



DOCKS & HARBORS BOARD HARBOR FEE REVIEW COMMITTEE MEETING

April 13th, 2016
City Hall Conference Room 224

Immediately following the Special Board Meeting at 12:00pm

- I. Call to Order** (following the Special Board Meeting in City Hall Room 224)
- II. Roll Call** (Tom Donek, David Lowell, Robert Mosher, Bob Janes, and Budd Simpson)
- III. Approval of Agenda**
- IV. Approval of March 9th, 2016 Harbor Fee Review Committee Minutes**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time)
- VI. Unfinished Business**
 1. Active Fishing Vessel Discount at Statter Harbor ([05 CBJAC 20.044](#))

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
- VII. New Business**
 1. Residence surcharge ([05 CBJAC 20.050](#))

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING
- VIII. Future Business**
 1. Grid Usage Fees ([05 CBJAC 20.100](#))
- IX. Next Harbor Fee Review Meeting** – To be determined
- X. Adjournment**

CBJ Docks and Harbors Board
Harbor Fee Review Committee Meeting Minutes
For Wednesday March 9th, 2016

- 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, Robert Mosher, Bob Janes, and Budd Simpson.

Absent – David Lowell

Also present were the following: Carl Uchytel – Port Director, Doug Unruh – Operations Maintenance Supervisor at Statter Harbor, and Dolly Raster - Administrative Assistant III.

- III. Approval of Agenda.

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

Motion Passed With No Objection

- IV. Approval of February 10th, 2016 Harbor Fee Review Committee minutes.

MOTION By MR. DONEK: TO APPROVE THE FEBRUARY 10TH, 2016 HARBOR FEE REVIEW COMMITTEE MINUTES AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion Passed With No Objection

- V. Public Participation on Non-Agenda Items – None

- VI. Unfinished Business – None.

- VII. New Business

- 1. Active Fishing Vessel Discount at Statter Harbor ([05 CBJAC 20.044](#))

Mr. Uchytel said in regulation, we have the opportunity for fishing vessels that have reserved moorage downtown to receive up to 20 days in a calendar year of credit to use Statter Harbor. There are certain requirements to be eligible for those 20 days per calendar year. Fish tickets need to be provided to the office showing that you have landed fish and sold to a processor in the Juneau Borough. In 2014, the requirement for fish to come to a Juneau processing plant came up as an issue at the Ops/Planning Committee. Former Board Member Fisk had said that when the regulation was created in 2005, the intention was to incentivize patronizing local businesses.

Committee Questions

Mr. Simpson pointed out in the minutes from 2013 there were 75 fishermen who qualified for the credit in 2012, and 49 fisherman took advantage of it for a total of

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just under 600 days and \$12,500 in free moorage. He asked if that is a steady number or if more or less people are taking advantage of it now?

Ms. Raster said last year 76 fishermen were eligible and 35 participated, she can find out how many days were used and what the cost for moorage was.

Mr. Uchytel said it's possible that the number has decreased from 49 to 35 fishermen taking advantage of the credit because 14 are selling their fish outside the Borough.

Mr. Simpson said the revenue derived from fishermen making landings is a foundation for this policy.

Mr. Uchytel said the raw fish tax that Docks & Harbors received in 2015 was \$384,000, in 2014 was \$395,000, and in 2013 was \$425,000.

Public Discussion- None

Committee Discussion/Action

Mr. Mosher said having to turn in fish tickets is a ridiculous rule. Docks & Harbors does not need to know where people are selling their fish or strong-arm fishermen into who they sell to. Out of town boats sell to local companies and we're getting all of their fish tax. There is a lot of revenue being brought in by any of the fishing boats that come here. He resents having to show his pay stub to get free moorage. These are all local boats that are going to take advantage of this because they're going to have yearly moorage downtown. He suggested having the 20 days apply during May through September, and having no charge during the rest of the year when the harbor is not full.

Mr. Simpson asked if the purpose of showing fish tickets is to verify that you are an active commercial fisherman? It doesn't matter how much fish you're bringing in, as long as you're contributing to the fish tax.

