CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, July 15th, 2015

I. Call to Order (5:00 p.m. in the CBJ Assembly Chambers)

II. Roll Call (Budd Simpson, Bob Janes, John Bush, David Summers, David Logan)

III. Approval of Agenda

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED

IV. Public Participation on Non-Agenda Items (not to exceed five minutes per person, or twenty minutes total)

V. Approval of June 17th, 2015 Operations/Planning Meetings Minutes

VI. Consent Agenda - None

VII. Unfinished Business

1. Launch Ramp Fee Increase
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

2. Fritz Cove area
   Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

VIII. New Business

1. Zone Change Litte Rock Dump Area from Waterfront Commercial Industrial to Industrial
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

2. AEL&P Contract for Statter Harbor Power Pole Relocation
   Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

IX. Items for Information/Discussion

1. Douglas Harbor Rebuild update
   Presentation by the Port Engineer

2. Auke Bay Boatyard – Relocation Update
   Presentation by the Port Director

3. Oceans Intrepretive Center
   Presentation by Board Member Bob Janes

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting- Wednesday, August 19th, 2015.

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, June 17th, 2015

I. Call to Order

Mr. Simpson called the meeting to order at 5:00 p.m. in Room 224.

II. Roll

The following members were in attendance: Robert Janes, David Logan (via phone), and Budd Simpson.

Absent: John Bush and Dave Summers.

Also in attendance were: Carl Uchytil – Port Director, Gary Gillette – Port Engineer, Dave Borg – Harbormaster, and Tom Donek – Board Member.

III. Approval of Agenda

Mr. Uchytil said I request item 1. Fisherman's Terminal Tiger Grant Application under Items for Information/Discussion to be moved ahead of Unfinished Business.

MOTION By MR. JANES: TO APPROVE THE AGENDA AS AMENDED.

The motion passed with no objection.

IV. Public Participation on Non-Agenda Items

Howard Lockwood, Juneau, AK
He said in March I received word that the City Engineer was planning to change the zoning along the entire area, from the highway down to the AML property. This area is adjacent to the Waste Water Plant snow storage area. They want to change it from Waterfront Commercial/Industrial to Industrial. That would eliminate any chance of making a mega yacht dock, because Industrial Zoning does not allow for that sort of structure in their Conditional Use Permitting. The Planning Commission and The Assembly upheld my position and denied the request for the rezone.

V. Approval of May 28th, 2015 Operations/Planning Meeting minutes.

MOTION By MR. JANES: TO APPROVE THE May 28th, 2015 Operations/Planning Meeting minutes AND ASK UNANIMOUS CONSENT.

Hearing no objection the May 28th, 2015 OPS/Planning Meeting minutes were approved as presented.

VI. Items for Information
1. Fisherman's Terminal Tiger Grant Application

Mr. Gillette said we contracted Greg Fisk to write the application for this grant.

Mr. Fisk said he did an economic analysis to see what the potential business generation would be when we complete this project. The cost of the project is estimated to be $2.8 million. It should generate its cost annually for the City and Borough of Juneau. However, it will not generate that much economic activity for the Docks and Harbors Department; which is why a grant is necessary for construction.

Mr. Simpson said it looks like there are no matching funds required for this grant. I saw a reference to Alaska Glacier Seafood's contributing an ice machine to the project and somehow that constitutes part of a matching fund. Could you explain this?

Mr. Fisk said Tiger Grants normally require a minimum of 20% match for urban areas. Juneau is considered rural and is not required to have a matching fund. However, it is desirable to have a contribution. We were trying to demonstrate past investment and industrial partner match. This makes our application more competitive. They have $500 million available nationwide and are expecting over $5 billion in applications. Sometimes they will offer a partial grant. If we get a partial grant we can always request for the rest of the funds from another grant. Also, if we can build the same amount of useable space on the Northside as we have on the Southside that will provide more than 90 additional feet because we will be able to complete the end of the Gastineau Channel side.

Mr. Simpson asked would we dredge the north side or are we bringing the piling out to depth and filing.

Mr. Fisk said some of both. We will dredge to minus 15 feet with the intent of using some of the dredged material as fill behind the sheet pile.

VII. Unfinished Business

1. Kayak Launching Area Development at Fritz Cove

Mr. Gillette gave a PowerPoint presentation and provided a packet with information and maps regarding the Fritz Cove area.

Mr. Gillette said there have been people launching motorized vessels and kayaks at the end of Fritz Cove. We need to determine what we want the area used for. Do we want to use the area to launch all vessels, non-motorized vessels, kayaks, or do we not want to permit launching of any sort? We could put up temporary barriers and we have two options; a Jersey barrier or folding bollards. There is a parking lot that people can utilize for overnight parking that is close by, but it currently has signage that says "No Overnight Parking". The folding bollards are about $300 each.

<u>Committee Questions</u>

Mr. Janes asked where does Docks and Harbors authority end and the Department of Transportations (DOT) begin.

Mr. Gillette said the area we are considering putting a barrier is on the City and Borough of Juneau's property. Mr. Gillette contacted Joe Buck at the DOT and he said they would not discourage us from putting up a barrier.

Mr. Simpson asked what the zoning for this area is.

Mr. Gillette said I assume it's residential.

Public Discussion

Carla Allwine of Juneau, AK
Ms. Allwine pointed at the map provided and said these areas are used by residents who had off-road properties around Smugglers Cove. The City just ignored the fact that people parked their cars there because they had nowhere else to park. When Sphun Island's conditional use permit was approved the City approved a different access road. Ms. Allwine was a part of the Auke Bay Planning Commission last year. This area was talked about when discussing the safety of kayakers in the Auke Bay area. We could develop this area for kayak use and perhaps other small vessels.

Kurt Henning of Spoon Island, AK
Mr. Henning said he sees families using the small islands for recreational purposes and they launch from the end of Fritz Cove Rd. He thinks it should be expanded for more use. To ask these small boat users to launch at Statter or Douglas does not make sense. It would not be safe because the wakes are very high for these small boat users.

Dennis Watson of Juneau, AK
Mr. Watson said the Harbor Board should look at these properties as an opportunity. Over time you can take that area and develop it. The public has a right to the water. I do not think it should be used for any commercial use. There should be signs at the parking lot so people know they can park there. People should be allowed to use the area within reason.

Dave Hanna of Juneau, AK
Mr. Hanna said he has been in the Fritz Cove area for 50 years now. That area has always been used to launch and haul skiffs. The area is in good shape for small vehicles. It is too difficult for large boats and vehicles to back down that area; so people don't. It is a firm beach and no environmental degradation is occurring.

Loren Domke of Juneau, AK
Mr. Domke said he and his wife propose the utility easement be maintained. They would pay for bollards and a gate. This would prevent motorized vehicles from using the area. There was no motorized access until 2009; which meant that people had to

carry everything up and down the beach. There has been unauthorized use of motorized vehicles through an illegal process. In other words, people have removed the stones put in place after the development out at Spuhn Island. Kayakers only have to carry their kayaks another 50 feet compared to people with motorized access. I think the simple bollards would allow for access for non-motorized users. There should also be signage informing that public where they can park. I would like to see us keep motorized access off the beach. This is like the camel's nose under the tent; the nose isn't very big, but the rest of the camel is going to come. We have had industrial tourism use at the end of the road, which has been very controversial and the neighbors oppose it. I think what we outlined in April with our letter was reasonable. It would maintain access to utility easements for maintenance. All this would require is a few bollards.

