

CBJ DOCKS & HARBORS BOARD
COMMITTEE OF THE WHOLE MEETING MINUTES
For Thursday, December 16, 2010

I. Call to Order.

Mr. Preston called the Regular Board Meeting to order at 7:00 p.m. in the Assembly Chambers.

II. Roll Call.

The following members were present: Greg Busch, Tom Donek, Don Etheridge, Kevin Jardell, Cheryl Jebe, Bob Wostmann, and Jim Preston. Eric Kueffner and Michael Williams were absent.

Also present were the following: Mr. Stone – Port Director, Mr. Benner –Harbormaster, Mr. Gillette-Port Engineer, Ms. Danner – City & Borough Assembly Liaison, Mr. Dick Sommerville – PND Engineer, Mr. Brandon Ivanowicz, and Mr. Andrew Schicht also at PND.

III. Items for Information/Discussion

Mr. Preston said the purpose of this meeting was to listen to the public on the Statter Harbor and DeHart's Marina Rebuild. The Board has not made any final decisions on the plan that is going to be presented here tonight. Mr. Preston said there has been misinformation put out by some people about what the board has already decided. He said the Docks and Harbors Board wants to make sure to abide by the terms and condition of the purchase of DeHart's that the patrons will be taken care of. There has never been any decision or discussion of this Board that the patrons would be cast out somewhere and Dehart's dismantled. The Board participates in a deliberative process and this meeting is one of the steps to that process. The Board is listening to you. He said he intends to have more meeting with the public before the final decision on what the plan for DeHart's is going to be.

1. Statter Harbor and DeHart's Marina Rebuild

John Stone gave a power point presentation. He talked about the Statter Harbor existing conditions and the Statter Harbor master plan that was adopted by the Board in 2005. He pointed out the parking lot and said it was enlarged in the late 1990's. He showed where the Statter Harbor office is located, and the Statter Harbor float system. The facility was built by the State of Alaska in the 80's. It was turned over to CBJ in 2003, as part of a program to relinquish State Harbor assets. He pointed out the launch ramp built by the state and showed where the DeHart's property starts. He talked about the boat yard, harbor gangway, fuel floats and travel lift. He said there is only one driveway entrance that serves many different adjoining private and business properties. This has presented a challenge for the parking lot managers because the other property patrons or owners use the Harbor parking lot. He showed where the Horton lot is located and said it is used for the overflow parking for cars and trailers that use the facility.

More recently as part of the launch ramp project Mr. Stone pointed out the property Docks and Harbors purchased from the Lehnhart's, to facilitate a launch ramp. The house was removed today. He showed the parcel of land CBJ purchased from Richey Harris back in the early 2000's. There has been a shelter installed on that property to use as a picnic shelter and some people camp there. The eel grass is considered essential fish habitat by the National Marine Fisheries Service and because of that has special protections and permit requirements.

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III. Items for Information/Discussion(continued)

Mr Stone talked about and generalized the current conditions at Statter Harbor and DeHart's. Statter Harbor float system is in need of repairs. Primary objective is to preserve what is already there so it lasts longer over time. The parking lot and building are in excellent condition. The launch ramp is dilapidated and at the end of it's useful life. It could be considered a safety issue. The parking in general is severely undersized and causes conflicts. The DeHart's float system and travel lift are at the end of their useful life and need to be replaced.

Mr. Stone said the Docks and Harbors Board has been working on Auke Bay issues since 1984. He said there has been several hundred meetings on Statter Harbor since that time. In the early 2000's, the Docks and Harbors Board engaged in developing a master plan. The emphasis was the voters approved \$3.25 million dollar general obligation bond to build a commercial loading facility in Auke Bay, that came about from the fishermen in the community through the Fisheries Development Committee. Through the Board communicating with the users to gain a better understanding of what was needed, the best plan to provide for the different users was to separate the users out.

The Primary User groups were identified as moorage, recreational boat launching facility, commercial activity, passenger for hire activities, and public access. The challenge is to best meet the needs of all the user groups. Through that process, the Board decided to look for a separate parcel of land for the commercial loading facility. A parcel of land was found adjacent to Alaska Glacier Seafood, and that is where the loading facility was built.