Mr. Mosher said he doesn't fish up the Canal so he's not going to use this in the summer months. What harm would it do if he went sport fishing for king salmon in May? Why should he have to pay extra for moorage if he's already paying for his moorage downtown?

Mr. Simpson said everybody else with moorage downtown has to pay to use Statter Harbor.

Mr. Mosher said he thinks we should change that. Everyone that pays for a stall downtown should get 20 free days at Statter Harbor to do whatever. He sees no reason Docks & Harbors should be double-dipping.

Mr. Simpson said we may be able to look at a seasonal difference, since there is not a problem with space in the winter.

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Mr. Mosher said from a personal perspective he finds it quite intrusive to have to show his fish tickets in order to get free moorage.

Ms. Raster said staff only looks for the name of the boat and month. She never sees dollar amounts.

Mr. Mosher said it's the principle of it, and there are plenty of people that complain about it.

Mr. Unruh said if it was up to him he would do away with free moorage in the summer months completely because Statter Harbor is so overcrowded. We are turning paying people away for people that don't pay.

Mr. Mosher said there has to be some advantage to being a resident.

Mr. Simpson asked what would be another way to confirm you are an active commercial fisherman without having to show fish tickets?

Mr. Mosher suggested using limited entry gillnet or seine permits. He said he would have no problem showing his card.

Mr. Unruh asked if a commercial fishermen who is a stall holder in Auke Bay gets the 20 free days per year?

Mr. Simpson said no because he has an assigned stall. We could give him 20 free days downtown as an offset.

Mr. Janes said due to crowding, he disagrees with allowing 20 free days at Statter Harbor in the summer if you are not actively commercial fishing.

Mr. Donek said you don't have to be actively fishing the day that you're in the harbor in order to get your discount. You've got basically 60 days to turn in a fish ticket, so it doesn't make a lot of difference whether we use the limited entry permit or the fish tickets.

Mr. Simpson suggested accepting a limited entry permit on a trial basis for one season to see if there is a big difference or if it creates any unintended problems. He asked what if the free days were available only on weekdays?

Mr. Mosher said the fisheries always open at noon on Sunday so everyone is there Saturday.

Mr. Unruh agreed the boats will be there regardless.

Mr. Janes asked Mr. Unruh if he is able to sense whether someone is really fishing or just there for a family vacation?

Mr. Unruh said if a boat hasn't moved for ten days he obviously isn't fishing, but most of the seiners and gillnetters are using their boats.

Mr. Janes asked if we get many complaints about this?

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Mr. Uchtyl said the clarification memo in 2014 was very helpful.

Ms. Raster asked if we did accept the fishing permit card, wouldn't that give all 76 eligible boats 20 days free?

Mr. Janes said yes, whether they were actively fishing or not. If they are not required to sell their fish locally, all 76 boats may be able to use the credit.

Ms. Raster requested that the Board wait until the Douglas Harbor rebuild is completed to implement this change.

Mr. Donek said he was concerned about the message Docks & Harbors would be sending to local processors if we did away with the fish tickets.

Mr. Mosher said it's none of Docks & Harbors' business whether the local fishermen sell locally or not.

Mr. Janes suggested inviting the local processors to a meeting to hear their comments before making a decision.

Mr. Donek said if it doesn't make any difference to the processors then we don't need this rule.

Mr. Uchtyl asked if there are any packers that qualify for the credit?

Ms. Raster said there are two tenders that have year-round stalls downtown and we give them the 20 free days at Statter Harbor.

Mr. Simpson suggested forwarding this item to the next meeting and directed staff to contact the local fish buyers for their comments.

No motion was made.

2. Fee for Tenders ([05 CBJAC 20.045](#))

Mr. Simpson said he was here when this regulation was adopted. Every boat of a certain size has a skiff with it, on a davit or up on the roof. A lot of people were keeping their skiff in the water next to their boat to zip around and run errands, etc. From a policy standpoint, we decided that if people have an assigned stall and they can put the skiff within the footprint of the stall and not extend it out into anyone else's way, then we don't need to charge extra for that. If you're sticking it off your stern and it's projecting into the fairway then you need to be paying for it.

Mr. Uchtyl asked how yachts are charged for their tenders?

