

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
May 28th, 2015

I. Call to Order.

Mr. Simpson called the meeting to order at 5:00 p.m. in the CBJ Assembly Chambers.

II. Roll.

The following members were in attendance: John Bush (via phone), Robert Janes, Dave Summers, and Budd Simpson.

Absent: David Logan

Also in attendance were: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, Harold Moeser – Docks & Harbors Engineer, Dave Borg – Harbormaster, Mike Peterson – Board Member, and Dick Somerville – PND Representative.

III. Approval of Agenda.

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

The motion passed with no objection.

IV. Public Participation for non-agenda items –
Ed Grossman, Juneau, AK

He said he is building a house on Spuhn Island. He read the minutes from April 22nd where Mr. Domke petitioned the Committee for DOT to shut off the motorized access at the end of Fritz Cove road. He said he met Mr. Domke in the last couple of years when Mr. Domke was hollering in his face at this access point while Mr. Grossman was taking a load of lumber with some friends to his house on Spuhn Island. All of the material was taken for the building out of the Auke Bay Loading Facility by a commercial landing craft. There was a mistake in the order and some longer boards were needed. The builder asked him to get the boards out to the house over the weekend so the building work could continue on Monday morning. Mr. Grossman said Mr. Domke claimed that he was acting illegally and needed a permit and that he had been a lawyer longer than he had been alive. Mr. Grossman said he informed Mr. Domke that he talked to the City and was informed that this was a DOT access point. He went and talked to DOT, and they had no problem with this sort of use at this site. When Mr. Grossman told Mr. Domke that DOT has no problem with this use, he accused him of somehow bribing DOT. A complaint was filed to Mr. Uchytel by Mr. Domke and that is how he met Mr. Uchytel. At some point a Mr. Smith put up a stainless steel cable to stop access and Mr. Grossman said he called DOT. DOT said they did not put up a cable or authorize putting up a cable and sent an operations & maintenance man to cut that cable that very day. Mr. Smith called Mr. Grossman's builder and accused him of cutting his cable. The builder informed Mr. Smith that DOT cut the cable because it was illegally placed by someone in the neighborhood. Mr. Grossman said he was disappointed to see that based on one person with an axe to grind that people were willing to shut off a public access point that is important to a lot of people. He has four suggestions for the Committee to consider;

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1. If the Committee decides to shut off the public access, please put in a small gate where a key could be available at the Auke Bay Harbor office for AEL & P, Spuhn Island residents, Verizon, and for others who need to have an excellent access point just as hardened as any of the launch ramps in town. If you put a boulder in the way, it takes an excavator every time to provide that access, and the utilities will need maintenance over time.

2. Please allow enough room at the end of the gate so people with smaller boats can go around the end and not over and under a gate.

3. There is a City parcel adjacent to this launch point that has been used for private parking and material storage for decades. Please demark this area so the public knows this is a first come first serve area to take advantage of the parking down close.

4. The City has a wonderful parking lot at the corner of Fox Farm and Fritz Cove road that doesn't see a lot of use and the reason is because it does not allow overnight parking. There are six islands that offer great camping opportunities for people that can't afford a cabin and don't have a cabin cruiser. You could increase use of this lot by allowing overnight parking for those who use the islands, but no camping in the lot.

V. Approval of April 22nd, 2015 OPS/Planning Meeting minutes.

Hearing no objection the April 22nd, 2015 OPS/Planning Meeting minutes were approved as presented.

VI. Consent Agenda – None

VII. Unfinished Business - None

VIII. New Business

1. Auke Bay Speed Zone Regulation

Mr. Uchytel said at the last Docks & Harbor Board meeting, Mr. Warden spoke on a non-agenda item and expressed a need to extend out the five knot speed restriction seaward of the Statter launch ramp. He said the larger whale watching vessels are throwing a wake that is damaging property in the Auke Bay Area. His request is to extend the white speed buoy out further. The Board directed this to come to the Operations/Planning Committee meeting for review. Is the buoy properly and sufficiently located or is there a need to adjust this?

Committee Questions

Mr. Peterson asked where Mr. Warden's residence is located?

Mr. Uchytel showed the location on the map. The buoy would need to be moved out approximately an additional 1000 feet.