Marion Hobbs of Juneau, AK
Mr. Hobbs said he worked on a project there, and when he left in 2007, the permitting was set up that it would always be open to foot traffic. I don't think it should be commercialized. It should be left for maintenance and for the public to use.

Steve Allwine of Juneau, AK
Mr. Allwine said he too is opposed to commercial traffic in the Fritz Cove area. This area has the potential to take pressure off the Auke Bay area. This area is a great resource for our neighborhood because it allows us easy access to the smaller islands. I do not encourage any commercial use in the area. I'm surprised you are considering closing the area down. If you adopt some regulation and proper signage, you could designate the area for 18 foot skiffs and kayaks only. It would be useful to have and area designated for overnight parking too.

Committee Discussion/Action

Mr. Janes said this would be a safe place for small craft to launch. There needs to be signage. We should look into restricting the boat length.

Mr. Donek said our intent was never to close this area off. We are trying to figure out what the best use for the area is. The North Douglas Launch Ramp is inadequate for the use out there. North Douglas is a popular fishing area. There is no amount of signage you can put up that will stop someone from launching a boat larger than what is permitted. If they can back down they will launch. We could put up a blocking device further down towards the launching area; this way people can get further down and not have to walk as far to launch. We need to come up with a barrier that will allow for carry down and does not put a huge burden on our staff.

Mr. Simpson said everyone agrees on these points: we should keep the area open to kayaks and canoes, anything that can be walked down is fine, and no commercial users are welcome.

Mr. Janes said the area needs to be managed properly no matter which route we choose.

Mr. Borg said parking will be an issue. Boats with trailers get parked anywhere by the owners. The Department of Transportation then gets on our case about people parking their trailers along the road. Someone is going to try to launch a 32 foot boat there, and then topple it over because the road is not made for that. Then they will try to hold use liable for the boat toppling over. Plus we will have to fix the ramp. We will need to figure out what type of trailer will be permitted to launch. Perhaps we could only allow single axial trailers. We will need a comprehensive plan. As it is now, I am opposed to allowing motorized vehicle access at the end of Fritz Cove Rd. We can put signs up, but people ignore them or shoot holes in them. It is a great opportunity, but we have to take all angles into consideration and move forward with a plan.

Mr. Janes said I think we need to know more before we make a decision.

Mr. Simpson said I think we should walk the property and examine the area further. We should put up Jersey barriers in the short-term while we continue to discuss what is best for the long-term. This will allow people to continue to carry down small crafts but won't be a permanent structure in case we decide to open the area for launching small vessels. Do we want to require people to have a launch permit to use the Fritz Cove area? We only need to consider the Launch Permit if we are going to allow trailers. The public will have the opportunity to speak at the Full Board Meeting because it will be an Agenda Item.

Mr. Logan said I suggest we keep it in the Operations/Planning Committee until there is a consensus for action.

MOTION By MR. JANES: TO REFER THE KAYAK LAUNCHING AREA DEVELOPMENT AT FRITZ COVE TO THE Operations/Planning Committee Meeting on Wednesday, July 22nd, 2015[1] AND ASK UNANIMOUS CONSENT.

The motion passed with no objection.

Mr. Janes said there will be an opportunity for the public to speak at the next meeting and people are welcome to send an email prior to the meeting.

Mr. Simpson said he encourage anyone who is interested to email their comments to Docks and Harbors. This will allow you to get all of your points made.

Mr. Gillette asked is there anything specific you want staff to provide before the next meeting.

Mr. Janes said staff provided sufficient information, but the public has more they would like to provide. Also, I would also like the opportunity to walk the location to get a feel for the area.

VIII. New Business-None

IX. Staff, Committee and Member Reports

Mr. Donek said Mr. Simpson suggests we do some interim appointments.

Mr. Logan said I will be on the Operations/Planning Committee until August.

Mr. Janes said Rob Warden called me today. He spoke at our last meeting about the dock at Auke Bay. He said he thinks it is still an unsafe situation. This can go directly to the Tourism Best Management Practices (TBMP). Then we can come up with a way to keep the whale watchers in a self-regulated runway through that area in Auke Bay. I think it will take a while to implement and to make work. I think we can make it better and solve the problem.

X. Committee Administrative Matters

Next Operations/Planning Committee Meeting is scheduled for Wednesday, July 22nd, 2015[1].

XI. Adjournment

The Operations/Planning Committee adjourned at 6:20 p.m.

[1]This date was subsequently changed to July 15th .

Current Annual Recreational Launch Permit Fee:

- Recreational boat Launch fees (05 CBJAC 20.060)
  - 4/2005
  - The fee assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor is free.
  - Calendar Year $90.00

Use fee or tax?

When asked whether the proposed changes – of each trailer which wants to use harbor facilities being required to purchase a permit – would constitute a tax, CBJ Law stated the changes would constitute use fees. Use fees are fees which are charged in relation to the use of the facility and to cover the costs associated with providing the services to the individual. In contrast, a tax is defined as a required "monetary charge on a transaction, purchase, or property for generating public revenue" and has no direct connection to maintaining and improving specific facilities being used. A review of other States and locations revealed permits being issued not by family but by trailer and with none being successfully challenged as a tax. There are a variety of policy considerations this Board may consider as to these amendments, but those are policy decisions and no legal reasons prevent the Board from making these types of amendments if it so wishes. Therefore, CBJ Law agrees this Board may assess trailer use fees in the manner being considered. For more information on the differences between use fees and taxes, see http://taxfoundation.org/sites/taxfoundation.org/files/docs/TaxesandFeesBook.pdf

Launch Permits Sold

Type of Launch Permit (Code)	CY 2013 # of Invoices	CY 2013 Total Revenue*	CY 2014 # of Invoices	CY 2014 Total Revenue*	CY 2015 (as of 7/13/15) # of Invoices	CY 2015 (as of 7/13/15) Total Revenue*
Recreational Boat Launch- Annual (H23)	1564	$147,510.00	1691	$151,645.50	1576	$141,390.00
Recreational Boat Launch- Daily (H24)	314	$4,620.00	311	$4,477.20	165	$2,366.00
Commercial Boat Launch- Annual (H25)	16	$3,285.00	17	$3,825.00	20	$4,500.00
TOTAL	**1894**	**$155,415.00**	**2019**	**$159,947.70**	**1761**	**$148,256.00**

**Sales tax not included*

Harbor Online Sales Preferred Launch Ramps

CY 2013 *Jan. 4, 2013 - Oct. 6, 2013*		CY 2014 *Jan. 3, 2014 - Nov. 16, 2014*		CY 2015 *Jan. 6, 2015 - July 13, 2015*		CY 2013, 2014, & 2015 *Jan. 4, 2013 - July 13, 2015*	
ABLF	3	ABLF	2	ABLF		ABLF	5
Amalga Harbor	54	Amalga Harbor	93	Amalga Harbor	118	Amalga Harbor	265
Auke Bay/Statter	75	Auke Bay/Statter	105	Auke Bay/Statter	131	Auke Bay/Statter	311
Douglas- New	25	Douglas- New	48	Douglas- New	46	Douglas- New	119
Douglas- Old	7	Douglas- Old	6	Douglas- Old	10	Douglas- Old	23
Echo Cove	3	Echo Cove	7	Echo Cove	11	Echo Cove	21
Harris	9	Harris	6	Harris	6	Harris	21
North Douglas	47	North Douglas	47	North Douglas	60	North Douglas	154
Tee Harbor	3	Tee Harbor	5	Tee Harbor	5	Tee Harbor	13
TOTAL	**226**	**TOTAL**	**319**	**TOTAL**	**387**	**TOTAL**	**932**