Ms. Raster said if they are in the water we charge them moorage by the foot.

Mr. Simpson agreed if they are using space in the water at one of our docks then they should be charged for moorage.

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Ms. Raster said she would like to keep it simple and charge moorage for any vessel that's in the water. When people take their boats out and leave their skiffs, we can't borrow their stalls.

Mr. Simpson said if they take their boat out and leave their skiff, then it's not a tender. If it was a tender they should be taking it with them.

Mr. Uchytel asked if people leave their skiffs so no one else uses their slip?

Ms. Raster said no, they just don't need it so they don't take it.

Mr. Simpson said they are basically just putting two boats in their slip.

Committee Questions- None

Public Discussion- None

Committee Discussion/Action

Mr. Mosher said he has his 14 foot Lund tied to the side of his 34 foot boat for various sporting activities and he doesn't see any problem with that.

Mr. Janes said in Statter Harbor tying up to somebody is a practical, common occurrence. Sometimes the only place to tie up is next to somebody, and if somebody has a tender of some kind there, they are really taking that space for free.

Mr. Unruh said we are talking about two different things: stall holders and transient facilities. In the transient part of Statter Harbor, if you are in the water, you get charged.

Mr. Simpson said the regulation is for people who are paying for a stall, and have a small tender that fits in the footprint of their stall and doesn't impede anybody else's space or the fairway.

Mr. Uchytel said you can infer that this is for people who are paying reserved moorage for a stall but the regulation doesn't say that.

Mr. Unruh asked if someone gets charged for his 14 foot skiff if he goes fishing and leaves it there?

Mr. Mosher said yes, staff charges for the skiff and he disagrees with that.

Mr. Uchytel said if they leave the skiff then we can't hot berth the stall.

Ms. Raster said the 14 foot boat would be too small for that stall.

Mr. Simpson reiterated if you have a skiff that's not going with your main boat then it's not a tender, it's a second boat so the free tender moorage doesn't apply.

Mr. Donek asked where you put the tender for the \$150 annual rate?

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Mr. Simpson said up by the bow between your boat and the dock.

Mr. Donek said that's within the footprint.

Mr. Simpson said if your tender is interfering with somebody else's area then you have to pay.

Ms. Raster said for the most part it works. The only time patrons get upset is when their big boat leaves and they get charged for their little boat.

Mr. Mosher said if he leaves to go crabbing for a week, there is no place to leave his skiff in Harris Harbor. He's not supposed to leave it in his stall, tie it to the main float, or tuck it up under a neighbor's bow. He's done all those things and been charged the daily rate for it.

Mr. Donek said this regulation is fine just like it is. What we're talking about here is whether a stall holder is allowed to park a second boat in their stall when their primary boat isn't there.

Mr. Janes said if you have an assigned slip, and you have more than one boat you should be able to keep your second boat in your assigned slip.

Mr. Simpson said what you can't do is let your friend park his skiff in your spot while you're gone. Then it's hot-berthing and we'll charge for that.

Mr. Janes asked how often is staff unable to hot-berth a stall because there is a skiff in it?

Ms. Raster said it happens all the time, especially in the summer. We have very little transient area so we rely on hot-berthing. We call and tell them they need to move their skiff. We don't want to put a stranger up against their skiff in case something goes wrong.

MOTION By MR. MOSHER TO LEAVE THIS LIKE IT IS AND LEAVE IT TO THE STAFF'S DISCRETION TO MAKE IT WORK AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VIII. Future Business

1. Active Fishing Vessel Discount at Statter Harbor ([05 CBJAC 20.044](#))
2. Residence surcharge ([05 CBJAC 20.050](#))

IX. Next Harbor Fee Review Meeting – Wednesday, April 13th, 2016.

X. Adjournment – The meeting adjourned at 1:15 pm.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING
Thursday, November 14th, 2013

~~ABLF. It does not make sense to lease a major property to people then not allow them access to it. I think we, because I was on the Board when this decision was made, made a mistake by not allowing access. I think the reasons we were not allowing access was due to political concerns that were not relevant.~~

Committee Discussion/Action

~~Mr. Uchytel asked how formal will we make this agreement. For the last two years we have made a consideration for AGS.~~