Mr. Peterson asked if the 1000 ft was a typical amount out from a breakwater?

Mr. Uchytel said the Law Department said if Docks & Harbors has the tidelands, we would be able to control the surface speed. He said he has received complaints of other wakes in the area. At Smuggler's Cove,

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working through TBMP, there is a voluntary no wake zone area. Docks & Harbors does not have speed guns, so this speed restriction can't even be enforced. It would be easier to enforce a no wake.

Mr. Peterson commented that to have an affect for no wakes on the dock in question, the speed buoy would need to be moved out another 2000 feet.

Mr. Summers asked if TBMP has been contacted to help with this speed issue?

Mr. Uchytel said not for this speed issue area. Mr. Uchytel said Mr. Day is very active in resolving complaints when he receives them.

Public Comment –

Steve Bradford, Juneau, AK

He said he is a frequent user of the launch ramp at Auke Bay. He doesn't see a problem with the speed in Auke Bay. There are whale watching boats that throw a little wake, but the primary wake problems are from the Greens Creek mine boat. The wake from this boat is felt clear into the launch ramp and possibly the ferry. He doesn't believe the largest wake problem is from the whale watching boats. He recommends to leave the speed buoy where it is. If people are doing improvements and there is a problem with their improvements, this is because they didn't properly design it.

John Cooper, Juneau, AK

He said the speed zone as they exist is adequate. Docks & Harbors does not have the ability to enforce anyway. However, Docks & Harbors does have the ability to establish some traffic channels so that whale watching boats don't cut in close to the shore, and this could be enforced. Enforcement on this would just be taking a photo of a whale boat going past a buoy on the wrong side. There is more wake from the mine boats and the whale watching boats leaving from the Auke Bay Loading Facility. When he sees a speed zone in that area that is enforced on these boats and the Alaska Marine Highway System, he will be willing to accept an additional speed zone at Auke Bay against the rest of us.

Wayne Carnes, Juneau, AK

He said he is a captain on the high speed craft Fairweather, which is an Alaska Marine Highway System catamaran. He said the Fairweather during offloading operations in the afternoon has been slammed against the dock from a variety of vessel wakes. Primarily it is from the larger whale watching vessels, but they are not the only ones. The issue is with the more docks that are built, there are more speed restriction making the boats go slower and make transition times longer and at times hazardous because of minimum steerage way. He has seen this dock going in and questioned how this dock was going to hold up to a true southerly wind that blows into Auke Bay. He suggested the winds will take this dock out sooner than the wakes and this dock needed to be designed for the weather and wakes that were in existence before the dock was built.

Mr. Summers asked how far away would a boat need to be to move the Fairweather with its wake when it was tied off?

Mr. Carnes said boats running from the Coghlan Cut and crossing to go to Auke Bay, the mine boat, and sometime Allen Marine when they make an error when they are wake dumping.

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Rob Warden, Juneau, AK

He said he is the owner of the dock that is being discussed. The dock has been built for two years and the waves are more noticeable now because the gangway and pier section has been completed. The dock was designed to take the true southerly winds and the waves break across it. He showed on the map that when some boats accelerate at a certain location he gets a wave that goes behind his breakwater float and it hits the side of his gangway coming down and that is the problem he is having and not the dead on hit. He asked what was the data to determine the 1000 feet speed restriction?

Mr. Summers asked what he meant by a break water float?

Mr. Warden said this is a 50' x 10' float and has large 24' beams that hang down underneath this. When you get a wave, it swallows the wave and a wave 3' generally crashes over the float.

Mr. Summers asked if this design could also be done on the easterly side of your existing dock?

Mr. Warden said he would have to talk to an Engineer. He said this is inside of his float.

Gale Good, Juneau, AK

He said there appears to be two different problems. One is speed with collision in mind and two is speed with wake in mind. He said tonight when he was looking out his window he saw five boats within the marker exceeding the five knot speed zone and two skidoo's going 30 to 35 running right along side the breakwater. There is an enforcement problem but anyone can see who is familiar with GPS how fast the boat is going. A big problem is the size of the vessel. Maybe there should be a speed limit based on size or a combination of a speed and size because that is where the problem is.

