

**ADDITIONAL MATERIALS FOR THE  
PLANNING COMMISSION MEETING**

**Assembly Chambers**

**7:00 PM**

**MEETING DATE: June 26, 2012**

**1. CSP2011 0010 and USE2011 0030**

- Letter from the Alaska Commercial Fisherman's Memorial
- Letter from Michael Williams, Douglas Island Diving Services

**2. SMF2011 0001**

- Email from Ed Carrillo

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

P. O. Box 20092  
Juneau, Alaska 99802

June 22, 2012

Mr. Michael Satre, Chair  
Planning Commission  
155 S. Seward Street  
Juneau, Alaska 99801



**Subject: New Floating Cruise Ship Berths in Downtown Juneau**

Dear Mr. Satre:

The Planning Commission considered the conflicts between the Commercial Fishermen's Memorial and the construction of two offshore berths at its Regular Meeting on January 10, 2012. We ask the Planning Commission to reopen the hearing on the proposed Cruise Ship Berths, Design 16B.

The Commission already received many comments and concerns related to the impacts that the proposed Berths will have on the Commercial Fishermen's Memorial and the annual Blessing of the Fleet. The minutes of the Commissions January 10 meeting are replete with testimony on the impacts. Those impacts can be mitigated by doing what the Memorial has been suggesting for about a decade: move the Memorial. As can be seen by the string of correspondence with city officials since 2003, we have been working in good faith to educate city planners and politicians about the impacts of the offshore berths, and our solution is to move the Memorial to an area where there will be no impacts from their construction.

In April 2012, we wrote the City Manager and advised her that significant damage has been caused to the Memorial by upland construction such as the sea walk. It would take about half a million dollars in repairs to restore the Memorial; this money could be put toward the cost of moving the Memorial to Marine Park thus mitigating the impacts to the Memorial and the Blessing caused by 16B.

Sincerely,

*/s/ Bruce B. Weyhrauch* for the Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau, which are Tom Gemmell, Bruce B. Weyhrauch, Linnea Osborne, Carl Brodersen, Tisa Becker, Melissa Museth, and Jennifer Nebert.

- Enclosures:
1. Letter to CBJ City Manger Kim Kiefer, April 12, 2012
  2. Letter to CBJ D&H Engineer Gary Gillette, June 16, 2012
  3. Letter to CBJ D&H Engineer Gary Gillette, June 28, 2011
  4. Letter to Memorial from CBJ CD Director Pernula, January 5, 2011
  5. Letter to CBJ Port Director John Stone, August 10, 2010
  6. Letter to CBJ Mayor Bruce Botelho, November 26, 2007
  7. Letter to CBJ CD Director Dale Pernula, June 25, 2003

## ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

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

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April 12, 2012

Ms. Kim Kiefer  
City Manager  
City and Borough of Juneau  
133 Seward Street  
Juneau, Alaska 99801

The Board of Directors of the Alaska Commercial Fishermen's Memorial is comprised of volunteers and relies on donations and volunteers to carry out its mission and activities. We have relied on volunteer construction workers and engineers to keep us apprised of issues related to the structural integrity of the Memorial. We are now preparing the Memorial for the annual Blessing of the Fleet. In doing this, we work closely with Dock and Harbors and we want to thank it, through you, for the positive working relationship we have with Docks and Harbors on the work their employees do washing and maintain a good appearance of the Memorial for the Blessing and the tourist season.

This last week, volunteers removed and replaced the silicon sealant in five panel joints on the Memorial and patched several other joints. The joint sealant needs to be repaired each year. The sealant has reached the end of its effective life and will need to be replaced in the near future.

However, while this work was being done, it was noticed that the previous panel damage caused by pile driving next to the Memorial last year has not been repaired. The panels were not damaged before the customs/harbors dock project. We notified harbors last year about this and believe that needed repairs were deferred from last year because most were convinced that the Memorial was going to be moved to a location with an unrestricted view of the Channel, and access by fishing boats to the Memorial for the Blessing. This move was going to occur because Cruise Ship Dock 16B will block access to the Memorial and the Channel view from the Memorial. We believed that needed repairs to the Memorial were going to be accomplished at the time of the move.