~~Mr. Simpson said structurally we can characterize it as an amendment to the lease based on actual usage and experience over the first few years that this is in place. If it is a substantive change, we will take it to the Assembly.~~

~~MOTION: FORWARD TO THE BOARD THAT WE RECOMMEND TO CONTINUE WITH THE TEMPORARY AMMENDMENT TO AGS' 2010 LEASE AGREEMENT, ALLOWING ACCESS TO THE ABLF FOR UP TO 3 MORE YEARS DURATION.~~

~~The motion passed with unanimous consent.~~

2. Statter Harbor Fish Credit.

Mr. Uchytel said commercial fishermen who have an assigned stall in the downtown harbors get up to 20 days in free moorage at Auke Bay annually. Previously, fishermen who sell fish to a tender that takes the fish to be processed outside Juneau have not qualified for the fish credit. There are 75 fishermen who qualify for the fish credit. Last year 49 fishermen took advantage of the fish credit, with a cumulative total of just under 600 days, and \$12,500 of free moorage. I have been directed to send a letter to the fishermen. I would like to specify in the letter that the fish tickets need to be turned in within the same month and fishermen are not exempt from paying other accrued fees like power and crane fees.

Committee Questions

CBJ DOCKS & HARBORS BOARD
OPERATIONS/CIP/PLANNING COMMITTEE MEETING
Thursday, November 14th, 2013

Mr. Logan asked where in the policy does it state the fish need to go to a Juneau based plant.

Mr. Uchtyl said in the past we have allowed tenders to take advantage of the fish ticket credit. I can state that fishermen are required to sell to AGS or Taku in order to be eligible for the fish ticket credit. The fish need to be destined for a fish processing plant in the City and Borough of Juneau.

Mr. Simpson said two things need to be taken care of, one, that the clarification is accurately stated in the policy, two, discuss if we want to make a substantive change to the policy.

Mr. Bush said the clarification is to encourage landings here.

Mr. Busch said I would like to limit this discount to local fishermen who are paying for moorage downtown as well as selling their fish in Juneau.

Public Discussion

Mr. Fisk said I was on the board when we considered this and I do believe the interpretation given tonight is correct. It was to encourage landings in Juneau. Fishermen are required to inform the office when they will be out of their downtown slips so that space can be utilized.

Mr. Uchtyl said there is another regulation that states if the boat is out of the slip for 96 hours the patron is required to notify the Harbor Office. So, there are two regulations that require the Harbor Office to be notified when the boat is gone.

Committee Discussion/Action

MOTION: TO MOVE THAT THE PORT DIRECTOR ISSUE A LETTER TO COMMERCIAL FISHERMEN INCORPORATING THE CHANGES RECOMMENDED BY THIS COMMITTEE.

Motion passed unanimously.

VII. Items for Information/Discussion.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Carl Uchytel, Port Director
To: Commercial Fisherman with Permanent Downtown Moorage
Date: January 17th, 2014
Re: ACTIVE FISHING VESSEL DISCOUNT AT STATTER HARBOR

The Docks and Harbors Board was asked to reaffirm the policy and purpose of a regulation pertaining to commercial fishing vessel discount (05 CBJAC 20.044). The question was whether Harbor Staff was narrowly defining the regulation thus excluding commercial fisherman who sell to tenders which are landed outside the Juneau Borough.

05 CBJAC 20.044 Active fishing vessel discount at Statter Harbor.

(a) *Discount.* In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 40.020 may, for up to twenty days in a calendar year, use Statter Harbor without paying daily fees, provided:

- (1) The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;
- (2) The owner does not owe past due fees to the Docks and Harbors Department;
- (3) The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and
- (4) If the owner has reserved moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.

(b) *Exclusions.* This section does not relieve an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.

The Board has interpreted “significant fish landings” as fish product which is landed at Juneau fish processing plants and subject to Shared Fisheries Business Tax and Fishery Resource Landing Tax. Fish must be destined and delivered to Juneau processing plants to be applicable under this regulation. Thus commercial fisherman and tenders who deliver to processing plants outside of the Juneau Borough would not be eligible for this discount. This has been the customary interpretation by the Auke Bay Harbor Staff.