Mr. Stone said shortly after the facility was put in, the owner of DeHart's contacted the Board that he would like to sell the Marina. The Board started looking at how that property could be incorporated into the planning efforts for the various users. That process resulted in the adoption of a master plan in 2005, similar to the one that was presented here tonight. The Master plan was to build a new launch ramp facility in the area of the Horton lot. There would be a new driveway entrance for a twin lane launch ramp adjacent to bay creek. This would contain all of the parking associated with the recreational launch ramp. The DeHarts floats would be removed and added to the Statter Harbor moorage system, so the Statter Harbor float system would become the moorage user facility. In Dehart's place, we would put a Whale Watching float to service the passenger for hire activity. The busses for passengers for hire would use the same driveway as the launch ramp and have their own turn around area at the top of the float. The boat yard would stay basically in its same position. Statter Harbor parking lot launch ramp trailer spaces would be reconfigured for moorage parking spaces.

The Docks and Harbors Board took this plan to the Assembly with a recommendation to buy DeHart's Marina, reasoning the purchase would benefit the municipality. The purchase price was \$2.6 million dollars; \$1 million was a down payment that came from marine passenger fees because Docks and Harbors was buying this property to use for a marine passenger facility. Docks and Harbors took out a 20 year loan to pay the balance. The loan is being paid for by Harbor operating funds. The Harbor Operating fund is comprised of three things, user fees, land leases, and 1 ½ % of fisheries business tax collected by the State. Within the sales agreement, it outlines what would happen when we move or decommission the Marina.

III. Items for Information/Discussion(continued)

The first provision, agreed the existing stall holders could stay in the Marina, verses CBJ taking it over and telling the existing stall holders they had to leave and put a different group of stall holders in the Marina.

The second provision was if CBJ builds a new moorage facility, CBJ consistent with harbor regulations, will make its best efforts to provide all existing stall holders with a new moorage space. This is the provision that Mr. Stone says has been misrepresented throughout the community to the extent we were going to boot stall holders out. He talked about how a patron's longevity gives them more moorage rights. The challenges the Harbor faces with the boats that were allowed to stay on during the purchase, to the ones that just came to the Marina in 2005. The plan is to move all the moorage patrons at DeHart's over to the new moorage facility plan at Statter Harbor.

Mr. Stone said looking at the master plan we are proposing to rebuild the head float and as part of that rebuild, to install two additional floats. That provides the same number of stalls as we currently have in DeHart's Marina. The fuel float will be relocated. The stall sizes are 32 and 42 feet. This should be better for the 50 year life of the float system. The plan is to build the boat yard, whale watching float, associated parking, launch ramp facility, replacement moorage, and some other repairs. The total plan is \$28.6 million. The launch ramp is about \$10.8 million, the Statter repairs to the float system and miscellaneous repairs is \$3.9 million. Replacement moorage and fuel float is \$6.8 million. The passenger for hire facility and parking is \$4.8 million. The boat yard, including a new trailer, is about \$2.3 million. The critical issue is, Docks and Harbors does not have \$28.6 million, and how do we come up with it to do the plan. Docks and Harbors currently has \$13.9 million, but some of that money has strings attached. Docks and Harbors has a \$5 million dollar State Harbor grant that was for the replacement of the previously owned State Harbor launch ramp and float system. The Alaska State Legislature gave us a grant for \$ 0.8 million from State passenger fees for a seawalk sidewalk along the perimeter of the facility. The marine passenger fees, the Assembly appropriated (\$ 0.5 million), is a down payment to start work on the area where the passenger float will be. Docks and Harbors received two CBJ Sales tax appropriations of \$6.7 million total, and a federal launch ramp grant for \$0.9 million. Mr. Stone believes the federal government will give us another \$3 million for the launch ramp construction.

