



## DOCKS & HARBORS BOARD HARBOR FEE REVIEW COMMITTEE MEETING

March 31<sup>st</sup>, 2015, 12:00 PM  
Municipal Building – Room 224

- I. **CALL TO ORDER** (12:00 pm in CBJ Room 224)
- II. **ROLL CALL** (Tom Donek, Scott Spickler, Bob Janes, David Logan, and Budd Simpson)
- III. **APPROVAL OF AGENDA**
- IV. **APPROVAL OF** March 24<sup>th</sup>, 2015 Harbor Fee Review Committee Minutes
- V. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** (not to exceed 5 minutes per person, or twenty minutes total time).
- VI. **UNFINISHED BUSINESS**

1. Parking

- Parking Lot Fees ([05 CBJAC 20.160](#))
  - 5/2009; 4/2005
  - From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, and Statter Harbor is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof.
- Parking Management ([05 CBJAC 45.055](#))

Committee Questions

Public Discussion

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

- VII. **NEW BUSINESS**

1. Staff Labor fees ([05 CBJAC 20.140](#))
  - 4/2005



## **DOCKS & HARBORS BOARD HARBOR FEE REVIEW COMMITTEE MEETING**

March 31<sup>st</sup>, 2015, 12:00 PM  
Municipal Building – Room 224

- When required in the furtherance of duties set out in CBJ Ordinance Title 85, harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:
  - \$60.00 per hour for each staff person with a one-hour minimum charge per staff person;
  - \$5.00 per foot of silhouette vessel length when moving a vessel;
  - The actual cost of contracted services, supplies or materials plus a ten percent mark-up.

Committee Questions

Public Discussion

Committee Discussion/Action

**MOTION: TO BE DEVELOPED AT THE MEETING**

### **VIII. FUTURE BUSINESS**

1. Boat Launch fees

### **IX. ADJOURNMENT**

**CBJ Docks and Harbors Board**  
**Harbors Fee Review Committee Meeting Minutes**  
**For Tuesday, March 24th, 2015**

I. Call To Order – Budd Simpson called the meeting to order at 12:00 p.m. in CBJ Room 224.

II. Roll Call – The following members were present: Tom Donek, Scott Spickler, Bob Janes, David Logan, and Budd Simpson.

Also present were the following: Carl Uchytel – Port Director, Dave Borg – Harbormaster, Doug Unruh – Operations Maintenance Supervisor, and Mike Peterson – Board Member.

III. Approval of Agenda.

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

*Motion passed with no objection*

IV. Approval of March 4th, 2015 Harbor Fee Review Committee Minutes. Hearing no objection, the March 4th, 2015 Harbor Fee Review minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Action Item New Business

1. Parking

o Parking Lot Fees (05 CBJAC 20.160)

- 5/2009; 4/2005
- From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, and Statter Harbor is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof.

o Parking Management (05 CBJAC 45.055)

Mr. Uchytel said staff is focused on the Statter Harbor parking lot which is the biggest management concern. The Committee can discuss whether there needs to be parking fees at the other Harbor facilities, but for what was prepared for today the focus is on the Statter Harbor parking. What the new facility is going to look like, and how is the best way to manage it. Staff got together to decide what we are trying to accomplish in a fee structure at Statter Harbor. The new launch ramp facility is currently scheduled for completion on July 31<sup>st</sup>, 2016. We will have 84 vehicular parking spaces and 100 trailer parking spaces. We have a sense it will fill up, but that is an unknown. Staff wants to assess a fee that will encourage turn over. The Statter Harbor Facility and the Taku Lot downtown are currently managed in this way. The only way people respond to

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turn over is by imposing a fee. Otherwise, people will leave vehicles for months. Staff looked at what would work for the vast majority of the community. Staff decided that \$10 per day was a fair and reasonable fee. A \$2 per hour parking would be used by people going to other businesses in the area. Staff decided on a five day maximum for both trailers and private vehicles. This was to accommodate a long weekend fishing trip or commercial fishermen who have openings from Sunday to Wednesday. Long term parking was decided to be \$175.00 per month. This is a little more than half of paying a daily rate. There will only be a certain amount of monthly passes issued. This will be to encourage use that is in the best interest of all the Harbor patrons. The off season monthly rate from October to April will also be the \$175.00 per month. Staff determined approximately 12 patrons will be affected by this winter rate charge with no fee currently. Reason for the charge being there will be additional expenditures for lights, snowplowing, and landscaping.

