

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MINUTES
For Thursday January 24th, 2013

I. Call to Order.

Mr. Williams called the Special Board meeting to order at 5:29 p.m. in the Assembly Chambers.

II. Roll Call.

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

Also Present: Gary Gillette - Port Engineer, Erich Schaal - Deputy Port Engineer, Dwight Tajon – Harbormaster, Dick Sommerville – PND Engineers, Ben Haight – Haight & Associates, Loren Jones – Assembly Liaison, and Carl Uchtyl – Port Director via telephone.

Absent Members: John Bush and Scott Spickler

V. Items for Action

1. Aurora Harbor Update

Mr. Gillette said the purpose and need for this project is that Aurora Harbor is deteriorating and needs replacement. This project began several years ago. A RFP went out and PND was selected to pursue the preliminary design. Mr. Sommerville will talk about the preliminary design along with the comments received from the open house held in October of 2012. After going over the preliminary design and adding the open house comment changes, Mr. Sommerville will go over a modified plan and the updated cost estimate. Docks and Harbors does not have full funding at this time, but Mr. Gillette said this will be done in phases and he will discuss funding strategies. Mr. Gillette said he will need direction from the Board for the next step to move forward with this project.

Mr. Sommerville said PND is the design lead for this project, and Haight and Associates is assisting with electrical design. Ben Haight is here to talk about electrical components in concept II.

Mr. Sommerville said there are two basic concepts that he will be talking about. The first one is the one the public saw at an open house in October of 2012. Comments were received from that open house and the significant comments were implemented into the second concept.

Mr. Sommerville discussed concept I that was presented at the October open house. He said this project originally started in 2009/2010 with the previous Port Director, John Stone. To start this project, staff needed to figure out what the moorage demand was for the Aurora Harbor. Staff looked at their internal accounting for their moorage system and reviewed those records. Staff looked at the wait list to see what size vessels were on the wait list and how long they were on the wait list. Staff also did an inventory on all the Harbors to see what was unsold or unoccupied within the entire system. The basic result of this was that the smaller vessels, 24' and underclass are unsold and unoccupied and have too many slips currently. The demand is driven by the 32' to 60' class vessels. That will be the basic premise for the design for all the layouts for the Harbor. It will show reduced slips for the smaller vessel moorage and increasing moorage for the larger vessels.

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Mr. Sommerville said currently in the 24' vessel class there are 184 existing slips. In Concept I this will be reduced to 80 slips. This will be a loss of 104 slips. Currently in the 32' vessel class there are 125 slips. In Concept I, this will increase to 132 slips. This will be a gain of seven slips. Currently there are 21/42' covered boat houses. In Concept I there will be no changes in this category. Currently, in the 42' to 48' vessel class there are 39 slips. In Concept I this will be increased to 44. This will be a gain of five. Currently in the 60' to 80' class vessels there are 27. In Concept I, this will be increased to 32. This will be a gain of five. Currently, in the 100' to 110' class vessels there are none. In Concept I, this will increase to three.

Mr. Sommerville said Concept I will meet the overall primary objective for the demand, and went on to provide information on the features.

Mr. Sommerville said the larger vessels were staged close to entrances to eliminate less maneuvering for the large vessels inside the harbor. Then with the same idea, move the smaller vessels to the middle of the harbor. Smaller vessels were put on D and E floats next to the boat houses. The thought being to increase the fairway between the boat houses and the adjacent fingers to meet the current standard or guideline for marina layout. The current fairways do not meet the current standards. With the layout in concept I PND was able to increase the fairways by about 12 feet in all three boat house isles. There were modifications to three approach docks. At approach A there would be a new gangway that would be ADA compliant. The outboard end of this would be replaced with a larger span so smaller vessels could go under the dock at a certain tidal stage so they could access the inside of the headfloat (between shore and the headfloat). Another approach PND looked at to reconfigure was C dock. The idea being the same to get the smaller vessels under the gangway to have moorage between H and C dock. There was a survey just completed for the C dock to make sure there is enough depth to do this. Mr. Sommerville said he wanted to avoid dredging. Further assessment for this part of the project will be available soon. N dock at the north end is the other approach dock. Modifications are necessary because it is shallow on the North end. With larger vessels, the dock would need to move out to get to deeper water, so the approach dock would need to move out with it and have smaller vessels maneuver under the gangway. Another feature in Concept I was a sewer pump out at the bottom of A gangway as well as a mobile cart to transport sewage from you boat to the stationary unit to pump up to the man hole. The proposed floats in Concept I were timber floats that are a heavy duty glue laminated structural float that are creosote treated. This would be similar to what is in Douglas Harbor currently. There will be full utilities on the floats. There will be year around water with suppression system with a dry fire line.