HARBOR	RESERVED MOORAGE	DAILY RATE	1 MONTH PERMIT	3/6 MONTH PERMIT	ELECTRICITY	SOLID WASTE/LIVE ABOARD	GRID	LAUNCH RAMP	CRANE
JUNEAU	Skiff $590/year 5% discount 12 mo. Advance payment	$0.54/foot	$4.20/foot	n/a	20 amp $4.80/day 30 amp $7.20 50 amp $24.00 100 amp/208 v $48.00	$69 + $23/person above 4 persons	$0.95/foot	$90/annual $14/day $225/day (commecial)	$0.25/minute
JUNEAU AUKE BAY	same	same	$7.05/foot	n/a	same	same	n/a	same	n/a
KETCHIKAN	Harbors WITHIN City Limits: $13.15/Foot/6 mo. Harbors OUTSIDE City Limits: $15.79/Foot/6 mo.	$0.68/foot	$7.10/foot	$11.04/ft./3 months	110 $0.14/ft./day 220 $0.28/ft./day	SOLID WASTE FEES: $0.16 per foot per month. Additional solid waste & water fee for live-aboard vessels is $32.50 per month.	$1.58/foot	Daily $ 7.00 $53.52/annual 1/2 Year $26.77 $380.92/year (commercial)	$22.67/2 hours
CRAIG	$15.75/foot/year	$0.50/foot	$4.00/foot	$7.60/ft/3 months $10.50/ft/6 months	20 amp $5/day 30 amp $8/day 50 amp $10/day 50 amp/3 ph $30/day	$50/month	$15/day		$15/30 minutes
Homer	$40.50/foot/year plus $50 Admin fee	3% of annual rate	17% of annual rate		110 v $10.20/day 208 v/single ph $20.12/day 208v/3 phase $45.20/day	none	< 60 ft $1.05/ft/tide 60-80 ft $2.55/ft 81-100 ft $3.25/ft 101-120 ft $3.82/ft 121-140 ft $4.24/ft	$13/round trip $130/year	$52 annual card 0-15 minutes $22.66 16-30 minutes $45.32 31-45 minutes $67.98 46-60 minutes $90.64
Skagway	$13/ft includes boat launch	$0.35/ft	$3.50/ft		30 amp $10/day 50 amp $20/day	Single Family Residential Utility Rate	$15/tide	$10/launch $50/year/boat $300/year (commerical)	$50 annual fee $20/30 minutes (min)
Hoonah	$24/foot/year	$0.50/ft 20-80 ft $0.96/ft 80-150ft $1.25/ft >150 ft			30 amp $7.50/day 50 amp $20/day				

Seward	$47.47/foot/year $0.64/foot/day $8.55/foot/month $28.48/foot/6 mo [plus Capital Renewal Fee $5 to $20/vsl/month]	$0.70/foot (transient)	$9.40/foot (transient)	$31.34/6 months (transient)	120 v $10/day 208 v $20/day 208 v/3 phase $40/day	$0.00	none	$10/day $100/year $5/day (non-motorized) $50/year (non-motorized)	$10/launch
Whittier									
Kodiak	$30/ft/yr 0-40 feet $41/ft/yr 41-60 feet $61/ft/yr 61-80 feet $71.50 ft/yr 81-100 ft $82/ft/yr 101-120 ft $89/ft/yr 121-150 ft $100/ft/yr > 151 feet	1/60 of the annual exclusive moorage			30 amp $15/day 50 amp/208 $35/day 100 amp/208-3 ph $40/day 100 amp/480 $50/day		$2/foot/tide	$10/day $100/year	
Wrangell	$25/ft/year	$0.40/ft (prepaid) $0.80/ft (invoiced)	$3.50/ft/month	Summer Floats: $0.65/ft/mo 0 - 80 ft $0.95/ft/mo > 80 ft	20 amp $5/day 30 amp $6/day 50 amp $10/day 50 amp/3 ph $30/day 100 amp/3 ph $50/day	90.79/month	$1/foot/day	$10/launch $25/annual (w/ stall) $50/annual	
Petersburg	$34/ft/yr 0 - 40 feet $38/ft/yr 40 - 48 feet $44/ft/yr 48 - 60 feet $50/ft/yr > 60 feet	$0.50/foot	$6.00/foot		30 amp $6.00/day 50 amp $10/day 60 amp $34/day 100 amp/3 ph $57/day	$50/first person + $20 each additional	$0.60/foot/tide (N) $0.95/foot/tide (S)	$30/year one time in $7 one time out $7	$30/hour
Haines	$20/ft/yr < 40 feet $26/ft/yr ≥ 40 feet	$0.50/foot	$5.00/foot		30 amp $10/day 50 amp $20/day	$70/month	$15 (minimum) or $0.50/ft/tide	$60/trailer/year $15/trailer/day	$50 annual use $20/hour for transient
Sitka	$2.80/foot/month	$0.87/foot ≤80 ft $1.49/ft 81-150 ft $2.24/ft > 150 ft	$14.94/ft < 150ft $22.41/ft > 151ft		30 amp $5/day 50 amp $10/day	Minimum residential user's fee for garbage, water & sewer.		$75/year $5 in $5 out	

Bellingham		Apr - Oct $0.75/ft Nov - March $0.50/ft	$6.92/ft ≤ 26 feet $7.06/ft 27-30 feet $7.13/ft 31-36 feet $7.56/ft 37-44 feet $7.86/ft 45-56 feet $9.16/ft > 56 feet [Does not include: 12.84% Leasehold Tax]	Active Commercial Fishing $5.90/ft/mo < 80 feet $6.92/ft/mo > 80 feet				$7/launch $85/year	
Seattle (Fishermen Terminal)		Recreational $0.80/ft < 80 ft $1.00/ft 80-125ft $1.25/ft >125 ft Active Fishing $0.62/ft < 80 ft $0.88/ft 80-125ft $1.15/ft >125 ft	Recreational $171/month ≤ 20 ft $9.94/ft 21-30 ft $10.09/ft 31-40 ft $10.98/ft 41-50 ft $11.10/ft 51-60 ft $12.15/ft 61-125 ft $13.11/ft > 125 ft [Includes 12.84% Leasehold tax]	Active Commercial Fishing $6.58/ft/mo 30-79 ft $9.28/ft/mo 80-125ft $11.06/ft/mo >125ft Commercial Vessels $8.82/ft/mo 30-79 ft $9.60/ft/mo 80-125ft $11.28/ft/mo >125ft	30 amp $3/day 50 amp $5/day				3/4 ton self operated $23.92/30 minutes

Public Comments on **Launch Permit** Fees

Public Notice Email (sent to patrons on Launch Permit Email List)

From: *Jennifer Shinn [mailto:Jennifer.Shinn@juneau.org]*
Sent: *Friday, July 10, 2015 3:46 PM*
Subject: *Launch Permit Fee Meeting*

Good afternoon,

The CBJ Docks & Harbors Board's Operations/Planning Committee will meet next Wednesday, July 15th, 2015 at 5:00pm in the Assembly Chambers to discuss ***recreational launch permit fees****, etc.*

The agenda is posted on the Docks & Harbors website at the following address:
http://www.juneau.org/harbors/AM.php?committee=CIP&year=2015

The Docks & Harbors Board is currently proposing to raise the annual recreational launch permit fee from $90 to $100, and to require that permits be purchased for each trailer.