The panel on the north side of the stairs to the Memorial has also damaged beyond repair and needs to be replaced. The temporary repair on that panel looks good but it is cosmetic. The panel hangs on clips and the back side of the panel receivers are broken and cannot be repaired. The damage is not visible from the outside. The granite sealant is what is partially holding this panel in place.

In addition, a panel on the upland side of the ramp to the Memorial is broken. Both the “ramp” panel and the “stair” panel were damaged during harbor’s dock and building construction.

The inspection firm hired by CBJ should have photo documented the Memorial prior to construction activities. Those photos will show that the panels were not damaged before the construction occurred. The CBJ’s contractor that performed the work should be responsible for paying for damages to the Memorial.

We also note that last year pile driving occurred within 6 feet of the Memorial, toward the Twisted Fish. There are numerous cracks in the concrete ramp to the Memorial because of this pile driving that should be prepared by the pile driving company.

Finally, we want to describe major structural issues related to the Memorial. The Memorial has been rotating seaward for years. That rotation continues. Significant upland pressures are pushing the Memorial seaward. Two city construction projects have accelerated and have exacerbated this rotation.

The Memorial is perched on six, 18-inch piles that were used during initial construction because of the unsuitable soils, concrete rubble, and sawdust from the Juneau sawmill found on the site before Memorial construction. The ground around the Memorial continues to sink. You should go down to the Memorial and look under it. You will have a clear view that clearly shows that the Memorial has been steady, holding back the waterfront in this area, while the ground under it sinks away.

The decking installed last year between the Memorial and Twisted Fish has sunk 1-1/2 inches since the City installed subbase, base material, concrete structures, and a deck. At the time the City did all this, everyone familiar with the area knew that the decking would sink every year until it was done right. And, every knowledgeable person who viewed what the City was doing said that such work was short term and would have to be ripped up and repaired every year. What was being done was not being done right, but was being done apparently because it was expedient.

The added weight and the compaction activities from the upland construction have had a significant influence on the ground movement around the Memorial. The rip-rap armor on the seaward side of the Memorial stabilizes the shore slope, but it fails to keep the Memorial from rotating towards the sea. Pile driving, additional weight, excavation, and compacting are all activities that accelerate this rotation. If the Memorial is not stabilized, it will continue to rotate until it is not safe to occupy.

Ms. Kim Kiefer  
April 12, 2012  
Page 3

Our concerns about all of these things were allayed though our communications with city officials, and because we were convinced that the city was committed to moving the Memorial if the Board supported a move. We are not going to belabor the issues and statements about that, but the problems with the Memorial remain.

The Memorial can be stabilized and repaired where it is. However, that will require tie backs to the shore. That and the above mentioned work will, we estimate, require roughly \$300,000 to address.

All of these damage claims, maintenance and mitigation requests, and the request to move the Memorial to a location on the open downtown Juneau waterfront that is not affected by the massive Dock 16B configuration should qualify for Marine Passenger Fees. Given what we have written about here, we believe that the Passenger Fees should be spent to improve the appearance, integrity, and safety of the waterfront. The Memorial improves the waterfront and at its location, holds the uplands from slipping further into Gastineau Channel. The Memorial is itself a safety feature of the Waterfront. The Memorial started the process of developing an "integrated system" on the waterfront.

Please forward this letter to the appropriate city officials so we can begin a process to deal with the issues raised here. We also make the above claims to the city and ask the city in turn to make the necessary claims against its contractors to repair the damages the city's contractors caused to the Memorial.

Thank you again for your time.