Bob Varnes, Juneau, AK

He said as a frequent user of Statter Harbor, there are a lot of large vessels displacing a large amount of water at a high rate of speed. Wake is one issue, and a chance of collision is another with vessels being unpredictable as to which direction they will go. He said he has been cut in front of several times by vessels 15 tons doing 30 knots. He said he has never filed a formal complaint. He suggested to work on a specific route in and out of this area and speed restrictions for different size vessels.

Mr. Janes asked what kind of route he thought would work in this area?

Mr. Varnes said any vessels leaving from the Auke Bay area should head toward the center of the bay at a slow speed and then you can pick up the speed going through the Coghlan Cut area. The same would be for returning, slow down coming through the Coghlan Cut and the rest of the way in.

Kirby Day, Juneau Alaska - Tourism Best Management Practices (TBMP) Representative

He said based on Docks & Harbors inability to enforce the speed in this area right now, he suggests to work on routes or a voluntary program for all the operators to encourage them to be respectful of the people on either side of Auke Bay.

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Savanah Worley, Juneau, AK

She said this is an enforcement issue whether there is a route or speed zone buoys. Someone will have to be there enforcing this. A voluntary program is the only way this will work, and operators in Auke Bay will want to cooperate with all the other boats out there. She asked if anyone asked other Harbors what they do for their speed zone and suggested to ask them.

Dennis Watson, Juneau, AK

He said the mine boat continues to come into the area at a fast speed and the hull gives off a tremendous wake. There is a new set of boat ramps going in fairly soon and they will be less protected than the old ones. In the past, he has seen people launching their boats and have their boats kicked right off the trailers from the wakes. He said he grew up in Vancouver B.C. and the Alaska Marine Highway spent \$85M a piece for five high speed ferries. By the time the neighbors in the surrounding islands got done, the ferry system had to sell all the ferries at about \$.35 on the dollar because they were forced to slow down where they couldn't operate economically. Auke Bay is growing and it will continue to grow with housing. He doesn't see the whale watching boats the only problem, there are other operators also.

Committee Discussion/Action

Mr. Janes said the TBMP approach would be a good start. The enforcement is going to be tough. He said this won't be perfect the first year but he recommended to get started on the TBMP approach. He asked if it was possible to put a lane markers in red or green in Auke Bay, or is that the Coast Guard? He said that could delineate the routes.

Mr. Uchytel said staff could get with the Coast Guard. If you are looking at safety corridors, that would take years of study. If you want something voluntary, TBMP is the way to go. If we do move forward, staff will bring Coast Guard in to make sure they are part of the solution as well.

Mr. Peterson suggested to have staff come back in four or five months to review the enforcement options along with how TBMP guidelines worked.

Mr. Summers asked if the Coast Guard would enforce the speed?

Mr. Uchytel said there is no federal speed zone that the federal government enforces. They can enforce damage because an operator is always responsible for damage to property and people.

Mr. Summers asked who issues permits for docks to be built in the Auke Bay area?

Mr. Simpson said TBMP is a good idea and could be implemented quickly, but it only takes care of a 1/3 of the problem. You still have some of the recreational users and the Greens Creek boat that throws a gigantic rolling wake. He does not want to push the speed zone out to the Coghlan cut. He said this Board does not have any authority over TBMP but he suggested to ask for their assistance with this matter.

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MOTION By MR.JANES: SUGGEST TO TBMP TO DEVELOP A PLAN AND GATHER OPERATOR MEMBERS TOGETHER AS SOON AS PRACTICLE TO TRY TO ALEVIATE SOME OF THE WAKE IN THE INNER AREA OF AUKE BAY AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

Mr. Simpson asked that TBMP come back with a follow up on what has been done in response to the request. The motion does not need to go to the full Board.

Mr. Summers recommended to also get the word out in a PSA or other form. He also suggested to talk to the operator of the Greens Creek boat to get them to slow down.

Mr. Uchtyl said he will get the word out.

Mr. Simpson recommended flyers or more signs to get them to slow down.

Mr. Uchtyl said he will put it in the Tide Line.