There will be lighting, power and possibly wifi. In the initial design to try to curb the cost was to have only 8' wide floats on all the mains except A, B, C, and K floats. A, B, C, and K, floats would be 10' wide. The total cost for Concept I was \$18 million, but this does not include any upland improvements.

Mr. Sommerville went over some significant comments or substantive comments that were received from the October open house.

- Overall people liked the timber floats and thought that was a good idea.
- People liked the sewer pump out system with a mobile cart.

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- There were variable opinions on the types of lights – some people liked the bollard style, like Harris Harbor. Others liked the pole mounted lights. The LED fixtures were highly supported.
- There was a need for 100 Amp high capacity three phase power for the large boats on A float.
- There was a suggestion for a de-icing system. There are drainages that cross the expressway and run into the Harbor and the fresh water will lay on top and freeze.
- Many people wanted moorage for the larger class vessels in the 100' to 110' class on the south end of the Harbor.
- There were concerns on the impact to the 24' slips, both in terms of numbers and the moorage rates.
- It was universally heard that the idea to put the 24' slips next to the boat houses was not a good idea. It was not a good idea because there is a lot of more frequent transient and it would be congested. The idea for putting the 24' vessels next to the boat houses was to use the smaller vessels in that area to increase fairway. It did get accomplished but that was not the best idea.
- The fairway width was commented.
- Some people wanted an increase to the boat houses or larger boat houses. Some suggested swapping locations of the boat houses.
- There were comments received to reconfigure the layout on the floats E, F, and G where the boat houses are.
- Another big concern was the construction disturbance issue. Where do you put the boats when your building? This gets even more complicated with boat houses that don't have motors. Consideration was requested for the boat houses for sequencing to minimize the impact on the boat houses.

Mr. Sommerville discussed the boat house floats.

PND sent surveyors to measure all the boat houses. The measurement were then laid into Concept II. There are eight boat houses on E float currently, and they range in length from 34' to 44' with the boat house on the outside being the largest at 44'. The gaps between the floats range from 1' to 2'. On F float there are seven boat houses. They range in length from 40' to 44'. The gap ranges between ½' to 5'. There is the ability to extend F float and possibly fix the difference in gaps. There are six boat houses on G float. They range from 40' to 46' and are a little wider in the 39' to 40' class with the gaps between them ranging in the 5' to 7'. The idea is to move a boat house from E float to G float, and the obvious one to move would be the large boat house on the end of E float because it will fit in with all the lengths on G float.

Mr. Sommerville went over Concept II and described the changes.

Concept II is a modified and updated plan with the comments received from the public. In this concept, PND took all the 24' slips from the middle of the Harbor and moved them back to the north end. There was a concern in doing that because they didn't want to impact the fairway between the boat house and the adjacent slips. Everything will be shifted to the north and the fairway will be regained. The 32' slips are moved back to the middle of the Harbor where they are currently. The boat house layout is revised to have seven boat houses on each float. One boat house will be moved from E to G float and have at least a 3' gap between the eaves. All the main

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floats that were 8' are now planned to be 10'. The reason for the need for the 10' floats is that there is going to be a lot of deck equipment. The large vessel angles on A float have a steeper angle allowing for easier access. The Timber float design with the creosote has been changed. Mr. Sommerville said there is an improved float design which will last longer called a "polyethylene tub design". Industry is moving away from creosote in the water. The Concept II budget includes the new polyethylene tub floats.