Mr. Uchytel said for the existing Harbor parking area, there will also be \$10 per day, \$2 per hour, a five day maximum, but no summer monthly rate or trailers in this parking lot. One question is what you do with the people who have reserved moorage at Statter Harbor? Because the patrons that moor at Statter Harbor pay a premium and the other Harbor facilities don't pay for parking, is it fair to provide a free parking pass, but no guarantee of having a parking space? Off season monthly rate would be \$175 and would like to have an area closer to the Statter Harbor office for the security camera's to see activity. Mr. Uchytel said the new launch ramp will also have security cameras. He said rates have not changed since 2005 which is currently \$5 per day and \$1 per hour.

Committee Questions

Mr. Donek asked how many vehicle spaces are in the current parking lot, will this area be all restriped.

Mr. Spickler asked if staff has had a chance to talk to the owners of the nearby businesses to get their feedback on the \$2 per hour rate.

Mr. Unruh said currently there are 82 vehicle spaces and 12 trailer spaces. The Hot Bite business has about 10 parking spaces.

Mr. Borg said Statter Harbor also has some 30 minute free parking spaces.

Mr. Janes asked if the free 30 minute parking was going to still exist?

Mr. Uchytel said definitely.

Mr. Logan asked if there was going to be designated areas for the different parking?

Mr. Uchytel said there would be different parking hang tags for the specific uses, but not specific areas designated.

Mr. Logan asked why staff doesn't want summer monthly parking in the existing lot?

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Mr. Uchytel said this would be to push use in the new lot.

Mr. Janes asked if the new parking lot was going to be connected to Statter Harbor immediately or will that be in a future phase.

Mr. Uchytel said there will not be a walkway until the later phases of Statter Harbor.

Mr. Janes said people will try to take a short cut so there should be a marked walk way.

Mr. Logan said as soon as this is marked, you own the responsibility and liability.

Mr. Simpson said they could go up to the sidewalk and down, it is just not as direct.

Mr. Peterson asked how the \$2 per hour will be enforced? Will there be a parking device to pay for the parking?

Mr. Borg said the APARC machine like we currently have.

Mr. Peterson said usually when you go out to a restaurant it takes about an hour and a half. He suggested that someone will need to monitor this parking area all the time to catch the people that don't pay. He is against the \$2 per hour rate because it makes Docks & Harbors look like a bad neighbor.

Mr. Borg said the \$2 is to encourage turn over. If there is no charge, there will be a lot full of cars that never leave, and people that need to use the lot as proposed will not have a space. It is approximately a 30 day process to impound a vehicle. Leaving vehicles is happening in all the Harbor parking areas that has no charge. People don't leave their vehicles in the Taku Lot and the Statter Harbor lot because we charge.

Mr. Simpson said we currently have the 30 minute free parking spaces, he suggested to add a few more parking spaces for 1 hour free parking for people having dinner at a nearby restaurant. Mr. Simpson asked if we are not going to have a monthly rate and a five day maximum, where does someone that needs to park for seven days go?

Mr. Uchytel said they would have to pay the \$175.00 monthly rate.

Mr. Logan said if you are gone for more than five days, you really shouldn't leave your car in the lot, and have other arrangements in place.

Mr. Uchytel said this could be looked at like the Airport, how many days will you park at the Airport or decide to take a cab because it is cheaper.

Mr. Peterson said because of the cost to park at the Airport, a lot of people going out of town for the day will park at the Aspen. He suggests that same behavior could happen at the businesses around Statter Harbor.

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Mr. Spickler asked if someone was out hunting for longer than five days, could they have someone move their vehicle and pay for an additional five days?

Mr. Unruh said yes.

Mr. Simpson said if they have someone willing to come and move the trailer, that person could just take it home.

Mr. Borg said 500 boats were launched out of Statter Harbor over a weekend, and there is not parking for this many trailers, people are already parking elsewhere. He said it is a pain to park at Statter Harbor.

Mr. Simpson said parking at Statter is better than it used to be since we started charging to park. It is a management tool more than a revenue generator. It keeps the turnover going.