2. Harbor Fee Regulation Change – Recreational Boat Launch Fees (05 CBJAC 20.060)

Mr. Uchtyl said at the May 6th Harbor Fee Review meeting, the Committee looked at recreational boat launch fees. He said in 2005 the launch fee was \$50, in 2006 it was \$70, and in 2007 it went to \$90 and that is where it is currently. Back in 2012 there was a question about how to assign launch ramp permits. The question was, if a person had multiple trailers, would they have to pay the \$90 for each trailer. It was determined to be a launch ramp user fee, and not a trailer fee. The Harbor fee review committee decided to assign a trailer fee and increase the \$90 fee to \$100. The Committee would also acknowledge free launching at Amalga Harbor, Old Douglas and Tee Harbor for non trailered boats. Two e-mails were received requesting to not increase the fee for each trailer.

Committee Questions -

Mr. Bush said his concern as a multiple skiff owner with trailers, this will double his annual fee. If the next day he decided to use his kayak and launch off one of the main launch ramps, this would be an additional \$100.

Mr. Simpson said that would not be correct if you launched at a free location for the kayaks.

Mr. Bush said this is a substantial increase. He suggested to charge for the first trailer at full price and the second one at ½ price.

Mr. Janes asked if Mr. Bush had a suggestion on how to manage the multiple trailer abuse as in several friends being on the same registration and only paying the \$90 for several trailers if the rate was ½ price for the second trailer. Because of the abuse is why the Committee has decided to charge for every trailer.

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Mr. Bush said in 2012 there was a lot of discussion on this. He asked Mr. Borg how many people come in and ask for more than one permit?

Mr. Borg said in 2012 it was 138 users that had multiple trailers and in the last year it has increased. He said the permit currently in regulation is a user fee, and a user is a single user fee. If he has four guys on five different registrations, that is no longer a single user situation. This now is multiple users on multiple trailers and is no longer in the spirit of what the Board intended this to be. He told these four guys they will have to purchase a permit for each trailer. A single user to him is one user and wife on multiple registrations with the same address. He said he does not have a problem with that. He wanted clarification in regulation.

Mr. Simpson said there is the \$14 daily rate for that second or third vessel that is not used very much.

Mr. Summers asked what the penalty fee was for launching without a permit and how many were written in the last couple of years?

Mr. Borg said last year there was about 100 tickets, this year is about 12.

Mr. Summers recommended to have every vessel permitted and not household but a different fee for the kind of craft.

Mr. Bush said charging the same or a higher dollar value for each trailer would be making more than 100% increase.

Public Comment

Steve Bradford, Juneau, AK

He said he was under the impression that when the new launch ramp was built that people in Auke Bay would be treated as the other Harbors and not be charged the daily parking fee. He asked if there was going to be a fee for parking?

Mr. Simpson said the proposal which has not been adopted yet is to charge the same as currently.

Mr. Bradford said his understanding was that the reason people had to pay for parking in the existing Statter Harbor was because there is a limited amount of space and couldn't have people leaving their trailers for days. If this is going to continue to be charged for parking, he suggested to charge at Douglas, North Douglas, Amalga, and other Harbors. He suggested to pay \$150 for the trailer fee which would include parking and this would then be for all the launch parking areas. If this is revenue driven, everyone should have to pay. He asked the Board to raise the fees so an enforcement guy doesn't have to go around the parking lot checking decals.

Wayne Carnes, Juneau, AK

He said he was one of the launch ramp users that received a ticket. He said he spent time trying to figure out what the regulation means. He said if you are with a trailer or not, you are required to

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purchase a permit. He said in North Douglas, you can drive through the parking lot, not use the ramp, and go down to the beach for launching. He said for 12 years he would have the boat in the back of his truck, drive down on the beach, and launch his boat. Then he would park his truck above the mean high tide line. He said the difference now is he has a trailer and he still used the beach. He had already purchased a launch ramp permit and he just went and got another permit for this trailer. This could be an issue that comes up because small boats can use that beach section that is not part of the Docks & Harbors launch ramp or dock. He suggested a minimal fee to use that access or just know that is what is going on. For enforcement, the Harbor Department sees a truck and trailer, they have to assume they used the ramp. In his situation, he didn't use the ramp, but the Harbor Department had no way of knowing that.

Mr. Peterson asked if Mr. Carnes had other kayaks at his house?