Mr. Sommerville said in Concept II there will be 75/24' slips, with a net loss of 109 from currently. There will be 135/32' slips, with a gain of 10 from currently. The covered boat houses stay the same. There are 44/42' to 48' slips, with a gain of 5 from currently. There are 32/60' to 85' slips, with a gain of 5 from currently. There are 3/100' to 110' slips, with a gain of 3 from currently none.

This project has a preliminary four phases.

- Phase I will be A & B float and the reconfiguration of A dock and the gang way. This phase is estimated at \$6.1 million with it being a fully burdened project.
- Phase II will be C & D floats and any reconfiguration with C approach. This is estimated at \$4 million.
- Phase III will be E, F, G and H floats. This is estimated at \$6.3 million.
- Phase IV will be I, J, and K floats and the reconfiguration of N dock. This will be \$5.5 million.

Mr. Sommerville said moving the boat houses is going to be difficult, but he discussed an idea that might work to move them around.

Mr. Sommerville said the \$4 million increase from Concept I to Concept II is not a small amount, but the reasons are as follows;

1. Changed the float design so there is a unit price increase for that.
2. Increased the size of the floats.
3. Time costs money, this was originally estimated in 2009 and 2010, so this is a 5% to 10% price increase.

Mr. Sommerville introduced Ben Haight to describe in more detail electrical elements of the project.

Mr. Haight described the current location of the electric. He said in the main headwalk there is 480v going to utility floats at the base of the gangways where there are transformers that steps down to the user volts of 120 and 240v.

Mr. Haight described in the new project, instead of using single phase feeders there will be three phase feeders with the pedestals connected alternately to get more economical use of the cable. It will give the flexibility for one or three phase uses.

The lights in the Harbor will be changed from the fixtures mounted to the pilings on brackets with the stringer cables being strung from piling to piling. The idea for the lights in the new project is to mount all the lighting on 10' to 12' poles mounted to the floats and positioned to avoid potential conflict with bows of boats. This would also provide better lighting in the fingers of the floats.

At the October meeting WiFi connections were discussed and there is the opportunity to position antenna's on the light poles that are going to be installed. The technology is there, it just needs to be figured out who will manage it.

Gary Gillette said that covers the project, but now he will discuss the funding.

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Docks and Harbors has \$11 million and needs another \$11 million. Staff preference would be to move forward with Phase I and there is enough money for that part of the project. There is \$5 million left to do phase II also, and hope for more money to finish the rest of this project. Mr. Gillette talked about some different options for funding for the rest of the project. He said he has submitted the request to the City Manager to be put on the list to ask for money from the State Legislature. It is unsure if Docks and Harbors will get that funding. Staff is looking to the Board on the strategy to use for the additional funding needed. If directed to move forward with phase I, construction schedule would be to start June 2014 and completion of phase I in November of 2014.

Mr. Donek asked Mr. Sommerville when he talked about spinning the boat houses around during the moving of the boat houses, was he planning to leave the boats in the boat houses.

Mr. Sommerville said yes, and to still have access in and out.

Mr. Donek said he would suggest to have the boats go somewhere else during that phase of the plan.

Mr. Busch asked Mr. Haight if the utility float would restrict smaller vessel access to the inside of the head float for mooring?

Mr. Haight said the utility float will be approximately 6' deep by 10' wide.

Mr. Busch asked if that could be used for mooring?

Mr. Haight said the utility floats could be sized to use for mooring too.

Mr. Busch asked Mr. Sommerville about the phasing split from Phase III to Phase IV. Given the current layout, how would this be sequenced? Would Phase III and IV need to be done together?

Mr. Sommerville said it would be likely that the fingers would need to be left off on the north end of H float and add the fingers in Phase IV.

Mr. Jardell asked if Docks and Harbor was finished with the Tier I DOT grant for Aurora?