Mr. Simpson asked Mr. Uchytel to go over how the parking for the reserved moorage would be.

Mr. Uchytel said there are 70 reserved moorage spaces in Statter Harbor. They would be issued hanging permits, but they would not have a guaranteed space. Currently there are only 20 to 25 designated spaces. This year it will remain the same, but it could change depending on the Auke Bay Boat Yard moving to the ABLF. He said he is against reserving a specific space for a specific person. It is a waste of space when the user is not using it.

Public Discussion

Rick Bierman, Shelter Island

He said he has used the Statter Harbor parking full time for 20 years. He questioned if the \$2 per hour rate is going to pay for the man power to enforce it. He questioned why a person knowing he was going to be gone for 10 days pay ahead for the 10 days. He suggested the \$175 monthly rate is high because he just got a \$75 monthly rate to park at Squire's Rest. He questioned why the local businesses do not contribute because their customers are going to be parking in this lot. He said he has been parking in the Statter Harbor parking lot every day for 20 years and it hasn't cost him anything. He said he is different from the people who have a house in Juneau and have a cabin on Shelter Island. He has no options if he does business around town and comes back to the Harbor and there is no place to park. He is unsure if he is a Harbor Patron and would like to know. He said Shelter Island is not going away and asked to keep the Shelter Island people in consideration. He suggested being able to park at the landing craft area.

Mr. Simpson asked if Squire's Rest has a program for renting out parking spaces?

Mr. Bierman said he only has a few parking spaces.

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Paul Swanson, Juneau, Alaska

He said the five day maximum is good as a general rule, but if a person is going to be gone ten days, they should be able to purchase two/five day parking passes. He doesn't think to treat it like the Airport because the Airport is close and the Harbor is farther away.

Committee Discussion/Action

Mr. Donek asked if the \$10 per day parking was in addition to the launch ramp Permit?

Mr. Uchytel said yes.

Mr. Donek said he has a problem with that because it will discourage use at Statter Harbor and people will go to Amalga Harbor instead.

Mr. Borg said they are paying \$5 to park now.

Mr. Logan said people are going to burn up \$10 in fuel to go to Amalga.

Mr. Donek said if you are going out for five days, that is \$50 and it is also \$90 for your annual launch ramp permit.

Mr. Simpson said there are several places you can launch with that \$90 annual permit that does not have an additional charge to park.

Mr. Logan said Statter Harbor is the preferred launch area, and unless you get something to get their attention, they will just leave their vehicles instead of coming up with alternative options.

Mr. Peterson said with this \$10 per day parking fee, people will go to North Douglas and Amalga and then the Board will need to look at those areas to pay for parking. He said he doesn't know how full this parking lot is going to be, but it may look empty after Salmon Derby weekend.

Mr. Janes said doubling the cost in one year is aggressive and he suggested to start at \$7.50 or \$8.00 per day. We need to be flexible because of the unknown for this lot. If someone is going to be leaving for 10 days, it doesn't make sense to not give someone the opportunity to park when the lot is empty. It could be on a case by case situation. He would like staff to be able to be flexible the first summer this is open.

Mr. Logan said there will be a change in behavior. We may see more people launch and retrieve their boat in the same day. This may take pressure off the other launch facilities and the Harbor itself. He said five days should mean five days, but you could add anything over five days is at the Harbormaster's discretion. However, he said the five days is reasonable and if it would be longer than five days to make other arrangements for parking. He suggested to add the five day maximum to the reserved moorage patrons also.

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Mr. Peterson said when you go out hunting or fishing, anything could come up where you can't make it back. He suggested to go to seven days with an opportunity to extend another seven days.

Mr. Donek said he would like a 10 day maximum. He asked what happens to people who are over their maximum time?

Mr. Borg said they are ticketed. We could also start the impound process and have them towed.

Mr. Simpson asked if this was a \$50 or \$75 ticket.

Mr. Borg said it is \$25 per day.

Mr. Logan asked if staff would need anything more to allow additional time past five days?

Mr. Borg said a ticket can be challenged and voided in special circumstances by the person who wrote the ticket.

Mr. Janes does not want to see this lot empty and users with a need. He suggested to look at this after the first year.