Very truly yours,

Bruce B. Weyhrauch, for  
Alaska Commercial Fishermen's Memorial in Juneau

C: Board members via e-mail: Ted Merrell, Jr., Carl Brodersen, Linnea Osborne,  
Tom Gemmell, Tisa Becker, Melissa Museth

## ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

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P. O. Box 20092  
Juneau, Alaska 99802

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June 16, 2012

Mr. Gary Gillette, Port Engineer  
Port of Juneau  
155 S. Seward St.  
Juneau, Alaska 99801

Dear Mr. Gillette:

The Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau reviewed your letter of April 16, 2012. We thank you for sending it to us.

We appreciate the effort that went into altering the original 16-B plan to accommodate the needs of Taku Smokeries. However, our concerns about the project's very significant impacts on the Commercial Fishermen's Memorial and the annual Blessing of the Fleet remain.

First, the floating berths are massive structures. The aerial views and schematics do not convey the impact they will have on the look and feel of the shores they will block. We understand that they will be eight feet high from the water's surface and be able to hold three busses side by side. The behemoth that will be built directly in front of the Memorial will obstruct the Memorial's view of Gastineau Channel and its access to open water. To those for whom the Memorial is the only grave site they have to visit, that would be akin to burying a cemetery within a multistory strip mall.

Second, the space created offshore by the new berths is dangerously small, in either configuration. Taku Smokeries has seemingly indicated that one fishing boat can get into its facility to deliver fish under the new scheme. While we still have grave concerns about the safety of even a single vessel navigating just straight in and out to deliver fish, there can be no doubt that getting a fleet in there to be blessed would be impossible. The Blessing ceremony involves *many* vessels, which must position and navigate near the shore, often in high winds and currents. Out of all of the fishing vessels skippers who have seen the configuration of these floating berths, not one is willing to travel into the cul-de-sac that will be created in front of the Memorial for the Blessing. Sending the vessels in one at a time is still risky, and would make a 40-minute ceremony last all day. The Twisted Fish has been gracious in hosting a free community brunch for everyone who comes to the Blessing, but we doubt they'd be willing to host all day and night. If 16-B is built as planned, it would be the end of a 20-year Blessing of the Fleet tradition.

Mr. Gary Gillette, Port Engineer  
June 16, 2012  
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We altered your aerial schematic to illustrate the navigational problems that we have been trying to describe for a long time, and enclose it with this letter. The Green Area shows the size and shape of the maneuvering space that is required for safe navigation of boats participating in the Blessing. The Red Area shows a space that is too congested for safe maneuvering.

We see two solutions. The first is not building the half of 16-B that would obstruct the Memorial. Cruise tourism is an important part of Juneau's economy, but commercial fishing's contribution is far from insubstantial. The industry brings Juneau millions in personal incomes, the City millions in taxes, and creates or contributes to thousands of jobs. Consider this: What message are we sharing with our cruise ship visitors who travel from all over the world to experience the Last Frontier and its vast history; including the famous commercial fishing industry, and what message are we sharing with our locals who call this land home and gather from the sea for their families' livelihood? This is not an unreasonable request.

The second alternative solution is to move the Memorial to Marine Park, where there would still be enough room for the Blessing. As much as we would like to see the Fisherman's Memorial stay where it is and expand to accommodate the crowd of people who come to share in the annual Blessing of the Fleet, we would rather see it repositioned in a location of honor for those who have died than to have it hidden and separated from the living who still take pride in the dangerous work that they do. There would still be enough room offshore for the Blessing of the Fleet, unencumbered by one of the proposed berths. The Memorial reflects the meaning of "marine" more than anything else at Marine Park and can be tastefully and safely integrated into the waterfront there, adding its solemnity to the effort to clean up the area.

Please remember as we all seek resolution on this matter that, for dozens of people, this wall is their only gravesite, and they and their families deserve an honorable solution.

Sincerely,

/s/ *Bruce B. Weyhrauch* for the Board of Directors of the Alaska Commercial Fishermen's Memorial in Juneau, which are Tom Gemmell, Bruce B. Weyhrauch, Linnea Osborne, Carl Brodersen, Tisa Becker, Melissa Museth, and Jennifer Nebert.

