

Public Meeting Summary

January 31, 2024

Wrangell Harbor Basin Revitalization and Transportation Resiliency

Steve Miller, Director of Ports and Harbors, and Brandon Ivanowicz of PND Engineers provided a project overview. Brandon went through different design scenarios, issues, concerns, including access, climate change, float options, permitting, environmental mitigation. He provided a copy of the power point presented.

Discussion and Questions:

- What is the wear and tear of the harbors as concerning the different float construction methods?

Because of the protected area where Inner Harbor is located, the less expensive manufactured floats would probably work. Owner loses some control over the design.

- What is the life span difference between the manufactured and custom built?

The custom built are more heavy duty. Floatation for both is plastic and won't corrode. The flat timbers could start to rot. You give up the heavier hinge connections in manufactured.

- Cost comparison between maintenance and repair of each?

There should be a 30-40 year service life.

- Is Decking treated wood? Yes Why not synthetic decking? Or Metal?

Could look at metal. More expensive option. Most harbor masters in southeast like the light timber options as it is easier and cheaper to repair. The synthetic or metal come in large panels, so if there is a problem, the entire panel needs to be replaced.

- Does Standard Oil float options consider the new Bay Company development and need to launch boats?

Yes, their launch area is further down and using the same water access area boats use to access back side of Standard Oil float.

- Will we be redoing the parking lot at Standard Oil Float?

City does not own the land. It is leased, annual fee. City could continue to consider purchase if the owner became willing. If he chooses to refuse a lease, we have an access easement to the float.

- The rubber gaskets.. do they hold up to the weather? The plastic?

Pontoons come in various thickness. Will be full of foam. If there is a hole the foam keeps float from sinking

- Do all concepts and cost estimates include anodes? Yes
- All creosote piling will be replaced with galvanized steel piling.
- Need side tying for transient moorage in Reliance. Why in Inner Harbor? The side tide in Inner is for flexibility.
- The 24' stalls in Reliance are 24', however jet boats are at least 28'?

Stalls good for over size of 10%

- Huge rock between finger floats and shakes island. Will dredging help with the lower tide access?
- Will the proposed Reliance projection on north end affect swinging around for the hoist?

Used to be a boat tied there, Grace C which is why we considered adding it in. Didn't appear to affect access then.

- Proposing the catch all for the sediment from the stream, will the expanded parking area affect sedimentation?

Will be looking at the hydraulics, may have to go a tad further upstream. Will look at ways to trap sediment before entering basin. Lining with geotextile fabric, using river rock, natural plantings.

- Why is Airplane float not part of project? Basically cost Need drive down to one of the floats.

Barge yard eventually could become the drive down area.

- What about locating black water pump stations at each float
- Adding cleaning stations
- Adding benches for the pedestrians
- Use for Solar panels?
- Using the best materials now will pay dividends for lower maintenance costs, more sustainable infrastructure
- \$600,000 annual receipts would be necessary to pay off a \$10million general revenue bond. Need to limit the debt. Look at ways to cut the project back Cutting out work in the parking lots. Using manufactured floats for inner harbor.
- Important to design stalls for what we need. The 24' stalls are too small. Can they be larger? Don't make stalls for trailerable boats. Increase in moorage fees, more of the smaller boats are trailering. 17' stalls at Inner harbor are not filled
- Need larger vessel berths. Huge demand.
- Could we provide electrification panel for yachts? At least 1 pedestal for fast charging electric boat?
- With Trident consolidation, will there be a shift in their vessels? We have kept some of their tenders. Could we offer incentive for their tenders to remain?
- Need a black water pump at Inner harbor
- Can we reuse the gangway ramps? Yes And landing floats
- Cost estimates include disposals of the existing docks. They become the property of the contractor. (concern about someone buying and then they litter the beaches)

- Current Reliance Float is polystyrofoam billets and timber
- Is there a difference between or dredging and COE?

COE will dredge if necessary to a -10 for the channel within the official basin boundaries. City is responsible for dredging under floats and in Inner harbor will have to go just beyond the Basin boundary. If material can be placed on shore/uplands that doesn't leach to waters, for example to improve the Inner Harbor Parking lot, permitting is much easier. If the material has to be taken offshore then sediment testing is required

- All Harbors must comply with ADA requirements for Harbors. Decking no more than 1/2" spacing, bullrails, ADA loadin zones
- Need clearly marked ladders
- This is very important to commercial users
- There will a follow up survey, advert in paper, comment sheet on website
- This project is a very nice complement to Shakes Tribal House
- Signs in Tlingit and English

Meeting was 2 hours long. 16 people attended.

Comment sheets were provided. One received at the meeting.

Online survey for follow-up

Suggestions:

Cleaning Tables

Benches – Reliance Float

Ladders

Photo cells for lights

Solar Panels

1 Transient pedestal for fast charging electric boats

Loading/unloading area at top of ramp Inner Harbor

Black water pumpouts, or at least prep for it in each harbor

Design stalls for what we need. Do we need the 24' or rather the 28' the jetboat guys have.

Restrooms (at Inner Harbor)

Signage in Tlingit