If you would like to provide any comments on these changes, please attend the meeting next Wednesday! You may also respond to this email and I will include your comments in the meeting packet.

Feel free to contact me if you have any questions.

Thanks and have a great weekend,

Jennifer Shinn
Port Admin Assistant I
CBJ Docks & Harbors
Phone 907-586-0292
Fax 907-586-0295

Emailed Responses from Public:

Thanks for the invite. I can't make it but I have no problem with the $10 increase. I do have an issue with charging recreational users for each trailer. That puts too much of the burden on recreational users that own multiple boats. I am uncertain how commercial users are charged.
Thanks
Bob Koenitzer

I wouldn't mind paying an additional 10%. However I use the Auke bay harbor about 99% of the time and I for one as a permit user have not seen any changes that make the launch ramp any better than it was 10 years ago.
There a bit more trailer parking but we pay additional charges.
We lost a spot to a bus parking.
I would like to know how many Trailer parking spots there will be for the future Auke bay harbor? And how many bus parking spots there will be.
Thanks
David Nugent

An increase from 90-100 seems reasonable if such an increase is required for maintenance of the existing launch sites. Requiring that an individual permit be purchased for each trailer seems like an undo increase (double) for those of us with two skiffs that we use for different occasions. Also, please consider adding launch lanes on both sides of the N. Douglas boat launch dock. It can be VERY time consuming to launch there with only one lane for loading and unloading boats.
Thanks,
Matt Taintor

I have no problem in your proposal to raid the launch permit fee to $100; that's a bargain anyway. My only question is what will be the long-term parking criteria, and what will be its cost. We have a remote cabin near St. James Bay, so we often go over there during spring-fall for 3-4 day periods, and once in awhile for up to 5 days.
Thanks - looking forward to hearing back from you -
Tom Hanna

I don't get back in town till 6:45. But I do have something to say. I am a multiple trailer owner. That being said think what would fair would be to charge 1/2 fee for 2 or more trailers. It is rare that I ever have more than 1 boat out at a time. Thank you
Carl Mielke

My comment is that a rate increase to $100 seems reasonable, but that the permit should be associated with the individual, and not require multiple permits for multiple types of activities.
For example, If I pay $100 for a permit, I should be able to launch my skiff on 1 day, and launch my kayak on another day. I can only participate in only 1 activity at a time, so they should be covered under the same permit. It is not as if by engaging in 2 separate activities at different times I cause undue congestion or use the launch ramp any more frequently.
Thanks for your consideration.
Best,
Dave Albert

Thank you Ms Shinn--my work hours are 0700 to 1800 so I will not be able to attend. Here are my comments on the proposals:
--I'm ok with the annual fee increase from $90 to $100.
--I'm not ok with the idea of a permit needed for each trailer. A launch permit is exactly that, a permit for the use of a
launch ramp for the physical act of launching a watercraft from a trailer. To require a permit for each trailer is more
akin to assessing a property tax on a trailer. Many folks have both a skiff and a larger boat, using either one or the other, depending on weather, time of year, purpose of being on the water, etc. So it makes no sense to require paying for more
than one launch permit. Or I suggest to leave the annual fee at $90 and charge $10 for each additional trailer; trailer registration would have to be presented to show the same owner and same address.
Thank you
Mike Pagano
Juneau

Hello Jennifer, thanks for asking my opinion on launch permits. I think we are already paying too much right now, and we should only have to pay for one permit per household, not one for each trailer. Someone stop the madness!!
Robert W. Haight, MD (Life-long Juneau resident)

Jennifer, thank you for this opportunity to comment on the proposed launch ramp fee increase.
I am a frequent user of the Statter LR. As such, I pay not only for my annual launch fee but also a daily fee. There is very limited free parking in the area of Statter Harbor.
I support a fee increase if that is what is needed, but I do not support paid parking at the new Statter LR. No other harbor has paid parking and we all should have the same benefits - either charge for parking everywhere or nowhere. I would like you to increase the borough wide LR fee to such a level that paid parking is not required at the Statter LR. If this is $120/yr., I would support that. The side benefit of this is that staffing enforcement at Statter would be eliminated.
Thank you for this opportunity to comment,
Steve Bradford

Thank you Ms. Shinn. I can understand the need to increase fees to cover costs, but the proposal to require a separate fee for each trailer seems unreasonable. I have had two boat trailers for a number of years. Of course, I can only use one at a time. The proposed fee increase would be over 120% for me and other Juneauites who have two boat trailers. That is an onerous increase.
It seems a little odd that we have to pay anything at all with a million tourists coming through the harbors every year. Can't we just charge them to pay for maintenance and upkeep of harbor facilities? I suppose cruise travel to Juneau would become "unaffordable."
Anyway, here are a couple of other ideas for consideration that might help to limit the onerous nature of the launch permit fee increase.
1. Limit the launch permits to no more than two trailers.
2. Allow current launch permit holders to be grandfathered at the current number of trailers they have registered. If they have fewer trailers in future years, their grandfather rights would be reduced accordingly. Any additional trailers beyond the grandfather rights would require a separate fee. At some point, everybody would be down to one trailer, as most people aren't going to live forever. This may be a more acceptable way to gradually change the fee structure.
Thanks for the opportunity to comment. Please tell Carl Uchytil I said hi.
Grey Mitchell

Jennifer, I'm ok with raising the rate $10. Have one boat and one trailer. My friend has a 26'er and a skiff for his teenage son. He and his wife both have to work to make ends meet. To sock them another $100 is abusive! Give these people a break. Thank you, Bill Beebe

---

Dear Harbor Board,
I have no problem with increasing the launch fee and in fact would suggest a $20 hike instead of just $10. I do however oppose the notion that a person who owns more than one boat would have to pay full fare for each permit. I have owned multiple boats for years and have dealt with wishy washy policy on it for years. What I would suggest is to have the standard fee for the first permit, then a smaller fee, like $20 for any additional permits. Remember just because you have more than one boat does not mean a person uses the launch anymore than a person with one boat. A person can only use one at a time. The basis for the permit fees is for use, its not a tax based on the number of boats (trailers) a person has.
Respectfully
Mike Adams

I can support the $10 increase in permit fees but not for each trailer. I have two boats and should only have to pay one fee for both.
Richard V. Jones