- Enclosures: 1. Juneau, Alaska Commercial Fishing and Seafood Processing Facts (UFA 2007)
2. Aerial Schematic





# Juneau, Alaska

## Commercial Fishing and Seafood Processing Facts

United Fishermen of Alaska  
211 Fourth St. Suite 110  
Juneau, AK 99801-1172  
Phone 907.586.2820  
Fax 907.463.2545  
ufa@ufa-fish.org  
www.ufa-fish.org



**Juneau City & Borough is the #42 fishing port in the U.S. by Volume & #35 by Value of 2010 landings.**

### JOBS - FISHING

**Permit holders, Crew and Vessels (2010) in Juneau City & Borough:**

CFEC commercial fishing permit holders: **390<sup>1</sup>**

Total permits owned: **656<sup>1</sup>**

Permitholders who fished: **259<sup>1</sup>**

Commercial Crew license holders: **471<sup>2</sup>**

Total Skippers who fished plus Crew in 2010: **730<sup>1,2</sup>**

Percentage of residents who fished: **2%<sup>1,2,4</sup>**

Vessels Home Ported: **748<sup>3</sup>**

**Each of these individual small and family businesses represents investment, employment, and income in the Juneau City & Borough community.**

#### Income:

Estimated 2010 ex-vessel income by Juneau-based fishermen: **\$21,451,996<sup>1</sup>**

Earnings generated from commercial fishing circulated in the local economy through property and sales taxes; purchases of homes, rentals, hotels, electricity, entertainment, fuel, vehicles, food, repair and maintenance parts, transportation, travel, medical, and other services. **Virtually every business in Juneau City & Borough benefits from commercial fishing dollars.**

### JOBS - PROCESSING

Seafood processing jobs (2009): **430<sup>5</sup>**

Total processing wages: (2009): **\$ 3,958,266<sup>5</sup>**

First wholesale value (2009): **\$39 million<sup>6</sup>**

### ...AND MORE JOBS

**In addition to direct harvester and processor workers**, fisheries related jobs include fuel, accountants, consultants, air and water travel, hardware and marine repair and supply businesses, advocacy and marketing organizations, air cargo crew, freight agents, and scientists.

**Government related jobs include** Alaska Department of Fish and Game • Fish and Wildlife Protection/Alaska Department of Public Safety • Docks and Harbors • Alaska State Troopers • United States Coast Guard • University of Alaska School of Fisheries • Ted Stevens Marine Research Lab • Alaska Seafood Marketing Institute • Alaska Sea Grant Marine Advisory program, and more.

### TRANSPORTATION JOBS AND BENEFITS

In 2010, **16 million pounds<sup>7</sup>** of seafood were landed in Juneau City & Borough for an estimated value of **\$23.8 million<sup>7</sup>**, and most of this was shipped or flown out, providing many more jobs.

### REVENUE to the State and Community through Fishery Taxes ...

FY 2010 Shared taxes – **Juneau City and Borough** and the **State of Alaska** each received **\$298,863<sup>8</sup>** in fishery business and landing taxes through the municipal tax-sharing program from Juneau City & Borough fisheries landings and businesses.

#### Footnotes - Sources:

1. Commercial fishing permit activity, estimated harvest and earnings by permit holders are from AK Commercial Fishery Entry Commission (CFEC) at: <http://www.cfec.state.ak.us/gpbycen/2010/mnu.htm>

2. Crew numbers are from Alaska Department of Fish and Game 2010 Crew license list, and is the number of individuals who list their address in a given city.