Mr. Carnes said he has a rowing shell and a kayak.

Mr. Peterson asked Mr. Carnes his opinion of being charged an additional \$10 for kayaks or small non trailered boats.

Mr. Carnes said he does not have an issue with that. He said in talking with staff, there has been other kayak users that use the ramp and block it and take a lot of time.

Mr. Simpson said the fact that kayak users tied up the ramp for a long time was discussed in the Harbor Fee Review Committee.

John Cooper, Juneau, AK

He said at this point he objects to any increase for launch ramp permits. He said he is paying for a service when he pays that fee, and he is not getting the service because of parking issues in Statter Harbor and the road conditions at Amalga. He would like to see a fee imposed on kayak users. The biggest hazard at Amalga is kayak users who have no respect for big boats and they think they have the right of way and they don't stay close to their free launching area. He has had more delays from kayak users coming out of Auke Bay than anything else. He said the launch ramp in Statter Harbor is so bad that if you take the tie downs off the boat at the top of the ramp it could just about get shook off the trailer before it gets wet. He said this is why he is not in favor of higher fees. Another reason he does not agree to higher fees is when Docks & Harbors says they don't know what they can do about people building things on the shore line while everyone that builds something on the shore line has to have a section 10 permit issued by the Army Corp of Engineers. Docks & Harbors can get on the notice list and object to anything built that doesn't meet standards that protect the structure without infringing on the rights of boaters. This is just standard parts of Federal Law. He commented that the new parking area will probably not see a lot of use because of the walk and trying to figure out where they pay their parking fees. There needs to be some serious planning and thinking about people that are moving boats and how to make it convenient and fast for them. One of the dangers he sees at Amalga is that four or five boats are backed up trying to get in or out and people hustling to

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get out of the way. Because of the hurrying, someone is going to get hurt. For identifying a fee, all trailers should be identified for a boat and the permit decal on the trailer, and non trailered boats should buy a daily permit per use and go on the boat. If these boats are not stickered, then Docks & Harbors writes a ticket. If people are going to use the launch ramps, they should have to pay for the maintenance and operations. He said he is not against paying for maintenance and operations when he is receiving the service. He said he is not receiving the service. He is objecting to the non- paying users that are getting the same service as he is.

Gale Good, Juneau, AK

He said a user can only use one trailer at a time so he believes there should only be one user fee for a owner with multiple trailers. He said he has a 22' fiberglass boat that he uses five or six times a year and a 16' skiff that he uses three or four times a week. He said he is not using both vessels and trailers at the same time.

Committee Discussion/Action

Mr. Peterson said he is opposed to changing the rate from \$90 to \$100. He suggested to keep the trailer fee at \$90 and implement a program that if someone with multiple trailers pays the full rate for the first trailer, the other trailers are a \$14 fee. Kayakers should also be charges an annual fee and suggested \$14.00. He said the system is being abused and if the fee is raised to \$100, there will be more people abusing the system than currently.

Mr. Simpson said in the fee committee there was discussion on raising the fee to \$100 and in the end that was not a significant increase. The bigger discussion was the fee for every trailer and not all under one permit. He doesn't have a problem with a discounted rate for additional trailers after purchasing the first one, but he can't see buying one and the rest are free. He suggested a \$45 or \$50 rate for the second trailer rather than a \$14 rate that Mr. Peterson suggested because that doesn't even cover the staff time it takes to issue the permit. Kayaks were also discussed and there are several places that kayaks can launch for free including beach areas. If they are using the launch ramp and competing with the motor boats, they should pay the ramp fee. He said he would be supportive of the \$90 fee for the first permit and a reduced fee for the additional trailers.

Mr. Borg said at North Douglas, Mr. Carnes would not have had access to that beach if it weren't for Docks & Harbors parking lot. Docks & Harbors spent \$15,000 last year putting new pavement in and maintenance. The kayak users who launch in the free areas or beach still park in Docks & Harbors parking lots.

Mr. Janes said he supports the \$100 permit fee, and the household second boat fee being free, but the third boat on would go back to the \$100 fee.

Mr. Simpson said he would support that.

Mr. Peterson suggested to discuss this further.