Relooking at the costs, Docks and Harbors has funding for the launch ramp and Statter Harbor repairs. There is partial funding for the passenger for hire float and replacement moorage. The boat yard is unfunded. Docks and Harbors has a total revenue need of \$11.7 million with some likely funding sources. The launch ramp could possibly be on line by the summer of 2013. As soon as the Board gets the design, Statter Harbor repairs could proceed. Docks and Harbors has no funding for the boat yard projects, at this time.

Mr. Jardell asked if the \$6.8 million estimated to replace the moorage is a rough estimate.

Mr. Stone said it is a planning level estimate and the most resent conservative estimate. It is considered a conservative estimate because there is no final design yet.

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Public Comments

Drew Maples, Juneau, AK, said he wanted to make sure the letter that Rick and Lisa Currier wrote was read and he also had some questions.

1. On the letter dated September 23rd, he said he thinks all the patrons want to know is what is going to happen to DeHarts's knowing Docks and Harbors does not have enough money to rebuild the Marina. He said he has not heard that addressed through e-mails to Mr. Preston and Mr. Stone. The engineer firm has only addressed the rebuild costs. He wants to know what happens if the Marina falls apart. He suggested to build new floats in the existing location, that can be used in the new DeHart's design, and be dragged to the new locations when the time comes. He said he would have liked to see the whole packet on line earlier so he could have looked it over before the meeting.
2. He said on the website it says Docks and Harbors has funding for temporary repairs for Statter Harbor including the DeHart's Marina. He would like to know what that statement means.
3. He also wanted to know if there is a maintenance budget for DeHart's. His main concern is how to keep the Marina going if it falls apart before the new facility can be built.

Annette Smith, Juneau, AK, said she uses Statter Harbor and other launch ramps. She has looked at the plans presented tonight and it is clear that there has been a lot of thought put into this project. The plan does not solve all the problems that she sees with the area. In the old design, there is a lot of congestion through an area she calls the throat. This area is the launch ramp, fuel dock, and loading area of Statter. In the new design, you are moving the area, but you still have the throat. It appears, the activity in the throat will be increased, and cause more congestion. She said another user group that needs to be added is divers. There is no place for them to get out of the water. She said Sitka has pull down stainless steel ladders for the divers that do not get in the way of boats, and she would like to see something like that considered. The big concern she has with the plan is the throat area.

Suzanne Shea, Juneau, AK, said her first concern is the design for the DeHart's Marina. It is a plan to meet the needs of the tourism industry instead of improving the facilities and services for residences of Juneau. It is focused on how to make it convenient for large busses to drop off and pick up large number of tourists. She said she would like to see the focus changed to what is best for the boaters of Juneau. With that being said, she knows that accommodating large number of tourists in a small town is a problem. She said she thinks there are more desirable and cost effective solutions besides making DeHart's into a seasonal loading facility. For example, in Douglas Harbor there is already ample parking and turn around area for large busses. The Douglas Harbor is much closer to the cruise ships docking and making the trip shorter and less expensive. She said she sees that as an ideal place for tourist related businesses. Another suggestion is the expanded commercial use of Fishermen's Bend. That facility already provides a seasonal loading dock for whale watching businesses, a fuel dock, and an area zoned for retail. She said Fishermen's Bend could be purchased by a private business and used exclusively for the tourism industry. She said she is sure there are other ideas that do not require filling in the shoreline and building a mega parking lot that limits or removes needed moorage and boat yard facilities, as the Harbor Board plan indicates.

III. Items for Information/Discussion(continued)

She said her second concern is that DeHart's will not continue much longer as is. It needs to be maintained. She said the Harbor Board prides themselves on maintaining the Harbors, but they have done next to nothing with DeHart's in the five years since they purchased it. There are too many boats at DeHart's that need to be absorbed into the existing moorage at Statter Harbor. She said DeHart's should be maintained until assigned slips can be made available at Statter Harbor.

Ms Shea said when she looks at this plan, she sees a net loss of slips, less convenient parking for boat owners, more congestion for boaters and vehicles, no relief for trailer boaters, and less boat yard service. She said her conclusion is, this does not include anything for Juneau boaters and only compounds existing problems. She is hopeful that the plans will be changed to address these problems to benefit the residence of Juneau.