3. Vessel home port numbers are from AK CFEC – online at <http://www.cfec.state.ak.us/plook/>

4. 2010 Population figures used to calculate percentage of resident skippers who fished plus crew is from DCCED AK Community Information Database online at: [http://www.dced.state.ak.us/dea/commdb/CF\\_COMDB.htm](http://www.dced.state.ak.us/dea/commdb/CF_COMDB.htm)

5. Processor Employment and Wages Data is from Alaska Department of Labor at <http://labor.alaska.gov/research/seafood/statewide/AKSFPBorca.pdf>

6. Processor 1st wholesale value by Census Area 2009 provided by Alaska Seafood Marketing Institute

7. National rank and NOAA total landings and value for selected ports is from NOAA Fisheries - Office of Science & Technology:

<http://www.st.nmfs.noaa.gov/st1/commercial/index.html>

8. Revenue figures from 2010 AK Dept of Revenue Shared Taxes report: <http://www.tax.alaska.gov/programs/sourcebook/index.aspx>

## ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

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

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June 28, 2011

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

Dear Mr. Gillette:

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

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

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

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

The Blessing and Dedication is an annual event that is now known nationally. Families

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

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

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

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

akin to moving a graveyard, with all the attendant emotional upheaval and angst associated with that kind of an action.

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

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

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

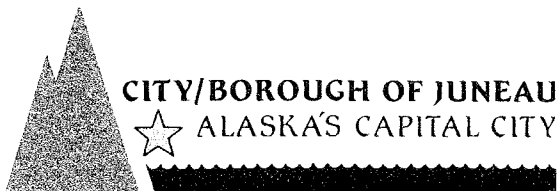
In sum, the Board's position is that 16B not be constructed in front of the Memorial. If 16B is constructed in front of the Memorial, then the Board asks that the Memorial be relocated to achieve the purposes of the Memorial. The Board's first priority is that the Memorial be relocated to the Marine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

Thank you for this opportunity to provide our comments.

Sincerely yours,

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

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



January 5, 2011

Alaska Commercial Fisherman's Memorial in Juneau  
Board of Directors  
P.O. Box 20092  
Juneau, Alaska 99802

Dear Board of Directors,

I received and carefully reviewed your December 13, 2010 letter and provided copies to the City and Borough of Juneau Planning Commission; I also included copies of the June 25, 2003 and November 26, 2007 letters, along with CBJ Resolution Serial No. 2452, and a listing prepared by CBJ Docks and Harbors.

Regarding your concerns about your June 25, 2003 letter, both the Long Range Waterfront Plan Project Manager Greg Chaney and I recall discussing the Memorial's needs as expressed in the 2003 letter with the consultant, Scott Lagueux of Bermello, Ajamil & Partners, Inc., and forwarded it to him as the letter requested. After reviewing the materials, we understand the concerns of the Alaska Commercial Fisherman's Memorial and recognize that much more attention to the Memorial should have been included in the Long Range Waterfront Plan.

We brought the Board's concerns to the Planning Commission, which also recognizes your concerns; but the Commission declined to initiate amending the Long Range Waterfront Plan at this time because the Commission believes that the issues are being addressed by the CBJ Assembly, who adopted the Plan by Ordinance with Resolution 2542. The Commission will not pursue amending the Long Range Waterfront Plan as long as the Docks and Harbors Board, in accordance with Resolution 2452, continues "...working closely with the Alaska Commercial Fisherman's Memorial and the commercial fishing community to make a recommendation to the Assembly regarding location, if necessary, of the memorial, along the downtown waterfront, to a mutually acceptable location, for the Board to keep the Assembly and the public fully apprised of its progress in this regard."

Please let me know how work with the Docks and Harbors Board is progressing.

Sincerely,

Dale Pernula, Director  
Community Development

cc: Planning Commission  
Kim Kiefer, CBJ Deputy Manager  
John Stone, Port Director

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

\_\_\_\_\_  
P. O. Box 20092  
Juneau, Alaska 99802

\_\_\_\_\_  
August 10, 2010

Mr. John Stone, CBJ Port Director  
155 South Seward St  
Juneau, Alaska 99801

Dear John:

On July 27, 2010, the Alaska Commercial Fishermen's Memorial's Board of Directors reviewed a concept Cruise Ship Dock Reconfiguration Design with you, Gary Gillette, and Harbormaster Phil Benner. Two years ago, the Memorial communicated with you and other City officials regarding the process of finalizing a downtown waterfront plan (copy November 26, 2007 letter enclosed). Two years before writing that letter, our Board had been assured that the Memorial was considered in the downtown waterfront planning process and would not be affected. We indicated that we were concerned about any dock plans that would cut the Memorial's water view plane and deny boat access for the annual Blessing of the Fleet.