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Mr. Summers said he recommends the \$100 fee. He supports the non-trailerred vessels paying the full fee at the main launch ramps, a half rate for the second trailer, and third on pay full price.

Mr. Simpson said this came as a referral from the Harbor Fee Committee and will go on to the Finance Committee and the Full Board for more input.

MOTION By MR. SUMMERS: TO APPROVE THAT EVERY TRAILER WILL BE REQUIRED TO HAVE A PAID PERMIT THAT USES ONE OF THE RAMPS AND THE FEE IS \$95 ANNUALLY. NON TRAILERED VESSELS WILL PAY FULL FEE OF \$95 AT THE MAIN LAUNCH RAMPS. FREE LAUNCHING AT THE OLD DOUGLAS LAUNCH RAMP, TEE HARBOR, AND THE KAYAK LAUNCH RAMP AT AMALGA. EVERY TRAILER WOULD BE REQUIRED TO HAVE A PERMIT THAT USES THE RAMP AT \$95 ANNUALLY. PER HOUSEHOLD A SECOND LAUNCH PERMIT WOULD BE \$50.00.

Mr. Simpson asked for clarification if the reduced rate applies to the second trailer thereafter or the third trailer would be full rate again?

Mr. Summers said second trailer \$50.00 and thereafter.

Vote failed 2 to 2

Mr. Simpson said if this doesn't carry, the Harbor Fee Review Committee's recommendation moves forward.

Hearing no additional motions, the Harbor Fee Review Committee's motion moves to the Finance Committee.

IX. Items for Information/Discussion

1. Douglas Harbor parking Lot Design Considerations/Trade-Offs

Mr. Gillette said the Committee asked staff to bring the truck and trailer parking capabilities to this meeting to determine if there is adequate space in the uplands area that might accommodate a lease for commercial use such as a restaurant. Staff worked with PND to look at a parking layout. The design completed in 1999/2000 had the parking stalls and the aisles smaller than what is needed for today's vehicle sizes.

Mr. Somerville gave a presentation on the overview of the 1999 – 2000 Douglas Harbor conceptual parking plan, the trailer and vehicle parking guidelines for boat ramps, recent trailer parking observations at the ramp, 2015 boat launch parking plan with the larger standards, and auto turn simulation to access drive aisle and parking stall configurations.

Mr. Somerville said the new plan provides;

- 52 - 12' X 50' trailer stalls
- 14 - 9' X 18' vehicle stalls
- 4 - Tie down stalls

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200 LF - Make ready lane

This new plan was put in an auto turn simulator and all the stalls were able to be maneuvered.

Mr. Peterson asked if there would be any issue with only having capabilities for 52 truck and trailer parking when the recommended amount is a minimum of 60? He also asked what was the reasoning for the teardrop shape area in the plan?

Mr. Somerville said that separates the moorage parking vehicles only area and the beginning of the launch area.

Mr. Summers asked if the green space to the left of the launch area was necessary?

Mr. Somerville said it would be difficult to get a truck and trailer in that area. It could be possible to fit a couple of vehicles.

Mr. Simpson said one thing that motivated this request at this time was the request from a third party vendor to put a restaurant on the site with the idea this request could impact the parking. He asked Mr. Somerville what would help mitigate the restaurant impact. Mr. Simpson commented the plan was barely providing the minimal parking needs.

Mr. Somerville said he has not studied that. Anything you do to this site will take away from the parking.

Mr. Janes said in the interest of the applicant, he suggested to look at this in a broader sense. He questions how there was 81 truck and trailers able to fit in 2013 and now only 52?

Mr. Somerville said a large number of vehicles were in a road way area and parked in the street.

Mr. Gillette said there may be other ways to look at this, but the shape of the area of land restricts things as well. The primary purpose is to have a base line on what makes sense for the number of spaces to serve the launch ramp and what logical layout with the property constraints.