Mr. Jardell asked what she meant when she said it does not benefit trailer boaters. Ms. Shea said the Harbor has one ramp now. The Harbor is going to have one ramp in the new plan.

Bruce White, Juneau, AK, said he has been moved over to Statter Harbor from DeHart's and everything is working fine over there. He wanted to point out the conflicting statements and plans during the last three or four months. He said back in August, DeHarts patrons were told they were going to have a meeting with the Board on how the boaters were going to be accommodated, once DeHart's was pulled out. He was wondering if this was that meeting. He said according to the drawings put on the website, this plan replaces the DeHart's Marina with a boarding float and associated parking for tourism related whale watching activity. As a result, there will be a net loss of 90 boat stalls for the Juneau public. He said if funding is available and new floats are added to Statter Harbor, there will still be a net loss of 30 boat stalls. This is based on the drawings provided. He also said that one of the reasons for restructuring Auke Bay is to reduce the congestion in the Harbor, and thought that was one of the reasons the Auke Bay Loading Facility was built, to take the commercial loading users away from that area. He said in his mind building a whale watching float and associating parking right in the middle of Auke Bay will not reduce the congestion, but may increase the whale watchers to use the nice new boarding float. He said whale watchers are the major contributor to the boat traffic inside the Harbor. He suggested to move the base for the whale watchers to a different site or area out of Auke Bay. He said Douglas Harbor has a lot of parking and different activities for the tourists. There are fuel docks and vacant spaces at the downtown Harbors. He said that maybe North Douglas could have a launch ramp built to accommodate the whale watchers in the summer months and take out in the winter. The parking for the reduced stalls will be lost as well. Only having two launch ramps is not going to help the loading or unloading situation we have now. He said the parking lot in the plan is considerably oversized and is not necessary. It takes up four acres of land and almost the size of Walmart parking lot. He said according to the drawing presented tonight this will be for the benefit of whale watchers. Designating a large area in the center of Auke Bay for a seasonal tourist business is a bad idea. The downtown area is seasonal use now, and questions if Docks and Harbors wants to do that to Auke Bay too. He requests Docks and Harbor Board reexamine the plan and consider maintaining the DeHart's float system until a suitable replacement moorage is provided in Auke Bay.

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Mr. White would like to see four launch ramps added, reduce the size of the parking lot, and keep the boat yard the same size or larger. If floats are added to Statter Harbor for the DeHart's patrons, he wants designated parking for the assigned slips. If the plan stays as is currently, whale watchers will be the major beneficiaries. Juneau boaters will stand to lose loss of slips and also lose the opportunity to increase the amount of launch lanes to meet the current demand of trailer boaters, and congestion in the Harbor will be increased.

Todd Wicks, Juneau, AK, said he is the owner of Bear Track Charters, and he considers DeHart's a part of his business. He has been parked in DeHart's for 22 years, and he has molded his business around having a stall in DeHart's Marina. He said he is an independent charter business that books his own trips and takes out the people in the boat. He needs an area for a quick turn around, and DeHart's provides that.

Mr. Wicks said he does not have a van driver or buss. He needs to know he has a stall when he pulls into Auke Bay and also a place to park his truck. He requests with the new stalls to have parking spaces also. He wanted it known that he cannot have any disruption in his stall, so he can run his business out of there. His suggestions are;

1. Docks and Harbors moves the patrons in the winter time, when there are less boats.
2. Have a Harbor parking sticker.
3. Better security with cameras.
4. Keep the haul out.