The Memorial's location was selected in part because it was the last remaining land on the CBJ's downtown waterfront that had open access to the waterfront for the Blessing. This location was selected and approved by the City for that reason among others, and by the Board after sending surveys to commercial fishermen and women in Juneau asking for input on their preferred location for a Memorial.

Please review the enclosed photos of the annual Blessing of the Fleet. The concept Cruise Ship Dock Reconfiguration Design would change the entire setting for the Memorial and the Blessing of the Fleet by changing from open access to the water to a Cul de Sac area with a narrow entrance. That would prohibit fishing boats from moving past the Memorial for the Blessing.

At this point, it seems that the only alternatives to maintain the integrity of the Memorial would be to not construct 16B, the proposed southernmost cruise ship dock in front of the Memorial or, as we indicated two years ago, relocate the Memorial to a site along the downtown waterfront that does, and will, have unobstructed waterfront access, which will allow boats to pass in front of the Memorial and have the same support facilities (rest rooms, parking, electricity, water) that the Memorial has now.

Very truly yours,

Alaska Commercial Fishermen's Memorial in Juneau Board of Directors

C: CBJ Assembly and Harbor Board Members (with enclosures)



ALASKA COMMERCIAL FISHERMEN'S MEMORIAL IN JUNEAU

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P. O. Box 20092  
Juneau, Alaska 99802

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November 26, 2007

Mayor Bruce Botelho  
CBJ Assembly Members  
155 South Seward St  
Juneau, Alaska 99801

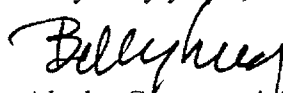
Dear Mayor and Assembly members:

We understand that the City is in the process of finalizing a downtown waterfront plan. A couple of years ago, various members of our Board met briefly with the planning office and were assured that the Memorial was considered in the plan and would not be affected. But that was an old version of the plan. If the new plan is approved, the plan would cut the water view plane and deny boat access to the Alaska Commercial Fishermen's Memorial for the annual Blessing of the Fleet.

The location for the memorial was selected because it was the last remaining pieces of land that had open access to the waterfront for the Blessing. Our board has considered this problem and would like the city to work with us to relocate the memorial to a different site downtown that does, and will, have waterfront access.

Thank you for considering this input and we look forward to working with the city on this matter.

Very truly yours,



Alaska Commercial Fishermen's Memorial in Juneau  
Board of Directors

Bob Millard, Ted Merrell, Bruce Weyhrauch, Tom Gemmell,  
Linnea Osborne, Tisa Becker, Lisa Weber

C: City Manager Rod Swope  
Port Director John Stone

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

P. O. Box 20092  
Juneau, Alaska 99802

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June 25, 2003

Mr. Dale Pernula  
Director, Community Development Department  
City and Borough of Juneau  
155 So. Seward Street  
Juneau, AK 99801

Dear Dale:

The Alaska Commercial Fishermen's Memorial in Juneau planned, designed, developed, and built the Fishermen's Memorial on the Juneau waterfront. The Memorial has been fully supported and promoted by the City. Without the City's support, we could not have accomplished this project.

We write this letter because of the City's ongoing efforts to develop another waterfront plan, and because it is engaging in a process that may lead to recommendations on the use of lands on the waterfront in the downtown area near the Memorial. We ask that this letter be part of the comments that the City and its consultants consider as you develop waterfront plans.