Mr. Janes left the meeting at 7:16 pm

2. Amalga Harbor Fish Cleaning Station - Update

Mr. Gillette said Amalga is a high use area and there is a conflict with people cleaning their fish at the end of the launch ramp which ties up the space. Docks & Harbors obtained a grant from Fish & Game to conduct a study for another area for fish cleaning. He said Docks & Harbors part time staff member Harold Moeser has been working on this project and his written report is in the packet. Mr. Gillette said the primary objective for this is to mitigate the fish cleaning on the launch ramp while people are trying to launch and retrieve their boats. Mr. Gillette said Mr. Moeser is proposing a 16' x 28' float that could accommodate four vessels or more with four cleaning stations. He came up with six options. There are three different floating locations, one upland location, one would be to remove the table and not provide

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fish cleaning, and the other option is to do nothing and leave it as is. Mr. Gillette went over the options with pro's and con's. He said at this time, site #1 would make the most sense.

3. Former-Thane Ore House Lease – Request for Proposal Process (RFP)

Mr. Uchytel said it was requested by the Chair of the Board to bring this to this meeting for more public input on this process. There are no changes from what was presented at the last Board meeting.

Mr. Peterson asked what the next step is in this process?

Mr. Uchytel said the Chair of the Board wanted this brought back to the next Board meeting and then it can be released for proposals.

Mr. Peterson said he sees a conflict in the RFP under 1.3 minimum qualifications as well as 3.5 capacity of firm when the primary purpose of this lease is to provide entrepreneurs a business opportunity. Both of those suggest the applicant will have a great deal of experience with five years of business experience. He said if he is a young person in the City & Borough of Juneau with a great idea, but he doesn't have those qualifications in paperwork, he would not be given the opportunity for this lease. So, there is no opportunity for a young entrepreneur. He suggested to have a two part process for this RFP. Start with attracting all entrepreneurs and then go through the proposals and determine who's idea would be the best for that area.

Mr. Simpson suggested to have the qualifications and experience a factor that will be considered, but not as a disqualifier if you are new to the business.

Mr. Uchytel said he will change the wording in the qualifications and the evaluators will assign points based on experience.

Mr. Peterson said the Operations business plan does have a lot of points possible so if a young entrepreneur does come in and is well organized with a good presentation they could get a lot of points for that.

Mr. Uchytel said he could just use the minimum qualifications in ordinance. He said he could strike the current wording.

Mr. Simpson said he would support striking the current minimum qualifications.

Mr. Uchytel said this will go to the full Board next.

4. CBJ Appeal of Planning Commission Decision

Mr. Gillette said CBJ Engineering and Public Works applied for a zone change down by the Juneau Douglas Treatment plant which appear to include the tideland area that is under lease to Juneau Port Development LLC. The change is for an anticipated sludge incinerator. The Planning Commission denied that zone change request from waterfront industrial to industrial.

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The CBJ Engineering and Public Works has appealed that decision to the Assembly. There may be some impact to us if this is changed to industrial because you couldn't allow a floating commercial facilities. This is an item to continue to watch. The reasoning by the Planning Commission was that waterfront industrial property is hard to come by and it accommodates certain uses.

Dennis Watson, Juneau, AK

He said the Planning Commission voted unanimous not to change the zoning. The way it is zoned now, the use has to be water related. When the CBJ Engineering Department came to the Planning Commission with their application the zone change was for an anticipated project. Other sites were suggested, but the Engineering Department said the burner would fit adequately on this site.

Mr. Simpson said if this comes up again, the Board would like to hear about this.

X. Staff, Committee and Member Reports -

Mr. Summers said he was approached by the owners of the Red Dog Saloon this week on the cruise ship berthing schedule subject. There was an e-mail that went out this week from JCVB that was initiated from Cruise Line Agencies of 11 ship berth changes. Because the cruise ship schedule is prepared two years out, is it possible for the City to negotiate long term contracts at the new floating docks? Mr. Summers asked if this was the Committee this would be discussed at?

Mr. Simpson said this would be the Committee.

Mr. Summers asked if the City could negotiate long term contracts with cruise lines for our floating docks and the reason for the timing now is because this is a process that is taking place on the private docks. He said downtown business people would like to see on a day there are only one or two ships that they are docked on the public docks. This needs to start sooner rather than later.

XI. Committee Administrative Matters

Next Operations/Planning Committee Meeting is scheduled for Wednesday June 17th, 2015 at 5:00 pm.

XII. Adjournment

The OPS/Planning Committee adjourned at 7:45 pm