Dennis Watson, Juneau, AK, said he wanted the public comments recorded in as much detail as possible. He said he concurs with the comments made here tonight on the Harbor and the floats, and it is extremely important to take a good close look at taking care of the citizens of Juneau first and not second. He is sure that it is not the intent of the Board to put Juneau boaters second, but that is what is occurring. With regards with confusion over what is happening in DeHart's, he believes that Mr. Preston explained the Boards position very clearly. However, the meeting he attended in August the interpretation was different. That is the reason he is attending all of the Docks and Harbors meetings to make sure there is no more confusion about the intent of the Board. He is still convinced what he heard at that first evening was in fact the intent. Although we addressed the long term Harbor patrons in DeHart's, where will the 36 patrons at DeHarts have moorage. They are going to have to go to Statter Harbor. This may not be viable for someone with a 30' long or longer boat, especially if you go out for the day and come back and not have a stall. That would mean you come back and have to raft up to somebody in the Harbor. Many of you have seen the congestion at Statter Harbor. It is not just about long term tenant patrons. It is also about the patrons that have not been there as long, but certainly pay premium price for a Marina spot.

Mr. Watson said there should be an increase on fixing what is broken, rather than starting new projects. This has been a concern of his for quite awhile. Docks and Harbor has three projects right now, the building by the Tram, one at the Aurora Harbor, and now the proposed under the bridge project. He says that does not show good financial responsibility and providing the services that is needed for the local people.

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Mr. Watson asked if there is a solid plan to relocate the fuel dock. Has the EPA, or NOAA or any other state agency that is required for permitting been contacted? He said Mr. Stone had commented in the past that stretching fuel lines across the bottom of the Harbor takes time. He said it is quite possible that all these other things could be accommodated, but still not have a fuel dock in the Harbor. Is it the intent of the Lessor to pay for the relocation of the fuel dock, or is the cost of redeveloping the commercial dock and the new location of the tenants part of that expense? This is unclear to him, and he would like an answer.

Mr. Watson said there was a comment made about parking. In Mr. Stone's original numbers, he used in a meeting not too long ago, there were 55 slips in the Harbor. Now, after Mr. Stone did a reconciliation, the numbers are a little higher. Currently, a monthly parking permit in Statter Harbor is \$75.00 dollars. He assumes that if there is no additional parking available for the new patrons, at minimum, \$75.00 per month should be discounted from the bill.

Mr. Watson said his next question is more mathematical. When you build the commercial dock, or whale watching boat float, the cost is going to be \$4.3 million. He said if Docks and Harbors gets a \$5 million dollar bond at 4.5% interest over a 15 years period, principal and interest payments will be about \$450,000 dollars a year. He does not know how that would be covered unless Docks and Harbors raises the passenger rate. He said, with the passenger rate fee for dropping off being \$1.10 per passenger, it will take a long time to pay off \$450,000 dollars a year with 30,000 to 35,000 passengers.

Mr. Watson said when DeHart's was purchased, at one of the presentations, it was said that the rates would be increased to cover the cost of the Marina. The rates did go up, and with a lot of discussion, they did come down a little. He said he is assuming that there is a financial plan for what you are going to charge to get this new facility. If you are going to build something, you need to figure out how to pay for it in the way of revenue.

Mr. Watson said he has a concern with whale watching. They are probably running about 30 trips a day out of the Statter Harbor during the summer months. He does not think the congestion is going to get better by moving the whale watching float from one location to the other. He said Docks and Harbors should look at how many trips are going in and out of the Harbor.

Mr. Watson said he talked to a former CBJ planner and he said that he has never seen a master plan for all of Auke Bay. Auke bay does include the inner and outer Harbor and should include Fishermen's Bend.

Mr. Watson requests that the Harbor Board eliminate the dedication for the Fisherman's Wharf, or the intention of dedicating it to the Statter Harbor location at this time. He said this was brought up in the Public Works meeting he attended on Monday and one of the desired locations was Statter Harbor. There already is a problems with moorage and the availability of space now, Docks and Harbors does not need to dedicate space for another business. This adds another challenge to the Harbor.

Mr. Preston asked if he was talking about the Fisherman's Memorial. Mr. Watson said it was the Fisherman's Wharf and the desired location was said to be Statter Harbor. Mr. Preston said the Board would look into it.