Mr. Donek said there is land without road access. He does not see it being Docks & Harbors responsibility to provide parking. If they want to park in our parking lots, they will need to pay our rates. The rates will be the same for someone going out hunting, fishing, or going to their cabin.

Mr. Spickler said this is a recommendation from staff to get the rotation of vehicles. If this is not going to work, the Committee could come back and make an adjustment in six months.

Mr. Logan said the earliest this would take affect is 2016. The best action could be no action and hold this in advance for six to eight months looking for clarity from the boat yard moving to the ABLF.

Mr. Uchytel said staff won't know any more in six months. One of the incentives to get this out is for staff to have a document on management telling people to be prepared to pay. There might be an advantage to wait to charge until 2017. He said to encourage turnover, there needs to be a fee.

Mr. Donek said he does not want it to go a year for free.

Mr. Uchytel said it would be free for August and September of 2016.

Mr. Donek said we need to charge from day one.

Mr. Logan said July 31<sup>st</sup>, it may be open, but not at 100%. He suggested to start charging wintertime 2016.

Mr. Donek said we will need to put up a big sign.



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Mr. Logan suggested to start at an interim rate of \$7.50 per day for a couple of years and then go to the \$10 per day rate.

Mr. Simpson said he has no problem with the staff proposal, but he suggested starting the rate at \$5 per day while we watch management. He has heard different opinions from the Committee members on rates and time limits and everything else in the staff proposal. He suggested to wait until a final decision to provide time for the Committee members to think over the proposal. The members could come back the next time we meet and try to come up with a compromise or middle ground. We don't need to have the rates right now, but the rates should be in place before the parking lot is finished.

Mr. Donek suggested to have a monthly rate in the existing lot also.

**NO MOTION BRING BACK TO THE NEXT MEETING**

VII. Future Item

1. Staff Labor Fees (05 CBJAC 20.140)

VIII. Adjournment - The Meeting adjourned at 1:15 p.m.

Mr. Uchytel asked when the Committee wanted the next meeting.

The Committee decided to meet March 31<sup>st</sup>, 2015 at 12:00 p.m.

Statter Harbor Summer Parking Revenues

<b>Code</b>	<b>Description</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
H41	Statter Harbor Daily Parking	\$61,026.08	\$35,556.02	\$66,769.27
H42	Statter Harbor Monthly Parking	\$2,741.06	\$7,440.00	\$7,575.00
<b>Totals</b>		<b>\$63,767.14</b>	<b>\$42,996.02</b>	<b>\$74,344.27</b>

Statter Harbor Summer Parking Expenses

<b>Expense</b>	<b>Amount</b>	<b>Comments</b>
Staff Labor	\$26,280.81	Based on salary & benefits for 1 Harbor Officer- 3 hours per day & 1 Admin I- 1.5 hours per day
<del>Parking Meter</del>	<del>\$12,378.00</del>	Cost for each parking meter (1 Downtown & 1 at Statter Harbor) <b>one time</b>
Parking Meter Support	\$1,908.00	Annual support for each meter (1 Downtown & 1 at Statter Harbor)
<b>Total</b>	<b>\$28,188.81</b>	

## Horton Lot Use

Approx. 20-25 vehicles use the Horton lot for long term use in the summer months.

We issued about 500 permits for vehicle parking in the Horton lot last summer. There were more vehicles parked up there that did not get permits or had a downtown sticker in their window.

We have about 20 long term vehicles parking in the Statter lot during the winter months when there are no parking fees. We also have 12-15 Coast Guard vehicles parking in the Statter lot.

CBJ Harbors Board  
Carl Uchytel, Port Director  
March 20, 2015  
Re: Shelter resident parking

Dear people,

My family has lived full time on Shelter Island since 1995. Shelter Island is a subdivision within the CBJ and we are subject to all the rights and duties of the CBJ Charter including property taxes. In the twenty years we have lived here we have parked our family vehicle at Statter harbor parking lot every day. It remains in the lot and when we come to town to do our shopping and errands we use it returning to harbor parking until next visit. We have done this with full knowledge of harbor and CBJ staff. In the past decade we have seen alternatives to harbor parking disappear. It is no longer legal to park on the roads in Auke Bay. Dehart's marina is gone. The only public parking for miles in any direction is Statter harbor. Private parking is minimal. Should we come to town for errands and return to Statter from shopping to find no parking available we would be faced with a real conundrum. We really have no other place to legally park.