Other items for clarification purposes include:

1. Under this regulation, only commercial fishermen are entitled to this discount, it does not apply to recreational and charter fishing operations.
2. Fish Tenders are recognized as Fishing Vessels under this regulation.
3. This regulation applies the discount only to Statter Harbor moorage and not moorage at the Auke Bay Loading Facility.
4. This regulation applies only to moorage charges and does not exempt electrical fees while at Statter Harbor.
5. Paragraph (a)(3) requires proof of significant fish landings (fish tickets) to be presented during each calendar month of the date of the landing. This is liberally interpreted to allow until the end of the next calendar month. For example, fish delivered to a processing plant on 1 May would have until 30 June to provide validation of the activity. **Late proof of significant fish landings (fish tickets) will not be accepted.**
6. Commercial fishermen assigned Statter Harbor permanent moorage are not eligible to receive this discount.
7. Commercial fishermen are required to notify Docks & Harbors of their departure date and estimated return date of their downtown moorage stall.

#

Copy: Alaska Glacier Seafood
Taku Smokeries
SeaFisk Consulting



April 11, 2016

To Whom It May Concern:

This letter is in reference to 05 CBJAC 20.044 "ACTIVE FISHING VESSEL DISCOUNT AT STATTER HARBOR."

Alaska Glacier Seafoods supports this regulation that has been in place for a number of years because this is a way for the CBJ to incentivize local fishermen to make deliveries of fish to local processors. It rewards Juneau fishermen who support other local businesses, while not providing any benefits to out-of-town fishermen.

We certainly recognize that every fisherman has a right to do business with any processor, and we respect the rights of business owners to pursue markets as they see fit. However, as a locally-owned business, we also understand the challenges faced by the CBJ to balance its budget. We know that the more fish that are landed in Juneau, the more Juneau benefits from the shared Fisheries Business Tax. If local businesses are successful, services provided by the local government, like harbor facilities, will benefit. We believe it is appropriate for the Docks and Harbors Board to maintain the discount of 20 free moorage days at Auke Bay because this is one of the few ways CBJ can provide an added incentive for Juneau fishermen for local deliveries.

This benefit applies only to fishermen who are paying annual moorage to the CBJ for downtown harbor slips, so we are not favoring out of town fishermen over local fishermen who deliver to other processors. We also agree with the regulation as written because it only applies to fishermen who are current with their moorage payments. Fishermen who get this benefit are already helping the Docks and Harbors Department by informing them when their annual stalls are empty, and the city is already gaining by hot-berthing other vessels in those stalls. It seems only fair that these particular local vessels get some kind of recognition for their choice to deliver fish in Juneau, because they are helping bring more revenue into CBJ coffers to pay for these services.

Alaska Glacier Seafoods is proud to be a part of Juneau's seafood economy. Thank you for considering our opinion in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Erickson", written over a horizontal line.

Mike Erickson, President

05 CBJAC 20.044 - Active fishing vessel discount at Statter Harbor.

- (a) Discount. In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 40.020 may, for up to 20 days in a calendar year, use Statter Harbor without paying daily fees, provided:
 - (1) The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;
 - (2) The owner does not owe past due fees to the Docks and Harbors Department;
 - (3) The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and
 - (4) If the owner has reserved moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.
- (b) Exclusions. This section does not relieve an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.

(Amended 7-11-2005, eff. 7-19-2005; Amended 6-5-2006, eff. 6-13-2006)

