200 AMALGA HARBOR RD	JAMES A REHFELDT & KATHY A STEPIEN
3B4001020100	USS 3288 LT 9	25120 AMALGA HARBOR RD	DEBBIE F DRISCOLL & EDMUND R. DRISCOLL
3B4001020110	USS 2387 LT F TR B	25148 AMALGA HARBOR RD	KRISTINE RITTER & DOUG LARSEN; ELIZABETH M HIXSON
3B4001020120	USS 3288 LT 11	25400 AMALGA HARBOR RD	ROBERT W FRAMPTON & DENISE J CHASE

Parcel	Legal Description	Street and House Number	Current Owner
3B4001040014	MATHENY LT 4	25095 AMALGA HARBOR RD	ROBERT B MURPHY & CATHERINE M SULLIVAN
3B4001040015	MATHENY LT 1A	25100 AMALGA HARBOR RD	ROBERT B MURPHY & CATHERINE M SULLIVAN
3B4001040020	USS 2179 TR 2	25025 AMALGA HARBOR RD	RUSSELL L KEGLER & TANA K KEGLER
3B4001040041	AMALGA HARBOR LT 1	24899 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040042	AMALGA HARBOR LT 2	24995 AMALGA HARBOR RD	PAMELA J KEGLER
3B4001040043	AMALGA HARBOR LT 3	25005 AMALGA HARBOR RD	RUSSELL L KEGLER & TANA K KEGLER
3B4001040044	ATS 1377	0 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040050	ATS 248	0 AMALGA HARBOR RD	STATE OF ALASKA & DEPARTMENT OF NATURAL RESOURCES
3B4001040060	USS 3325 TR C	0 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040071	ASLS 2008-44 TR B1	0	RALPH KIMLINGER & ROSEMARY KIMLINGER
3B4001040080	USS 3325 TR D	0	CHERIE B SHELLEY & MORRIS LIVING TRUST
3B4001040090	USS 3325 TR E LT 1	0	WALLEN RICHARD THOR REVOCABLE TRUST & RICHARD THOR WALLEN TRUSTEE
3B4001040100	USS 3325 TR E LT 2	0	WALLEN RICHARD THOR REVOCABLE TRUST & RICHARD THOR WALLEN TRUSTEE

APPENDIX C - FLOAT SIZE ESTIMATE

<u>AREA DESCRIPTION</u>	<u>W</u>	<u>L</u>	<u>AREA (SF)</u>
FLOAT AND TABLE LONG AXIS TABLES ALIGNED	1.75	4	
TABLE USE AREA	2.5	2.5	
INSIDE END USE AREA		2.5	
CIRCULATION PERIMETER	2.5	2.5	
CLEAT PERIMETER	1	1	
PILE HOOP		2	
min half W or L	7.75	14.5	
	15.5	29	449.5
FLOAT LONG AXIS TABLES PERPENDICULAR	2	3.5	
TABLE USE AREA	2.5	2.5	
INSIDE USE AREA		2.5	
CIRCULATION PERIMETER	2.5	2.5	
CLEAT PERIMETER	1	1	
PILE HOOP		2	
min half W or L	8	14	
MIN WIDTH	16	28	448
MIN WIDTH WITH SHARED CIRCULATION SPACE	11		

APPENDIX D - CORPS OF ENGINEER'S PERMIT FORM

U.S. ARMY CORPS OF ENGINEERS APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT <small>33 CFR 325: The proponent agency is CECOH-CEC</small>		Permit Approved - OMB No. 3110-0010 Expires: 31 AUGUST 2013	
<p>Public reporting burden for this collection of information is estimated to average 1.5 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of these addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.</p> <p style="text-align: center;">PRIVACY ACT STATEMENT</p> <p>Authorities: Rules and Regulations: Section 101, 33 USC 401; Clean Water Act: Section 404, 33 USC 1344; Alaska Protection, Research and Conservation Act: Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers: First Rule, 33 CFR 320-329; Program Purpose: Information provided on this form will be used in evaluating the application for a permit. Additionally, this information may be shared with the Department of Justice and other Federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary; however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies, which show the location and description of the proposed activity, must be attached to this application form. Sample, location and/or scale drawings and/or submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not considered at all will be returned.</p>			
ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS			
1. APPLICATION NO.	2. FUNDING CODE	3. DATE RECEIVED	4. DATE APPLICATION CORRS ETC
ITEMS 5 THRU 10 TO BE PROVIDED BY APPLICANT			
5. APPLICANT'S NAME First: _____ Middle: _____ Last: _____ Company: _____ E-mail Address: _____		6. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First: _____ Middle: _____ Last: _____ Company: _____ E-mail Address: _____	
7. APPLICANT'S ADDRESS Address: _____ City: _____ State: _____ Zip: _____ Country: _____		8. AGENT'S ADDRESS Address: _____ City: _____ State: _____ Zip: _____ Country: _____	
9. APPLICANT'S PHONE NO. (AREA CODE) a. Residence: _____ b. Business: _____ c. Fax: _____		10. AGENT'S PHONE NO. (AREA CODE) a. Residence: _____ b. Business: _____ c. Fax: _____	
STATEMENT OF AUTHORIZATION			
11. I hereby authorize _____, Director, District Engineer, agent of the proponent of this application, and to his/her heirs, assigns, representatives, attorneys-in-fact, or successors in interest, to represent the applicant.			
_____ SIGNATURE OF APPLICANT		_____ DATE	
NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME OR TITLE (see instructions)			
13. NAME OF WATERBODY (if known) (see instructions)		14. PROJECT STREET ADDRESS (if applicable) Address: _____	
15. LOCATION OF PROJECT Latitude: N _____ Longitude: W _____		City: _____ State: _____ Zip: _____	
16. OTHER LOCATION DESCRIPTIONS (if known) (see instructions) State Tax Parcel ID: _____ Municipality: _____ Section: _____ Township: _____ Range: _____			