There are other families on Shelter in similar situations and as growth occurs we will need some long-term accommodations either through harbors or some other CBJ project. I understand this committee is meeting today to discuss Statter parking fees and management. I urge you to consider our needs in planning for the new expansion project currently under way and the construction period. Perhaps an annual or seasonal permit with a designated area for permit holders. Currently there are only a few seasonal or year round island residents. (We are distinct from those who have residences in town and cabins on Shelter and who come out on weekends and time off.) None of us in the island resident category are using our parking space in conjunction with commercial purposes. We do not require parking for boat trailers. We are strictly living on Shelter and need parking on the road system accessible to the waters for personal use.

In the past there has been ample parking through the winter months it is in the busy summer season that the harbor parking lots fill up. We don't need parking near the floats or ramps some corner would be fine.

Thank you for your consideration in this matter.

Sincerely,

Rick and Karen Bierman  
Lot 1 Block 8  
Shelter Island Subdivision  
907-723-2920

PO Box 211156 Auke Bay, AK 99821  
Juneau, Alaska



# Port of Juneau

155 S. Seward Street • Juneau, AK 99801  
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**From:** Carl Uchtyl, Port Director  
**To:** Harbor Fee Review Committee  
**Date:** March 24<sup>th</sup>, 2015  
**Re:** STAFF RECOMMENDATION –STATTER PARKING

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1. The Harbor Fee Review Committee requested Staff recommendations for operations pertaining to Statter Harbor parking. The ideas present here are intended to be conceptual, and pending approval, would require modification to the existing regulations.
2. Statter Harbor Launch Ramp facility is scheduled to be complete on July 31, 2016. It is recommended that any changes to the rates not be effective unless after substantial completion of the new facilities. It is anticipated that Docks & Harbors would continue to use the APARC system currently in use.
3. Statter Harbor Parking
  - a. New Launch Ramp Facility
    - i. Rate
      1. \$10/day
      2. \$2/hour (to support commerce across the street)
      3. 5-days maximum
      4. Applies to either vehicles or vehicles plus trailers
      5. Limited number of monthly parking will be managed and issued by the Port Director or representative at \$175/month.
    - ii. Off season discounted rate (Oct-April)
      1. \$175/month
  - b. Existing Harbor Office Parking
    - i. Rate
      1. \$10/day
      2. \$2/hour (to support commerce within the vicinity)
      3. 5-days maximum
      4. No monthly rate.
      5. No trailers.
      6. Reserved Statter Harbor moorage patrons will receive one year-round parking pass at no cost. This does not guarantee parking – only no cost to park.
    - ii. Off season discounted rate (Oct-April)
      1. \$175/month

#

CBJ Harbors Board  
Carl Uchytel, Port Director  
March 30, 2015

Re: Comments regarding Statter Harbor parking fees and management.

Thank you for this opportunity to comment on this important issue. As a long time user of Statter harbor (37 years), I believe it is important to remember that Statter Harbor is not a product. It is not a jobs project. It is not a good neighbor initiative. Statter Harbor's task is to provide the broadest possible access to the waters in an orderly and safe fashion at a reasonable price. My comments are as follows:

a. New Launch Ramp Facility

i. Rate

1. \$10.00 day

I believe \$5.00 per day is a more reasonable place to start. There were many good reasons brought up in the last meeting for this including the fact that you are not sure how the demand will be. Starting at \$5.00 this will give you good base line data. Currently \$5.00 is affective in creating the turn over you desire. All the other harbors that charge are at \$5.00. Doubling the price will alienate a large portion of current users. If \$5.00 turns out not to be enough to cover costs it will be easy to increase the price. We all know that government never decreases a price it just finds new places to throw money.

2. \$2.00 hour (to support commerce across the street)

As a harbor user I see zero need for Harbors to support commerce across the street. Every car from across the street restricts access for harbor users. Commerce needs to provide its own parking.

The cost in manpower to effectively enforce an hourly fee may well be more than the revenue it generates. Has anyone done a cost benefit analysis for this?

3. 5 day maximum.