05 CBJAC 20.050 - Residence surcharge.

- (a) Definition. A fee assessed to the owner of a vessel when the vessel is used by any person as a residence, dwelling, or abode for three or more calendar days in any calendar month, unless
 - (1) The owner pays daily moorage in accordance with 05 CBJAC 20.030 for all days in the calendar month during which the vessel is used for three or more days as a residence, dwelling, or abode; or
 - (2) The Harbormaster in writing authorizes the owner to use the vessel as a residence, dwelling, or abode for more than three calendar days in any calendar month, provided such authorization may be given only for short term, temporary use of the vessel as a residence, dwelling, or abode of not more than seven days in the calendar month for which the authorization is given.
- (b) Residence surcharge period and duty to report. The residence surcharge will be assessed on a calendar month basis. The owner of the vessel is responsible for paying the residence surcharge. The owner of the vessel is responsible for immediately notifying the Harbormaster when their vessel is being occupied and used, rented, or leased as a place of residence. Once a vessel is used as a residence, the Docks and Harbors Department will continue to assess the residence surcharge until the owner of the vessel gives written notice to the Harbormaster that the vessel is no longer used for a residence.
- (c) Payment deadline. The owner must pay the residence surcharge in advance before the first day of the calendar month for which the owner is planning to use the vessel as a residence. An owner that does not or cannot pay the residence will be assessed a daily moorage fee in accordance with Section [05 CBJAC 20.030] 30 of this regulation in addition to any annual or monthly moorage that may have been paid.
- (d) Residence surcharge. The owner shall pay a residence surcharge of \$69.00 per calendar month, or portion thereof, for each vessel used as a residence. For a vessel with more than four residents, the owner shall pay an additional surcharge of \$23.00 per calendar month, or portion thereof, for each additional resident.

(Amended 4-11-2005, eff. 4-19-2005; Amended 4-7-2008, eff. 4-15-2008; Amended 3-15-2010, eff. 3-22-2010)

February 19, 2016

Dear Port Director Uchtyl, Harbor Master Borg and Honorable Board Members,

I am writing to The Docks and Harbor Board proposing a change in the parking regulations for Statter Harbor. I propose the area which has been vacated by Harri's Commercial Marine be utilize for patron parking. Specifically some of this area should be assigned for live-aboard patrons.

The parking situation at Statter Harbor difficult. This is part of the reason for the improvements which are currently under way. Statter Harbor is the only small boat facility in Juneau Harbor system which does not provide free on-site parking. This unique problem is exacerbated by a pay system which is expensive and does not provide spaces for those of us who call Statter Harbor home. Even if a live-aboard patron was to pay the five dollar a day parking fee there is no guarantee a spot is available for use. On a busy Saturday the patron may go to the store in the morning, return and find no parking spaces available. This is with paying the \$150.00 per month fee (or \$750.00 per season). If a couple is living aboard and has 2 vehicles that is \$1500.00 per season.

Patrons who have assign slips at Statter Harbor are given free parking passes and allowed to park in a section of the old marine yard at were Harri's Marine used to be located. This parking pass is issued for the stall holder regardless if the patron is a live-aboard or not.

Statter Harbor moorage rates are 68% higher than the moorage rates at any other harbor in the Juneau system. Adding on this additional parking cost to live-aboard patrons is an unjustified burden.

According to the minutes of your January 28, 2016 *"With the Boat Yard moving to the ABLF, that opened up a new opportunity and freed up some of the uplands space."* The long term use of the upland space vacated by the boat yard, this is still to be determined. But in the interim, using this area as parking and providing permits to live-aboards, I feel is a best use. This summer (summer 2016) the area vacated by Harri's Commercial Marine should be used for harbor patron parking. The area described as "Future Development Area" in the concept site plans can also be used for patron parking.

Both of the concept plans describing the bus turn around located in this area will reduce the number of passenger vehicle parking spaces which are presently available for use. Presently in the summer there are two rows of parking, Site Concept No. 1 show 12 parking spaces, while Site Plan Concept No. 2 shows only 4.

My proposal is to provide a parking permit to any patrons at Statter Harbor who pay a live-aboard fee. I have been informed by harbor employees that this will mean additional 10 or 12 permits. This permit will be similar to the permits presently issued to assigned stall holders. This proposal has no cost associated with it. This same permit will be issued so there are not even any printing costs!

Unfortunately I will not be able to attend the board on February 25th due to previous commitments. I trust you will review and discuss this proposal and act as you see fit. You may contact me either by email maplesdrew@gmail.com or phone 957-0055 to discuss any questions or clarifications.