The Memorial's present value is at least \$250,000.00. In order to construct the Memorial, the Memorial's board and supporters have put in thousands of hours of sweat equity into making the Memorial a reality. Among other things, the Memorial shored up the waterfront, the Memorial has beautified the waterfront, and the Memorial committee established an annual Blessing of the Fleet on the first Saturday morning in May, which now has a national reputation. (Juneau's Blessing has been reported in newspapers in the Northwest, and in the National Geographic, and features the Coast Guard, the United States Navy, and our state's business, military and political leaders.) The Blessing and the Memorial demonstrate Juneau's support for the commercial fishing industry, and the physical structure is unique in the world. The Memorial recognizes the importance of commercial fishing to Juneau's history, and the important financial, economic, and social contributions to the Juneau community, and the State by commercial fishermen.

We assume that you and your consultants have already included the Memorial



Mr. Dale Pernula  
June 25, 2003  
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in your site visits and been present during at least one Blessing, so these concepts are not new to you or your consultants.

In the late 1980s, the Memorial worked with the City and Franklin Properties to locate the Memorial at its current location because it was the last place along the downtown waterfront that had open water access. As you and your consultants must know because you've already been to the Memorial, it is a place that provides for reflection on the loss of a love one, it is open to the ocean, and even though it is located near a high pedestrian traffic area, tourists and other going to and from the intermediate vessel float flow around the Memorial and do not disturb those sitting by the curved internal wall of the Memorial where the names are engraved,

The Blessing of the Fleet and the Memorial need open access to the ocean waters of Gastineau Channel. Boats move past the Memorial to be individually blessed. A fishing boat places a wreath on the water in front of the Memorial. Bagpipe music flows over the crowd and the water during the Blessing.

Open water and an unobstructed view of the water and an obstruction-free line between boats on the water and the Memorial are all critical to the ongoing mission of the Memorial. Since you and you consultants have each personally attended the Blessing at least once, you must appreciate that the Memorial wants to make sure that no obstructions are placed in front of the Memorial. If there are docks, wharves, or other obstructions that thwart the Memorial's purposes, then the City should calculate the cost of moving the Memorial into the costs of such an action

Please pass this letter on to the City's waterfront consultants. Thank you and please call me at 463-5566 if you have any questions.

Very truly yours,

Bruce B. Weyhrauch, President  
Alaska Commercial Fishermen's Memorial in Juneau

c: Mr. Stone, Port Director  
Mr. E Budd Simpson, Harbor Board  
Mr. Gregg Chaney, Planner II  
Memorial Board



06/26/12  
06/26/12  
06/26/12

Good Day,

06/26/12

I would like to comment on 16 - B, Cruise Dock.

Please have this included in the next Planning Commission meeting concerning 16 - B permitting.

History:

I have been a lifelong resident of Juneau and Douglas. To earn funds for collage I commercial fished mainly out of the Juneau area but also throughout Alaska. After completing my BBA in Management and a Liberal Arts Degree I almost pursued a career as a Commercial Gillnetter however IFQ's ended that option for me. After this period I decided to pursue a vessel tonnage license to possible peruse a carrear on the water. This is tonnage license is current however I do not use it. After a few years I started and maintain a part time commercial dive company that is busy and keeps my ties to the water and Juneau fulfilled.

While attending the Planning Commission meeting on 16-B in January, I listened to comments by the public and Commission members and thought I would give my comments and local knowledge.

Taku Smokerries area water current,

What current! Since year 2001 I have done underwater surveys at the Taku Smokerries area on the fish tailing / waste pile. I do these for Hoonah Cold Storage, Excursion Inlet, and also Sitka Sound Seafood's. Every year I complete these surveys that are required for waste permits and reviewed by agencies. From November to December 22, 2011, myself and dive partner dove 20 times in the Taku Smokerries area, on different days and at varied times. Never did we or have we experienced a current on the surface or bottom depths of 70' to 150'. What we have experienced is better visibility on an outgoing tide.

## Safety:

I heard a lot about older vessels/boats, with old chain steeling mechanics. These boats are restricted in maneuvering and in confined areas have difficulty. Maybe these vessels/boats should be upgraded. If 16 -B causes a safety issue that makes me concerned that other safety issues are not being addressed in local harbors and marine waterways, with these older vessels/boats and maneuvering. So if I heard clearly that the current configuration causes safety issues but when entering a harbor or dock facility with the same vessels/boats in what I would assume a more restricted area the same vessels/boats do not have an issue. I found that to be contradictory.