III. Items for Information/Discussion(continued)

Bob Janes, Juneau, AK, said he is a commercial operator out of Auke Bay. He said there are issues and conflicts and basically the area has been out grown. Over the past 15 years personal and commercial use has increased, moving the commercial loading facility was a tremendous help. He said this plan, in retrospect, will probably come up to be a great decision. Mr. Janes said there are still some issues that need to be addressed. He said two launch ramps are not going to be sufficient for future growth. He understands that Docks and Harbors probably wanted four lanes to start with, but with the environmental problems, it was cut back to two. He would hate to see a plan of this magnitude come into place without taking into account potential growth in the personal launch ramp use. It is an important issue to look at. He said the commercial use footprints looks like it takes up about 20% of the upland space, and considering all the commercial use through Auke Bay, it looks like it will work well. He knows parking is a problem in Auke Bay, and does not know if this is too much. However, if personal use grows, this parking would probably be appropriate. He said transient moorage needs to be addressed better. In the summer months, boats are tied up two or three across. Upland development needs to coincide with the development of the space on the dock. He does not see the room for moorage growth. He has five boats he keeps in transient moorage all year and runs several thousand people through Auke Bay every year. He knows that conflicts exist, and does his best to deal with them, and realizes the stress on that area. He has had special boats built to be able to pick up customers off the beach in North Douglas to help alleviate the congestion times at Auke bay. He hopes that this will not cause any issues in the North Douglas area because they will not be using the dock. He said he thinks North Douglas could have a reconfiguration of parking and a commercial dock built, which would help to relieve the overflow at Statter Harbor. He thinks this should be considered in the big picture and feels time is of the essence. He said he runs about 20,000 people out of Auke Bay each year and has a feel for the operation.

Mr. Wostmann asked if the quality of whale watching was the same from Downtown to North Douglas. Mr. Janes said he does not see any future in downtown whale watching operations. Douglas is a great area in terms of parking and space but not a good area in terms of distance to travel and does not think it would be used. North Douglas is a possibility and that is what he is going to try this year.

Mr. Etheridge asked if he had to get permitting or go to public meetings to operate in North Douglas. Mr. Janes said he has had an already existing permit for years issued by Docks and Harbor. He has had the permit for probably 8 years and maybe when he first obtained the permit there was a public hearing.

Louis Juergens, Juneau, AK, said at first glance to this master plan it is beautiful. He said the biggest issue at Statter Harbor is moorage issues. At times the boats are four across trying to find space. He said this \$20 million dollar plan does not help that. The parking looks great. If there is a need to load or unload to relieve the pressure out of the Harbor, North Douglas is a possibility, or maybe the commercial loading facility with that huge parking lot. The other comment was, this facility is being used by people in the valley and downtown. It is interesting that the rates at DeHart's are substantially higher than down town users that had major remodels. He thought it should be considered to have the same moorage rate all across the board.

LouAnn McVey, Douglas, AK, said she has a 32' bay liner in DeHart's that has been there a long time. She would like to see the focus go beyond moorage and onto the safety on the docks. A couple of times she said she was walking from the boat to the car and fell in a hole on the dock. She said the safety issues need to be fixed. Someone could fall into the water. She likes the idea Mr. Maples had about the

III. Items for Information/Discussion(continued)

rebuilding the floats in DeHart's now and then using them in the new Marina. She said the plan should have less parking, more moorage and better safety for the local people that use the docks.

Michael Scott, Juneau, AK, said he is all the user groups that Mr. Stone said in his presentation. He is also a diver and has lived in the area for 35 years. He has even worked on the facility at Auke Bay. He said he spends about 105% of his income locally. A simple experiment is to equalize moorage rates. Put a dedicated moorage rate in Auke Bay, and that place would be packed year round. He said he knows people now that have moorage on boats in different communities and fly there because it is cheaper. Auke Bay is an incredible resource. The uplands are incredibly small, incredibly expensive, and the patrons cannot afford to lose this. Docks and Harbors cannot afford some of the grandiose plans. The talk about partially funding permanent moorage there is unacceptable. Years ago there were plans all over the Auke Bay area and down in Fritz Cove. The patrons know that new Harbors are not going to be constructed there, and it is not going to happen anymore. The people of Juneau cannot lose the Harbor. It is incredibly important to be able to have a place to park a vehicle and park a boat in Auke Bay, where the beautiful scenery is.