Thank you,

Drew Maples

Sailing Vessel Borealis
Statter Harbor

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, March 9th, 2016

~~MOTION TO RECOMMEND THAT THE BOARD ALLOW A 10% DISCOUNT ON 12 MONTH ADVANCE PAYMENT FOR PAYMENTS MADE FOR THE FY MOORAGE BEFORE JULY 1ST AND 5% DISCOUNT ON 6 MONTH ADVANCE PAYMENTS FOR PAYMENTS MADE BEFORE JULY 1ST FOR JULY 1- DECEMBER 31ST MOORAGE AND FOR PAYMENTS MADE BEFORE JANUARY 1ST FOR JANUARY 1- JUNE 30TH MOORAGE AND SEND TO THE FINANCE COMMITTEE AND ASK UNANIMOUS CONSENT.~~

~~The motion passed with no objection.~~

~~MOTION By Mr. Donek TO RECOMMEND THAT THE BOARD LEAVE THE IVF/RESERVATION RATES UNCHANGED AND SEND TO THE FINANCE COMMITTEE AND ASK UNANIMOUS CONSENT.~~

~~The motion passed with no objection.~~

2. Live-aboard Parking at Statter Harbor

Mr. Uchytel said you will find the letter from Drew Maples in your packet. Mr. Maples is a live-aboard in Statter Harbor, but he is not assigned moorage. As policy we have provided parking at no cost to the Statter Harbor assigned stallholders. Mr. Maples pays \$69.00 monthly for the live-aboard fee. He will be charged \$5.00 per day for parking. We do have the new rate of \$100.00 per month for a limited amount of spaces. That's mostly for the Shelter Island patrons and fishermen. There are 11 boats that have live-aboards year-round. This summer we are offering free parking at the University of Alaska Southeast and at Auke Bay Elementary School. We might be able to offer those free options in the future too. We do have additional uplands available this summer now that the boatyard has been moved and we have not started construction for the bus drop-off.

Mr. Borg said the live-aboard fee is \$69.00 a month whereas parking would cost \$150.00 per car for a month. I anticipate patrons claiming they are live-aboards to save money if we offer live-aboards a discount on parking.

Committee Questions

Mr. Donek asked will all the parking spaces be paid parking except for the assigned stallholder spaces.

Mr. Uchytel said yes.

Public Discussion

Drew Maples of Juneau, AK

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Mr. Maples said I have been a live-aboard in Statter Harbor since DeHarts was moved over. I recently upgraded my boat, but it's too long for the 32 foot assigned stall I had. Now I'm back to being transient in Statter Harbor. I am on the waitlist for a 42 foot assigned stall. Every other harbor in Juneau has free onsite parking; Statter Harbor is the only harbor that has paid parking. I recommend live-aboard boats receive one parking space. The uplands from the old boatyard do not have a designated use this summer. A good use for that site would be for live-aboard parking. Even with the new \$100.00 a month I am not guaranteed a space. When I go shopping and come back I might not find a parking space. I don't know how to deal with the potential problem of patrons claiming to be live-aboards to get cheaper parking. It's not currently a problem and it might not become a problem. Parking will cost me \$1,500.00 for the summer because between me and my partner we have 2 cars. Statter is the most expensive harbor in the system.

Dennis Watson of Juneau, AK

Mr. Watson said I have an assigned stall at Statter and receive a parking pass for the DeHarts area that has 20 parking spaces. There are times when I've gone to Statter on a weekend and I can't find a place to park in those 20 parking spaces and I have to pay to park or walk from one of the schools. It's life. I also recommend the Board look at how many live-aboards they want to allow in Statter Harbor. They are taking up a lot of space and are there year-round.

Mr. Maples said I am asking for the same consideration you give to assigned stallholder for parking given to live-aboards. You don't have to specify a specific space for each live-aboard.

Mr. Uchtyl said at the next Harbor Fee Review Committee meeting we will be discussing the live-aboard fees. The possibility exists to look at implementing a downtown live-aboard fee and a separate Statter Harbor live-aboard fee. We can look at including parking costs in the Statter Harbor live-aboard fee.

Mr. Donek asked Mr. Maples, do you pay for the year.

Mr. Maples said no, we pay monthly and are on auto-pay.

Mr. Donek said you are not taking advantage of the discount.