If you are a safe vessels/boats operator and your vessels/boats is safe you should be able to maneuver in 16 - B area. Do we redesign all of downtown or areas if people have poor parallel parking skills or old vehicles? Oh it's on hill, slope, snow, ice, or a narrow street. Maybe those boats, vessels should require special insurance or documents or need to be traded in for a more update model.

## Fisherman's Memorial

This is a dear, tender, and emotional subject. I have a former Capt. and know of others on the wall. I would respectfully say do not move this memorial. As for the services / blessing, I believe the 16 -B could make the memorial service better. More vessels/boats will be able to tie up and participate. Maybe the current service would have to change or adapt but with consideration and developing more options I believe the service could be grander, better, and attract more participants to show our appreciation the memorial represents. To build a memorial on working water front thinking that nothing in Juneau or the waterfront will change or progress is naive and impracticable. By placing the memorial in the current location we caused a future problem. Now the current groups are all trying to do what is best for each and maybe missing what is best for Juneau and its future.

## Economics

Commercial fishing generates commerce, trade, and jobs with a renewable managed resource. Some say it is the number two income generator in Alaska. With that idea I would weigh in on how much revenue is created / generated in Juneau off commercial fishing vs cruise ship / Docks 16-B. I bet cruise ships, tourism generates a lot more funds for Juneau's bank account and jobs than Commercial Fishing does. Those funds effect schools, roads, activities, services, infrastructure and much more. Ending those funds from tourism help design, build, and contribute to infrastructure the commercial fishing is in need of. One of individuals that committed at the January Planning Commission meeting stated that Juneau's Docks and Harbors have not supported or built much infrastructure for the Commercial Fishing fleet. Nothing could be more false. I could go on with lists but maybe you could contact D & H staff and get it directly from the source with amounts. Let's just start with commercial loading facility at Auke Bay, soon to arrive a new commercial vessel, cranes, and Harris Harbor makeover.

## 1% for Art

Maybe the Taku Smokeries, Fisherman Memorial, and Planning Commission should try and access some of the 1 % Art funds to help soften the 16 - B structure and research options for the Fisherman's Memorial

Michael Williams

Property owner

Lifelong resident

Small business owner

**Laura Boyce**

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**From:** Carrillo, Ed I (CED) [ed.carrillo@alaska.gov]  
**Sent:** Tuesday, June 26, 2012 10:17 AM  
**To:** Laura Boyce  
**Cc:** Carrillo, Marlyn R (HSS)  
**Subject:** Duran Construction public hearing  
**Attachments:** cbj public hearing duran const001.pdf

Good morning Laura,

I received a CBJ notice of the public hearing on Duran Construction property, parcel no: # 5-b14-0-101-002-3. I will not be able to make to the public hearing tonight. We owned two parcel lot number #5B1401010031 L 1A and 5B1401010032 L 2A below Duran property. I oppose any construction to the Duran property, until the water issue draining thru my property is resolve. Our back lot located at back parcel # 5B1401010032 lot 2A borders Duran's property, where a pond is build to collect water from their property. By having the pond of water in the back lot, the water flow to our French drainage located in our property and it causes erosion to property soil when it rain a lot. When we build our house in 1995 we raised the soil at the back property to prevent the water from flowing to my property. And we added a French drainage to allow the water to drain. It is now over 15 years that water is draining thru my property. I need Duran to resolve this issue by redirecting their water to their property.

Also long time ago when the CBJ had a hearing on Duran property, I have testified concerning the issue and I thought the CBJ have ask Duran to redirect the water to their property.

I hope you can help resolve this issue. Let me know if you have questions.

Thank you,

Ed Carrillo  
7520 Glacier Hwy  
Cell 500-2154

6/26/2012