I would like to object to the proposed charge for each trailer. I have two trailers one for my 14' skiff and one for my 25' bay liner. I only use one trailer at any given time. You would in effect double the charge for me to launch without my ability to use the facility twice as much. I think that this is an unfair burden placed on those of us that have two trailers. On average I launch a boat about 10 times per year. That is counting both the skiff and the bayliner. Your proposed increase would cost me $20 per launch where a person with one boat and the same frequency of launching would only have to pay $10 per launch. I find this to be extremely unfair. You should go to a per launch fee if you want to treat your fellow community members equally.
Al fletcher

I'd like to comment on two agenda items to be discussed this Wednesday, July 15.
Regarding boat launch fees, I do not mind the increase, as I wish to support the harbors, however, I do have two trailers and one truck. I've always bought just one permit, and both numbers have been written on the permit after I have shown my trailer registrations. What is the problem? I cannot launch two at once, and never loan out my boats. I would rather you leave the current system as is.
Regarding access and parking at the end of Fritz Cove Road, I repeat:
- I still don't believe there is any compelling reason to restrict existing access and uses at the end of Fritz Cove Road. There is not a safety or resource concern.
- If you do restrict access, please allow, via a gate or fold down Bullard, motorized access to the beach for moving materials, servicing utilities for Spuhn Island, etc. A key could be kept at the Auke Bay Harbor office. This would allow control of the types of motorized uses at the site, as I do understand the difficulty in dealing with trailered parking in this area. This seems like a reasonable compromise.
- Please change the no overnight parking restriction on the lot on the corner of Fritz Cove Road, and Fox Farm Trail. Many folks launching paddle craft, etc. the end of the road are staying out multiple nights camping on the Channel Islands. They park everywhere but this lot because of this restriction, leaving it empty most of the time. I'd allow up to five consecutive nights to account for holiday weekends and longer trips.
- Please define and improve the public land parking adjacent to the launch site, so the public can use this area they don't even know is theirs at this point.
- Lastly, Mr. Domke testified at your last meeting that the launching of motorized craft at the end of Fritz Cove Road only began in 2009. Mr. Hanna and Mr. Hobbs gave a much different account. I personally hunted waterfowl with a friend in the fall of 1995 out of a motorized 12 foot skiff he launched and stored at this site. Ironically, even then, one of the locals in Smuggler's Cove harassed him saying he couldn't legally use this site.
- In summary, this a beautiful, naturally hardened launch site for small craft with plenty of existing parking. Please embrace it as opposed to blocking it off and walking away.
Thanks for the opportunity to comment.
Ed Grossman

I will not be able to attend the meeting on Wednesday but I'd like to highlight a couple of areas of concern. As it stands right now, these fees are going straight into the harbor general fund and being used to pay salaries, electricity and other harbor expenses that do not relate to the costs of trailering boats. The only costs associated with boat trailering that I can see are: garbage at Amalga, restroom services at Amalga and Douglas, and lights at Amalga (although that is not necessary to maintain). Expecting boat trailer operators to pay regular dock related fees at Harris and Auke Bay, including fees to pay the harbor workers (whose services we literally never use) is not fair. The idea of double charging us for two trailers is almost too ridiculous to be believed. A person cannot use two boats at one time and having two boats does not mean a person uses the launch ramps any more often.

I am supportive of trailer fees going towards the actual costs of operating the launch ramps. I am against using our fees as a funding source for the harbor system. That needs to stop.
James

Thank you for your email request regarding comments on the proposed launch ramp fee increase. It may not be possible for me to attend the meeting on the 15th so I am requesting these comments be included in the minutes of the meeting.

I have been a resident of Juneau for over 30 years and have used most, if not all, of the launch ramp facilities every year of my residence. In the past few years, I have been using them much more because I now trailer a skiff for fishing. Therefore, I feel I am very familiar with any problems in using the several launch ramps.

At your upcoming meeting I would like to see either a verbal presentation or a written report on:

1) How many launch ramp permits have been issued for the current year and for each of the past 5 years? Associated with this number, how much income is brought into the Docks and Harbors Board for maintenance of the launch ramps?

2) Where has the money been spent that is brought in from this required permit? To be honest with you, I have seen minimal visible evidence of maintenance on the Juneau launch ramps over the past 5 years. However, just yesterday, I did see 2 dock workers washing the seaweed and debris off the South Douglas boat ramp when I arrived to launch my skiff. I appreciate that effort but unless they remove the material at the bottom of the ramp, it all washes back on the ramp with the next tide change. So to me, it appears as waisted effort and simply a " make work program".

3) If the proposed increase in fees from $90 to $100 is to keep pace with inflation, I don't buy the argument. It was not long ago that the fee was raised from $75 to $90. Another 10% increase over last year's fee is way more than the rate of inflation. I am opposed to the proposed rate increase until visible needs and benefits to the users can be justified by another fee increase.

I recently read a report addressing the fish cleaning problem at the Amalga Boat Launch Ramp. It was 25 pages long! Really! I can't believe it was necessary to spend that much time and effort to solve a simple problem. Get some electricity down to the end of that dock, put in an "on demand" salt water wash down pump and a good emaciator disposal to grind up the offal. Several other ramps, such as North and South Douglas, also could use good fish cleaning facilities. I think the money spent for the report would have been better spent to send a couple of board members on an inspection trip to the Midwest to examine the facilities installed at boat launches around Lake Michigan. Those people solved the recreational boater/user problems decades ago. They have far better parking lots, more and better launch ramps, longer docks to accomodate more boaters at the same time, and super good cleaning facilities that people in Juneau have never even imagined. If I had to compare them, I would consider Juneau's boat launching facilities archaic, and just a step above primitive at best.

There isn't any question that Juneau has some severe parking problems associated with it's launch ramps. It is frustrating, dangerous, and an accident waiting to happen. South Douglas and Amalga Harbor seem adequate for the present and, hopefully, the new ramp going in at Auke Bay Harbor will solve some of the congestion there. North Douglas, Tee Harbor, and Harris Harbor are pathetic. Parking for 100 vehicles with trailers is not necessary at every ramp, but it needs to be big enough to accomodate the average day's needs during the summer boating season without endangering the users attracted to the site. After observing the amount of rock fill dumped in Auke Bay this spring and summer, there is no reason why adequate parking cannot be added to improve the abysmal situation at North Douglas and a better two-launch ramp installed without a 90 degree corner in the approach to the ramp. The amount of parking on the highway at this facility during peak weekends is an accident waiting to happen.

If the board is interested in entertaining new ideas for launch ramps, I suggest the following two areas to help spread out the use: the Thane Ore House/Sheep Creek rock dump and Eagle Beach. A lot of boaters would like to fish and crab in more northern areas and a launch ramp facility between Amalga Harbor and Echo cove would help.