Mr. Simpson asked Mr. Maples, do you have to move your boat in the summer time.

Mr. Maples said yes, every 10 days. My policy with my partner is that we don't worry about it. There are times we have to move to the Breakwater, but we deal with it.

Mr. Simpson asked Mr. Maples, why do you choose to be at Statter Harbor.

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Mr. Maples said my partner Laurie works at the University, and it's a much nicer area.

Mr. Watson said there are only 20 parking spaces set aside for all the assigned stallholders.

Mr. Donek said in the busiest marinas, on average, only 28% of the boats are out of the marina. That is one of the reasons why there are 20 parking spaces set aside for the assigned stallholders. This is also how many marine designers plan parking spaces.

Mr. Maples said parking is a problem. The uplands provide more space for parking this season. You can revisit the parking topic again after this season. Live-aboards are paying more at Statter than any other harbor and we're paying for parking too.

Mr. Simpson asked why are live-aboards at Statter Harbor different than any of the other users.

Mr. Maples said I am paying a live-aboard fee of \$69 per month. If people are claiming to be a live-aboard to get the parking spaces you can require them to be on the waitlist to show they are serious about getting a space at Statter. I am a long-term patron and I am not getting the same services that every other harbor is providing. I am paying more for moorage. It's a lot to require live-aboards with two cars to pay \$1,500.00 for summer parking.

Mr. Borg said the patrons with breakwater reservations who rent a vehicle are required to pay for parking too. People have options. There is moorage space available downtown with free parking. The live-aboard fee covers trash, water, facility usage, and wear and tear. In Seattle people pay \$350.00 a month to park their cars in a parking garage.

Mr. Janes said I am also a longtime user of Statter Harbor. I pay about \$40,000.00 a year to use the facility to load passengers quickly. I go there at least 5 times a week and I pay to park if I can find a space; otherwise I have to walk from one of the schools. I recommend we give Dave the authority to manage the lots as he sees fit. One of the only ways to regulate the lots is to charge.

Committee Discussion/Action

Mr. Simpson said Statter is meant to be for transient users. It's always packed with boats. I am surprised there are live-aboards in Statter. I understood it to be for transient users other than the assigned spaces. We have places in our system we have designated to live-aboards because they are more difficult to have access to. Most of those places have free parking. Making living-aboard in Statter easier does not seem

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like a good solution. Maybe when we look at the fees we can deal with the live-aboard topic at Statter Harbor.

Mr. Janes said there are boats in Statter Harbor with people living on them that are not capable of going out beyond Auke Bay and surviving anything. I do not like that for Statter Harbor. It is just becoming a cheap subdivision rather than a live-aboard that uses their boat for recreational purposes.

Mr. Simpson said that is a distinction we can make too; is it a boat you can use recreationally or is it just for living on?

Mr. Janes said this year is going to be a year of discovery for us with the new parking lot. We do not know how this is going to fall into place. I recommend giving Dave the authorization to manage the boatyard as he sees fit for this season.

Mr. Donek asked is the old DeHarts lot set aside for the Statter Harbor assigned stallholders.

Mr. Borg said yes 20 parking spaces. Doug Unruh and I are looking at how best to manage the site for the summer parking. The construction crew wants to store the floats in the area until mid-May, so that will take up space. There will be designated parking spaces for the Statter Assigned Stallholders in the new parking arrangement too.

Mr. Simpson asked is the parking fee in addition to the launching fee.

Mr. Uchytel said yes, same as it is now. You pay to launch and you pay to park.

Mr. Borg said we will offer a \$100.00 per calendar month option for parking, but we will be limiting the amount of those we are going to sell. We've always planned on opening the uplands for parking this season.

Mr. Donek said I do not want to start something this year as an interim thing because trying to pull that back next year would be difficult.

Mr. Simpson said I am not in favor of providing free parking spaces at Statter Harbor.

Mr. Borg said if we do not charge for parking the area would become long-term free storage which is what we are trying to avoid.

Mr. Janes said I recommend closely monitoring the parking situation at Statter Harbor. If the parking is under-utilized we can look into offering the live-aboards a parking area at a lower cost.

Mr. Borg said our parking machines offer useful feedback.