<p>17. DIRECTIONS TO THE SITE</p>				
<p>18. Hydraulic Activity (Description of project is subject of treatment)</p>				
<p>19. Project Purpose (Describe the need for, purpose of the project, and objectives)</p>				
<p>USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED</p>				
<p>20. Reason(s) for Discharge</p>				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; vertical-align: top; padding: 5px;"> <p>21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:</p> <p>Type _____ Type _____ Type _____</p> <p>Amount in Cubic Yards _____ Amount in Cubic Yards _____ Amount in Cubic Yards _____</p> </td> <td style="width: 33%;"></td> <td style="width: 33%;"></td> </tr> </table>		<p>21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:</p> <p>Type _____ Type _____ Type _____</p> <p>Amount in Cubic Yards _____ Amount in Cubic Yards _____ Amount in Cubic Yards _____</p>		
<p>21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:</p> <p>Type _____ Type _____ Type _____</p> <p>Amount in Cubic Yards _____ Amount in Cubic Yards _____ Amount in Cubic Yards _____</p>				
<p>22. Surface Area or Acres of Wetlands or Other Sensitive Resources (Indicate):</p> <p>Approx _____</p> <p>or _____</p> <p>Linear Feet _____</p>				
<p>23. Description of Avoidance, Minimization, and Compensation (see instructions)</p>				

24. Is Any Portion of the Work Already Completed? ☐ Yes ☐ No * YES, DISCLOSE THE COMPLETED WORK.

25. Addresses of Applying Property Owners (Owners, Etc.) Whose Property Adjacent the Property to be Worked Upon Can be Reached for a Consultation (See Instructions)

a. Address:

City: State: Zip:

b. Address:

City: State: Zip:

c. Address:

City: State: Zip:

d. Address:

City: State: Zip:

26. List of Other Departments or Agencies/Groups Involved Prior to Other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

* Would include but is not restricted to zoning, building, and flood plain permits.

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The Applicant must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: "Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any book, document, or disclosure, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$50,000 or imprisoned not more than five years or both."

APPENDIX E – EMAIL COMMENTS RECEIVED

- Extending float may mean more congestion not less
 - Make remote float as large as practicable within budget
 - Changes to uplands are highly improbable with past experiences in the construction of the current facility
-
- Add angled float section
 - Make remote float large enough for 4 20' vessels. 20'x28' is a minimum size.
 - Site 1 is best for remote float
-
- ADF&G staff concerned about loss of sample data from sport catch with a remote float
 - Extend float, angle it or remove rock outcropping
 - May need an Environmental Assessment for new work. Float extension will likely require further environmental documentation depending on scope of work

COMMENTS FROM 6/22/2015 PUBLIC MEETING

- F&G wants a larger float: 20'x28'.
- Float to be pile secured.
- Smith Island resident has mooring buoy that might be too close to location #1.
- Concerns about cleaning your fish off shore and breaking state laws.
- Concerns about creel survey data if people are cleaning away from the ramp.
- Need hard data on the laws about cleaning fish away off shore.
- A suggestion to change rules about use of table at end of boarding float. Add a sign that explains how to not be a nuisance so people can self-police. "Drop off cooler and come back after you've pulled out your boat to clean your fish".
- A suggestion to include a code of conduct pamphlet with yearly launch ramp permit to increase user's awareness of proper ramp etiquette.
- F&G said we'd need to do an EA study if we build a new facility.
- Adding section to boarding float may be easier permit wise.
- F&G would really like to make the basin larger and remove rock knob.
- There may be delicate sea cucumbers living around location #1.