I get the distinct impression that members of the Docks and Harbors Board don't really use the launch ramps much and therefore don't understand the problems faced by boaters using them. Perhaps the next time openings are available, people with this expertise should be encouraged to apply. You need individuals who can think "out of the box" and provide new and different proposals to solve Juneau's launch ramp facility problems.
Respectfully submitted,
Steven Peterson

On Mon, Jul 13, 2015 at 2:29 PM, Carl Uchytil <Carl.Uchytil@juneau.org> wrote:
Mr. Peterson,
Thank you for your timely, thorough and articulate reply. I will try to respond to each of your paragraphs:
1) Please see attached document label "Launch Permit Data".
2) The approximate $160K collected from launch ramp permits goes into the general Harbors operating fund. This money is used to defray cost associated with salaries and operations of the launch ramp facilities. For example, cleaning the launch ramps, removing trash (including Echo Cove), installing/removing North Douglas Float, and maintaining each launch ramp through the winter with snow removal. I'm not sure if you approve of clearing the seaweed or preference should be to leave it alone? I agree that the large debris needs to be removed from the Douglas float.
3) The launch ramp fees were changed in the following manner: 1 July 2005 = $50; 1 January 2006 = $70; 1 January 2007 = $90. So, it's been 8.5 years since the fee was increased. According to my CPI adjustment, $90 in 2007 should be $103.22 in 2015.
4) The Amalga Fishing Cleaning Report was conducted in-house and is a requirement to utilize Federal Sport Fish grant money which is administrated though ADF&G. We didn't look at bringing power to Amalga Harbor in this study but we did receive a quote from AELP to bring power to North Douglas Launch Ramp. Even with the high voltage power lines adjacent to the N. Douglas Ramp, it would cost $50K to step down the voltage for use at N. Douglas.
5) Docks & Harbors considered improvements and expansion at N. Douglas in 2013. The engineering issue is that the bathymetry at N. Douglas falls off so precipitously that the amount of fill necessary to create more uplands would be cost prohibitive to develop in any meaningful manner.
6) We have a solicitation out for prospective lessees for the property formerly known as Thane Ore House. Unfortunately, Docks & Harbors does not control the DNR property seaward of the Thane Ore house and, although we did not research this site, it seems that the shallow mudflat would be problematic to creating a launch ramp in this location.
7) Regarding Docks & Harbors Board member, I can, with great assurance, say we have (in the 4 years that I have been Port Director) had Board Members who have advocated for launch ramp users. We also have Board members who are keenly aware of launch ramp needs and are very familiar with national standards through SOBA (http://www.sobaus.org/about/about.html). That said, I am always encouraging members of the public to participate in the Docks & Harbors Board process. We currently have a Board vacancy which is open, until filled:
http://www.juneau.org/clerk/boards/documents/VACANCY_LIST_129.pdf

Please let me know if haven't addressed your questions adequately? I will forward your comments onto the Operations-Planning Committee.
Sincerely,
Carl

Thank you for taking the time to respond to my concerns regarding, among other issues, the proposed launch ramp fee increase in a timely manner. It helped me understand a little more about how the board operates and what it does. I appreciate a public administrator's quick response to a local citizen's concerns. That being said, I still have some issues with your board's responsibilities and activities.

First, I do not agree with you that a launch fee increase should be tied to your CPI adjustment. An increase in fees imposed on public users should be tied to the safety and needs of the public as well as the priorities set by the board. If there is not enough money in the budget, then you should inform the impacted public about the deficiency and suggest a fee increase is needed to solve the problem. Even if the fee needs to be doubled, then so be it, but tell the public about the shortcoming before just letting them know a fee increase is forthcoming and not telling them where the new funds are needed. If you don't take the time to inform the public ahead of time you just create ill feelings and resistance to what you want to do. Let the public decide if the increase is necessary when it directly affects their pocket books. If the user group is opposed to the increase, then inform those people of the consequences of not getting the increase in funds.

Second, I don't agree with you that ramp and parking improvements at North /Douglas and a new ramp at Sheep are not possible. The underlying clay layer at Auke Bay presented fill problems to the engineers who designed that parking area but I suspect they have solved this issue. At North Douglas, I believe a filled parking area for boat trailers could be made where the kayakers launch there kayaks west of the ramp. When making this filled area, a new ramp could be oriented to the East. This would solve the 90 degree turn in the present ramp and eliminate the need of taking the dock out every year because the parking area would serve as a breakwater. The present North Douglas parking area could be retained for vehicles without trailers or for long term use such as for those people leaving their vehicles and trailers at the ramp to go to homes on Horse and Colt islands for the weekend.

Third, you did not respond to my suggestion of putting a ramp in at North Eagle Beach. There is a limited parking area already present and the shore line at that point is rubble. I see no reason why a single ramp and small dock could not be put in place near the present parking area. If necessary, because of strong north winds in the winter, the dock could be removed as it is at North Douglas during the winter season.

Fourth, I still think a ramp at Sheep Creek/Thane Ore House is still worth additional research. After seeing the amount of rock dumped in Auke Bay for the new ramp/parking area over unstable bottom strata, anything is possible.

Respectfully submitted
Steven Peterson

Mr. Peterson,
I will forward your comments on to the Docks & Harbor Operations-Planning Committee for their deliberations. My comments follow:

1. Regarding the launch ramp fee adjustment, the process and fairness issues are a Docks & Harbors Board policy determination. I will share with you that there have been other patrons who have presented similar arguments.
2. Regarding the significant launch improvements at North Douglas/Sheep Creek, you are correct that most challenges have engineering solutions. Unfortunately, Docks & Harbors does not have unlimited resources to expand each facility. Aurora Harbor and Douglas Harbor both have 50 year old infrastructure requiring significant capital from the Docks & Harbors coffers and are priorities ahead of launch ramp expansions. The Board works diligently to prioritize the needs of the community and weighs each project with the viability of receiving funding. Statter Harbor Launch Ramp is a $12M investment which received funding from a variety of sources (Harbor Fund Balance, ADF&G Sport Fish, legislative grants, AK Municipal Harbor Grant and 1% Sales Tax initiative). For several reasons, it is unlikely CBJ will have another opportunity to invest in another large scale launch ramp project in the very near future. North Douglas remains an expensive facility to improve upon.
3. I looked at the properties near Eagle Beach and it appears that CBJ does not control any of the tidelands there. I will rely your recommendation to my ADF&G colleagues who may want to explore such a facility on State tidelands.
4. I would submit that a launch ramp at Sheep Creek/Thane Ore house is a non-starter due to the Douglas Launch ramp being in the vicinity.

Regards,
Carl

Tell it to Docks & Harbors

Sender: Wayne Wilson **Date:** July 2, 2015	**Email:** **Telephone:**

Subject: Launch ramp fee increase/changes

Message:
If the rates for launch ramp permits need to be adjusted, I understand that, but I am against the idea of requiring the purchase price of a launch ramp decal for each trailer I own and use! I can only use one at a time anyway. I have heard there is abuse of the system. Yet the proof of that abuse has never come to light. Abuse of the system in my opinion is when you allow a commercial launch ramp user launching multiple boats per day, way more wear and tear on the facility than I inflict with my occasional launching, maybe once or twice per week. Under your proposal I would pay for 5 permits for my trailers. Let's say that cost is 500 dollars, where as a commercial launch permit holder launches as many boats as they want, and MAKE MONEY doing it for 225 dollars. A commercial launch ramp permit should be paying for anticipated use, if you break down how many launchings per permit you would see the imbalance of fee structure here. If the goal is to bring in more money, start charging the 5 dollar parking fee per day for ALL harbors. Be equal at all launch ramps for fee structures! Charge the same fees per foot regardless of location of the moorage. I look forward to talking with you all at the July 15 meeting Regards, Wayne Wilson