Mr. Gillette said those monies are planned for Phase I.

Mr. Jardell asked if Dock and Harbors was no longer eligible for a Tier I grant?

Mr. Gillette said correct, it would be a Tier II.

Mr. Jardell asked the price difference from the glue lam to the polyethylene tubs and the price difference from 8' head float to 10' head floats.

Mr. Sommerville said PND is estimating for the entire project an increase in the million dollar range. For the head floats increase in size, the entire project would be in the range of \$400,000 to \$500,000.

Mr. Kueffner asked if the \$6 million for Phase I included the electrical.

Mr. Sommerville said yes.

Mr. Kueffner asked what makes the polyethylene tubs better?

Mr. Sommerville said they don't decay, and with that the service life of the harbor could be extended. Mr. Sommerville described the polyethylene tub design which will be lighter and more robust.

Mr. Busch asked how much higher the floats will set out of the water? Is it higher out of the water from what is currently there?

Mr. Sommerville said the new floats will be out of the water in the 20" to 22" range with the old floats being in the 12" to 14" range. Self rescue ladders will need to be addressed.

Mr. Logan asked what the increase of service life will be with the new floats.

Mr. Sommerville said it is estimated 10 years.

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Mr. Logan asked about the ability to repair the polyethylene tubs in the water?

Mr. Sommerville said they are easy to repair. If for some reason one gets a hole, they can be unbolted and another one put in its place. They are all individual units.

Mr. Williams asked what the difference in height with the new floats compared to what is in Harris or Douglas currently?

Mr. Sommerville said approximately 3 to 4 inches.

Mr. Donek said without the additional bull rail height, it could be the same or even closer to the water than what is currently in Aurora.

Mr. Williams asked with the additional cost of the polyethylene and only getting an additional 10 years of service life, is it really worth going with the more expensive design?

Mr. Sommerville said that 10 years is just an estimate, it could be longer, but because they are still very new it is just unknown.

Public Comment

Hall Holdson, Juneau, AK, asked why E float is 7' shorter than the other two boat house docks?

Mr. Sommerville said it is because of where the fingers are located (spacing) on the floats and if there isn't a need to go out further.

Mr. Holdson asked how the fingers are attached to the main float?

Mr. Sommerville said with a piano hinge. He described the piano hinge and said this keeps the entire float from twisting.

Marshall Lind, Juneau, AK, asked how long will the boats need to be out of the boat houses?

Mr. Sommerville said it could be a month or two. This will be difficult to determine for sure.

Mr. Lind said with the increase height of the float, it will effect the access doors.

Mr. Watson, Juneau, AK, said it is nice to see this project moving forward. He said he likes the phasing and supports getting the creosote out of the water. This is a great plan and anxious to see the project going.

Board Discussion/Action

Mr. Uchytel asked how much of the public attended the meeting?

Mr. Williams said about six.

Mr. Kueffner said it is concerning how close some of the boat houses are and was asking if this will be fixed in the new design?

Mr. Sommerville said this could be remedied by extending the main walk floats toward the navigational channel and making the gaps between the eaves to 3'.

Mr. Kueffner asked about the de-icing comment.

Mr. Sommerville said there is an individual that has a pump that takes the fresh water off the top and circulates the water so it doesn't freeze.

Mr. Kueffner asked like a bubbler

Mr. Sommerville said yes.

Mr. Williams explained why the distance between the eaves on the boat houses is important. With heavy snow coming off a boat house right next to you and landing on your boat house float it has the potential to tip the float and then there are issues with the boat house.

Mr. Donek said the key thing is the distance between the floats. He said 3' would be a good number to shoot for.

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MOTION By MR. BUSCH: RECOMMEND TO THE FULL BOARD APPROVAL FOR STAFF TO MOVE AHEAD WITH PHASE I OF THE AURORA HARBOR REBUILD PROJECT USING POLYETHELENE AS THE FLOAT DESIGN MATERIAL AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VI. Adjournment.

The Special Board Meeting adjourned at 6:53 pm.