APPENDIX F - COST ESTIMATES

DESCRIPTION SITE 1	UNIT	QUANTITY	UNIT PRICE	EXTENSION
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 20X28	SF	560	\$ 100	\$ 56,000
FLOAT 8X41	SF	0	\$ 110	\$ -
PILING 2@62'	LF	124	\$ 60	\$ 7,440
DRILLING	EA	2	\$ 25,000	\$ 50,000
CONSTINGENCY	LS	25%		\$ 35,860
				\$ 179,300
ALTERNATVIE 4a				
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 20X28	SF	560	\$ 100	\$ 56,000
FLOAT 8X41	SF	328	\$ 110	\$ 36,080
PILING 3@62'	LF	186	\$ 60.00	\$ 11,160
DRILLING	EA	3	\$ 25,000.00	\$ 75,000
CONSTINGENCY	LS	15%		\$ 31,236
				\$ 239,476
ALTERNATIVE 4b				
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 12X48	SF	576	\$ 100	\$ 57,600
FLOAT 8X20.5	SF	164	\$ 110	\$ 18,040
PILING 2@62'	LF	124	\$ 60.00	\$ 7,440
DRILLING	EA	2	\$ 25,000.00	\$ 50,000
CONSTINGENCY	LS	15%		\$ 24,462
				\$ 187,542
ALTERNATIVE 4c				
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 12X75	SF	816	\$ 100	\$ 81,600
FLOAT 8X20.5	SF	0	\$ 110	\$ -
PILING 2@65'	LF	130	\$ 60.00	\$ 7,800
DRILLING	EA	2	\$ 25,000.00	\$ 50,000
CONSTINGENCY	LS	15%		\$ 25,410
				\$ 194,810
ALTERNATIVE 4d				
MOBILIZATION	LS	1	30000	\$ 30,000
CONSTRUCT LAUNCH RAMP	LS	1	350000	\$ 350,000
FLOAT 8X266	SF	2128	100	\$ 212,800
PILING	LF	280	60	\$ 16,800
DRILLING/DRIVING	EA	6	25000	\$ 150,000
CONTINGENCY	LS	35%		\$ 132,860
				\$ 892,460
OPTIONS - X				
MOBILIZATION	LS	1	45000	\$ 45,000.00
EXCAVATION	CY	300	500	\$ 150,000.00
DISPOSAL	CY	300	100	\$ 30,000.00
CONTINGENCY	LS	35%		\$ 78,750.00
				\$ 303,750.00

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
Boat Yard at ABLF				
Boat Yard Design and Construction	Design		MRV	Working on building designs
Auke Bay Loading Facility - Phase II				
Reporting	On-Going	Quarterly	Staff	Next report due Apr 30, 2016 - (Jan, Feb, Mar)
Old Douglas Harbor Reconstruction				
Phase II - ACOE Dredging Period	In Progress	10/12/15 - 3/1/16	Western Marine	Army Corps project
Phase III - Bid Period	In Progress	1/5/16-2/11/16	TBB	PLA yet to be resolved
Phase III - Contract Award - Board Approval		2/25/16		
Phase III - Contract Award - Assembly Approval		2/29/16		
Phase III - Float Procurement and Installation		3/12/16 - 10/12/16		
Phase III - Construction		5/2/16 - 3/31/17		
Statter Harbor Launch Ramp				
Construction	In Progress	July 31, 2016	Miller	
Port of Juneau Cruise Berths				
1% for Art	In Progress		Garten	Completing final design
Prefabrication and Procurement	In Progress		Manson	
Submittal Review and Fabrication Inspection	In Progress		PND	
South Berth-On-Site Construction	In Progress	9/16/15 - 5-6-16	Manson	
On-Site Inspection	In Progress		PND	
Vibration Monitoring Services	In Progress		AS&E	No issues reported to date
Phase II On-Site Construction	Hold	9/20/16 - 5/6/17		
DNR Tidelands Survey	Hold			Awaiting survey instructions from DNR
Cathodic Protection Replacement				
Final Engineering and Design	In Progress		Tinnea	Bid with Engineering
Aurora Harbor Re-Build - Phase I				
Project Close-Out	In Progress		NCS	Negotiating final change order
Bridge Area - SeaWalk Planning				
Phase I Bidding	Hold		McG	Coordination with Engineering Dept
Alaska Marine Services Center				
Statter Master Plan Phase III				Engineering Dept Project Address in Master Plan
Plan Approval	In Progress		Board	28-Jan-2016
Conditional Use Permit	In Progress		Staff	
Flood Elevation Variance	In Progress		Staff	

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Army Corps of Engineers Permit	In Progress	PND	
Weather Monitoring System	Hold	MXAK	Awaiting Funding - Passenger Fees
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	Awaiting funding
Statter Ramp Deck Improvement	In Progress	Staff	Awaiting purchase of materials
Statter and Aurora Safety Ladders	In Progress	Staff	Awaiting fabrication completion
Statter Breakwater Safety Improvements	In Progress	PND	Awaiting final design
Amalga Harbor Fish Cleaning Station	In Progress	Staff	Finalizing Report
Aurora/Harris Harbor Master Plan	Hold		Proposals Due Jan 26, 2016
Taku Harbor Conditions Assessment	In Progress	PND	Awaiting Report
Cruise Berth Shore Tie Power Study	In Progress	PND	Awaiting Report
Statter Tidelands Survey	Hold		Developing RFP
Aurora Harbor - Dredging on A Float	Hold		Awaiting funding
Aurora Harbor - Annodes on Piling	Hold		Awaiting funding
Marine Park Sheet Wall Coating	Hold	Tinnea	Awaiting Funding - Passenger Fees