Sender: Deven Mitchell **Date:** July 14, 2015	**Email:** **Telephone:**

Subject: boat launch fees

Message:
i understand that there is a proposal to increase boat launch fees and allow a boat owner who owns two boats to purchase two launch permits. As the owner of two trailered boats (a small skiff for in close trips and a larger cabin cruiser for longer trips) I am objecting to the concept that I should have to pay for two permits when I only launch one boat at any given time. The launch ramp permit doesn't give a single boat owner a limited number of launches, and in fact the heaviest users are using the ramp well over 100 times per year. The concept that even though I only use the ramp 20 times per year, because I own two boats I should pay twice the amount of the single boat owner is patently unfair. One step further I understand, but could be corrected, that the launch permit fee does not support capital costs (as launch ramps have been historically funded through state and federal grants (Dingle Johnson Act funds)) but has become a funding source for staff and other fixed operational costs of the harbor system. As such I expect the stickers to be a permanent fixture for trailered boats, but it is still worth the exercise of considering what value the payers are receiving for the fee. I fail to see a correlated direct cost of trailered boats on operating costs of the harbor system, as staff time required to distribute and enforce sticker purchase is just a small part of their day's duties at the Douglas, Harris, and Auke Bay Harbors. While the other three launch ramps are further away, trips to those locations to empty the garbage and spot check permits can be strategically scheduled. A natural suggestion might be to eliminate the need for stickers all together for! the three non-mooring float system ramps and then no staff time is needed to check for them! Don't plow in the winter and eliminate garbage cans (often utilized by non boaters) and you really have no reason to go to Echo Cove, North Douglas or Amalga.

Sender: Kirk Miller **Date:** July 14, 2015	**Email:** **Telephone:**

Subject: Proposed Trailer Use Fee Increase

Message:
I understand that there is a proposal under consideration to require individual launch ramp permits for each trailer owned by an individual. Please accept these comments for input at your upcoming dock and harbor board meeting tomorrow. I own three boats and three trailers but only use one at a time. In fact, I rarely launch some of them more than 2-3 times a year. What problem are you trying to solve other than increasing general revenue? I don't think this issue is a problem. I doubt that folks are registering multiple trailers in their name at DMV for all their friends and family. The current policy is to allow multiple permits as long as the trailers all have valid registration under one owners name. This policy should be continued. As long as as a person can only use one trailer at a time, there is no net impact to CBJ facilities. At minimum, the extra trailer fee should only be a minimal amount and not an entirely new permit. Please do not approve this additional fee. Thank you for your attention and consideration. Kirk Miller

On Jul 14, 2015, at 12:15 PM, Carl Uchytil <Carl.Uchytil@juneau.org> wrote:
Mr. Miller,
Thank you for your comments. They will be forwarded to the Docks & Harbors Operations-Planning Committee for their consideration.
Sincerely,
Carl

Thx! I appreciate the consideration. What is going on here? Our launch ramp fees are twice or more what other SE communities pay. Adding another $1/ft for the mega yachts or instigating a whale watching head tax will make far more revenue than burdening the local boat owners who launch 6 times a year. We already can't find a transient moorage spot in Auke Bay on most days and vehicle parking is terrible. Also, this matter was not public noticed very well. I hope this is deferred to allow more public input. Thanks for listening!
Kirk

Mr. Miller,
What is your recommendation for increased public notice?
Thanks,
Carl Uchytil

Carl,
I recommend some conspicuous signs at the top of all the launch ramps and notices at all the harbor offices for a 30 day or more period. An email or letter to each existing launch ramp permit holder would also be good but that might be a lot of work! I also do not see any notice of this anywhere on the harbor website. I only heard about this today via email from a friend who somehow knew. This proposal was brought up some years ago. It was widely protested then and eventually rejected by the board.
Kirk

Kirk,
All good feedback, thank you. Ms. Shinn from my office has been sending email notices out to those we have for launch ramp permit holders. We do send out monthly newsletters and have been deliberate in trying to get the word out. I also am on KINY Action line on the last Wednesday each month and try to explain Docks & Harbors various projects and activities. All the discussion to date on launch ramp fees have been in "committees" – once the full Board approves then it will go back out for a 21 day public notice for a final hearing with the Board. When the Board approves it – it then goes to the Assembly for their adoption of the regulation changes. So there is still much process required. Here are the last two newsletters, if you want to be placed on the mailing list let me know?
http://www.juneau.org/harbors/pdfs/20150702101649.pdf
http://www.juneau.org/harbors/pdfs/20150602120415.pdf

Sincerely,
Carl

Thomas A. Hanley
P.O. Box [redacted]
Juneau, Alaska (AK) 99802-0994
home [redacted]
email [redacted]

12 July 2015

To: CBJ Docks & Harbors Board, Operations/Planning Committee
Re: Proposed launch ramp fee increase and implementing an individual trailer tax instead of a user fee

I wish to offer comments in two respects to the pending decision about proposed changes to the launch ramp fee and process:

1. If raising the user fee from $90 to $100 per year is the only issue, then that is one thing and is a relatively minor issue. However, the part of the proposal that changes the user fee to a trailer tax, applied to each and every trailer owned by any one user, is an entirely different matter. That issue was discussed at length with the public only about 2.5 years ago, and to raise it again now seems very unreasonable. If Docks & Harbors is having some unforeseen problem with enforcing the user fee (per user, not per trailer), then a solution to that problem should be sought. If a few people are cheating, then they should be penalized rather than penalizing all users with multiple trailers who have been abiding by the policy all along. Perhaps issuing the decal to the tow vehicle rather than to trailers per se could solve the problem. If the problem involves commercial users, then perhaps user fees for commercial activities should be considered separately from user fees for private recreational use of the launch ramps. Commercial use certainly is far different than private recreational use.

2. Unless the CBJ ordinance establishing the user fee has been rewritten since the last time this issue was discussed, I point out that the ordinance provides for a user fee; it does not provide for a trailer tax. The CBJ already taxes each trailer through the state licensing process. Does the Docks and Harbors Board have the legal authority to implement a new tax on trailers or other vehicles? I thought that was the domain of the Assembly. You might want to consult with the City Attorney about your authority to implement or change taxes. For clarification: I am one user even though I own 3 boats with trailers; I can use only one boat at a time, and it should make no difference to the city which boat I happen to use. Charging me a user fee (one fee per user) is within the CBJ ordinance. Charging me a separate fee for each of my 3 boats/trailers, however, is not a user fee – it is a tax on trailers. I don't think you have the authority to do that. If you proceed, I think you should expect to be challenged with the issue being brought to the Assembly or even a lawsuit.

Why not fix the enforcement problem rather than try to change the whole process and unfairly impact users who happen to own multiple boats?

Sincerely,
/s/ Thomas A. Hanley

Port of Juneau

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

MEMORANDUM

To: Docks and Harbors Board
OPS/Planning Committee
From: Gary Gillette, Port Engineer
Date: July 8, 2015
Re: Water Access at End of Fritz Cove Road

Background

At the June 18, 2015 OPS/Planning Committee meeting discussion and testimony was heard regarding vehicle/trailer boat launch activities at the end of Fritz Cove Road. The parties presenting testimony offered opinions ranging from blocking the access to vehicular use but allowing pedestrian access; to installing removal bollards to serve cases of emergency or maintenance tasks at Spuhn Island; to leaving it open to vehicle/trailer access; to improving the access for vehicle/trailer use.