Mr. Wicks read a letter from Richard Yamada. In the letter Mr. Yamada states he has operated Shelter Lodge and his sister has operated Anchor Point Lodge on Shelter Island. They currently have seven slips at DeHart's Marina. They accommodate 500 guests each summer and make daily runs to and from Auke Bay for groceries and provisions.

Part of the success over the years has been the ability to offer their guests the experience of being at a remote out of town location, without having to pay additional transportation fees (such as one would need to charge if a floatplane was involved) and the ability to get guests out to the lodge in a quick and efficient manner. The location of the DeHart's parking lot to the boat slips, the location of our slips at the bottom of the boat ramp, and available parking for our vehicles in the DeHart's parking lot have made transportation out to Shelter Island convenient, safe, and time saving. The availability of parking is very important to our business and as remote island residents.

I urge the board to consider the impact any loss of slips would have on all the patrons of DeHart's Marina. For these reasons, we would appreciate your consideration of the following:

1. Provide DeHart's patrons with uninterrupted slip usage in plans for new facilities.
2. Provide parking for DeHart's patrons. We would be willing to pay a reasonable fee for this privilege.
3. Provide as reasonably as possible, a convenient location to the ramp from the parking lot as current DeHart's patrons possess.

Board Comments

Mr. Wostmann said he appreciated all the feed back and he wrote a lot of notes he intends to follow up on.

Ms. Jebe said she appreciated the time the public has spent here, and as a North Douglas resident she can see the benefits that North Douglas has to offer to the community.

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Mr. Jardell said DOT and the school have given them information that the Harbor patrons are no longer going to be able to park in the School parking lot, and up the road. They are willing to give Docks and Harbors a couple of years to work on the master plan, but those parking spots are no longer going to be available. That is one of the reasons for the parking in the master plan. The throat is a problem, but the breakwater is only so big. We are trying to accommodate the largest demand that we have supply. It is hard to find a way not to have that congestion.

Mr. Etheridge said the reason the whale watching float was put in the plan was because people that tie up on the Statter Side had problems with the amount of traffic going up and down Statter Harbor Dock. The ramp was always congested. That was the reason the Board wanted to separate the whale watching float off in a separate area. The parking area for the busses for the whale watching were moved because of the people that use the launch ramp were complaining the busses were blocking the launch ramp at Statter Harbor.

Mr. Busch said he is also a DeHart's patron and share a lot of the concerns and anxieties brought here tonight. This is the first of several meeting we will be having over the next year or so and he hopes there will be a plan in place to just go from one slip to another without having to go through a down period. If there is a down period, he would like to have it in the winter time, where it will have as little impact as possible.

Mr. Preston said he did send a letter out. At that time some people had received or seen copies of a memo to the Board about the things to think about if the Marina was shut down. That was when the Board directed the Port Director to notify the DeHart's patrons that the Board wanted to have a meeting with them. Docks and Harbors does not have a plan yet. The board does not have anything to discuss at this time in terms of a plan, other than the conceptual ideas that has already been out there and presented. Mr. Preston said he has seen different versions of the master plan with different moorage numbers, and he thinks each and every one on the Board would like to maximize the moorage. The Board would like to see as many patrons as possible into permanent stalls and the docks safe. The Board spends a lot of time listening about the activities that the Harbormaster is doing at DeHart's and at Statter. Everything takes time and it is not a matter of the Board not wanting to fix the problems at DeHart's for the patrons. Docks and Harbors just cannot do this today. He said the patrons will be invited again to a meeting when the Board has something more substantial to discuss.

Ms. Danner said nothing is as simple as it could be. The Board could do endless things with endless funding. In the meantime, while Docks and Harbors does not have endless funding, they need the public's willingness to participate in the process and come forward and really say what you want.

IV. **Adjournment.**

The Committee of the Whole meeting adjourned at 8:42 p.m.

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