There should be some way for Juneau residents to extend or purchase longer parking. People can get stranded by weather and need to call in and extend, or perhaps just want to go out on an extended adventure. In addition to 5 days perhaps we could buy a 10-day permit. This would allow a reasonable option for those whose lives do not fit in to a 5-day box. In the spirit of providing the broadest reasonable water access for locals I don't see why there can't be some options to the 5-day limit.

5. Limited number of monthly parking will be managed and issued by Port Director or representative at \$175.00 month.

\$175.00 a month is \$100.00 a month more than a private parking space can be obtained. It is so high, we who need it, can't afford it. It places the cost to park at Statter Harbor on an annual basis at \$2100.00 only \$400.00 less than a 32 foot annual moorage slip *with* a no cost parking space. A daily fee of \$5.00 and a monthly fee of \$75.00 is more reasonable and would still set a relationship between daily and monthly fees should the daily rate need to be raised in the future.

ii. Off season discount rate (Oct-April) \$175.00 month.

To date, the upper parking lot has been deserted and blocked off during this time. There is no doubt that this high fee will remove Shelter Island residents like me from the parking area completely. We will be prohibited by cost from using a parking space when undoubtedly over a hundred spaces will sit empty. What is the point of holding 100 to 150 parking spaces empty? Why not collect \$50.00 a month on some of them. This is completely contrary to the principal of providing access--it is denying access. It is punitive.

**During the off-season (Oct-May) the \$5.00 a day fee, the 5-day limit and the monthly fee should be dropped. There are no congestion or competitive use issues that justify these at this time of year. The current no-charge permit should be sufficient to encourage responsible use of the parking lot.**

b. 6. Reserved Statter Harbor moorage patrons will receive one year round parking pass at no cost. This does not guarantee parking --only no cost parking.

At ten dollars a day one parking space can generate \$3,560.00 a year. That is \$1060.00 more that the cost of a 32 ft. moorage slip, about \$2500.00. It is like giving someone a car when they buy a set of tires. **Giving a no cost parking space with annual moorage creates a potential revenue loss of \$3560.00 per moorage slip. At about 80 annual moorage spaces that adds up to over a quarter million dollars a year in lost revenue.**

Staff's explanation for this at the last meeting was that the private marina did it, so we should. By contrast the cost of a private parking space in Auke Bay is \$75.00 a month yet staff is proposing \$175.00, a \$100.00 premium over the cost of parking at a private facility. The same logic is not being applied here. I have no objection to providing the no-cost parking to moorage spaces; I just want to receive the same friendly consideration for my needs.

In conclusion, the need for turnover to spread the available parking is a legitimate and justified concern during the busy summer season. Fees and time limits are tools available to manage this busy in-season traffic. However, they should be used

conservatively so as to allow the widest access. Parking is a secondary purpose for the harbor. There is no way a parking space should be priced higher than a mooring slip. Parking spaces are or should be cheaper to build and maintain. Statter Harbor is there to provide valuable access to the waters of the State. In the case of Shelter residents it is our only reasonable option particularly in winter when weather allows only small windows of opportunity for traveling and safety is an issue. The new facilities will be so overbuilt that the need to place fees and time restrictions will not be justified in the off-season. Seasonal use patterns at Statter fluctuate in the extreme. The tools used to manage it should be able to flex with these seasonal use patterns as they have in the past. Fees and time limits should only be applied when justified by use patterns. By beginning the fee schedule for the new facility at the same cost as the old one it shows good faith on the part of this board in wanting to assess the requirements in the best interest of the public.

**As for Shelter residents and others who depend on Statter harbor year round, I would like to see an annual permit with a fee of \$600.00. It averages \$50.00 a month, which balances the higher cost in the 4 high demand months no cost in the 8 low demand winter months.**

My wife and I and our grandson live on Shelter Island year round. Our property is assessed by the CBJ at \$210,000.00. We pay \$2,100.00 in property tax; the same price is being proposed for 12 months parking. This will double our cost of living on Shelter. It takes our parking cost from zero for the last 20 years to \$2100.00 a year, nearly the same cost as a year round moorage slip. Our income is \$24,000.00 per year from Social Security. This parking fee is one twelfth of our total income. At the same time we are being forced out of the harbor by these fees three quarters of the parking spaces will sit idle in winter. Surely Harbors can be a little more accommodating than this.

Sincerely,

Rick Bierman

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