The Committee considered the testimony and information presented and voted to table the discussion to allow time for more information to be made available. Since that meeting no additional information has been presented by the public on this issue.

Investigation

Staff consulted with the Community Development Department regarding zoning and permitting issues pertinent to the area. The area is zoned D-1 Residential. Launch ramps are not an allowed use in the D-1 zoning district thus a permit would not be obtainable. Pedestrian beach access is allowed without a permit. Kayak launching would be allowed as it is essentially a pedestrian activity and allowed at any beach access. Developing the property for parking to serve the beach access would be allowed provided there were no services or buildings associated with the lot. A written explanation is provided in an e-mail message from Teri Camery, Planner at CDD and attached to this memo.

Options

Given the zoning information it seems there are a couple options the Committee might consider. They are:

1. Status Quo
2. Close the access points to pedestrian only with use of jersey barriers and provide signs to inform the public of the restrictions of use.
3. Close the access points to pedestrian only with use of removable bollards (emergency and maintenance only) and provide signs to inform the public of the restrictions of use.
4. Secure the existing parking area adjacent to the beach access and provide signs to inform the public of the restrictions of use. Note this is not the parking lot on Fox Farm Trail.

Recommendations

Staff recommends options 2 and 4 for the following reasons:

- Installation of jersey barriers can occur sooner and at less cost than removable bollards.
- The adjacent parking area can be secured with surplus piling pieces at a low cost to Docks and Harbors.
- Signs can be purchased and installed by staff at low cost.
- All the work can be done by Docks and Harbors staff for low cost.

From: Beth McKibben
To: Teri Camery; Gary Gillette
Subject: RE: Fritz Cove Road Launch Area
Date: Wednesday, July 08, 2015 3:54:37 PM

agreed

Beth McKibben, AICP
Planning Manager, CDD
City & Borough of Juneau
907.586.0465

Please consider the environment before printing this email.

From: Teri Camery
Sent: Wednesday, July 08, 2015 3:11 PM
To: Gary Gillette
Cc: Beth McKibben
Subject: RE: Fritz Cove Road Launch Area

That sounds fine to me. Thanks for checking.

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755

Please consider the environment before printing this email.

From: Gary Gillette
Sent: Wednesday, July 08, 2015 2:56 PM
To: Teri Camery
Cc: Beth McKibben
Subject: RE: Fritz Cove Road Launch Area

One follow-up question.
It was suggested that removable bollards be installed to block the vehicle access. The bollards could be removed with permission of Docks and Harbors for Spuhn Island emergency or maintenance use. Would this be allowed?

From: Teri Camery
Sent: Tuesday, June 30, 2015 3:06 PM
To: Gary Gillette
Cc: Beth McKibben
Subject: RE: Fritz Cove Road Launch Area

Hi Gary,

Thank you for your questions. I've reviewed the CBJ Title 49 Table of Permissible Uses, and have

answers for you below each question as follows:

So, the question is: If this location is used as truck/trailer launch ramp is it allowed by zoning and would it require a permit?
Truck/trailer launch ramps with parking would be classified as Marine Facilities in the TPU, Category 9.600. Marine Facilities are not allowed, with or without any permit process, in the D-1 zoning district, which is the zoning district at the Fritz Cove cul-de-sac.

If it is a pedestrian beach access is it allowed by zoning and does it require any permitting?
Pedestrian beach access does not require any permit and is allowed in all zones.

If D&H were to develop the property for a parking lot for the beach access is this allowed and does it require any permitting?
If it's just pedestrian beach access, without associated amenities such as bathrooms, picnic tables, etc., then my interpretation is that it would stay below the threshold of being classified as a Marine Facility and would be allowed in this zone. If the beach access includes a boat ramp (sufficient for motorized boats as opposed to hand-carried kayaks), dock, restrooms, etc., then my interpretation is that it would be considered a marine facility and could not be allowed in D-1 zoning.

Beth, do you concur?

I hope that answers your questions. Please let me know if you need anything else.

Teri

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755

Please consider the environment before printing this email.

From: Gary Gillette
Sent: Tuesday, June 30, 2015 2:10 PM
To: Teri Camery
Subject: Fritz Cove Road Launch Area

Teri
Recently Docks and Harbors Board (D&H) received a letter of complaint and public testimony that folks were launching power boats from trailers at the end of Fritz Cove Road. At some point in time the path to the water was blocked to truck/trailer launching but someone moved the rocks thus allowing motor vehicle access. The complaintent suggested that D&H block the path to the water to motor vehicles but allow pedestrian access which would also allow access for kayakers.

In subsequent testimony we heard from another person who is building a house on Spuhn Island and suggested that we block the path with removable bollards such that if there were repair or maintenance work needed at Spuhn Island one could get a key from D&H to allow access. He also suggested we develop a parking area on adjacent city land for this beach access. In follow-up testimony we heard from some folks that truck/trailer access has been occurring for many years and that it should continue to be allowed at all times. They objected to blocking it off and suggested making improvements.

So, the question is: If this location is used as truck/trailer launch ramp is it allowed by zoning and would it require a permit?
If it is a pedestrian beach access is it allowed by zoning and does it require any permitting?
If D&H were to develop the property for a parking lot for the beach access is this allowed and does it require any permitting?

Thanks for any information you can provide.
Gary

Gary H Gillette, Architect
Port Engineer
155 S. Seward Street
Juneau, Alaska 99801
907-586-0398
907-586-0295 (fax)
gary.gillette@juneau.org **Please Note New E-Mail Address**

Port of Juneau

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

MEMORANDUM

To: Docks and Harbors Board
OPS/Planning Committee
From: Gary Gillette, Port Engineer
Date: July 9, 2015
Re: AEL&P Power Pole Relocation at Statter Harbor Launch Ramp

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Background

The Statter Harbor Launch Ramp project requires repositioning of an AEL&P power pole and associated realignment of power conductors along Glacier Highway. In such cases AEL&P performs the work but charges the party requiring the changes. AEL&P has been in the engineering phase of the project and recently provided a cost estimate for the work required. Before AEL&P begins the work Docks and Harbors will need to sign a contract for the amount of the work.

The work is estimated to cost $133,488.37. The work is a necessary component of the project therefore staff recommends the Board approve the contract.

AEL&P
Alaska Electric Light & Power Company
5601 Tonsgard Court
Juneau, Alaska 99801-7201
FAX: (907) 463 - 4833

Facsimile Cover Sheet

Date:	30-Jun-15
Work Order Number:	EB15504
PROJECT NAME:	Statter Harbor Improvements
LOCATION:	Statter Harbor
CBJ Building Permit #	N/A
DOT Permit Required Yes or No	Yes
CBJ Easement Required Yes or No	Yes
ESTIMATED BY:	DAW
Description:	See contract drawings
Starting Date:	1-Aug-15
Completion Date:	15-Sep-16
Is project billable:	Yes
Billable Party Name:	CBJ Docks & Harbors
Billing Party PHONE NUMBER:	Attn: Erich Schaal (907) 586-0397
Billing Address:	155 S. Seward Street
Billing City, State Zip Code	Juneau, AK 99801

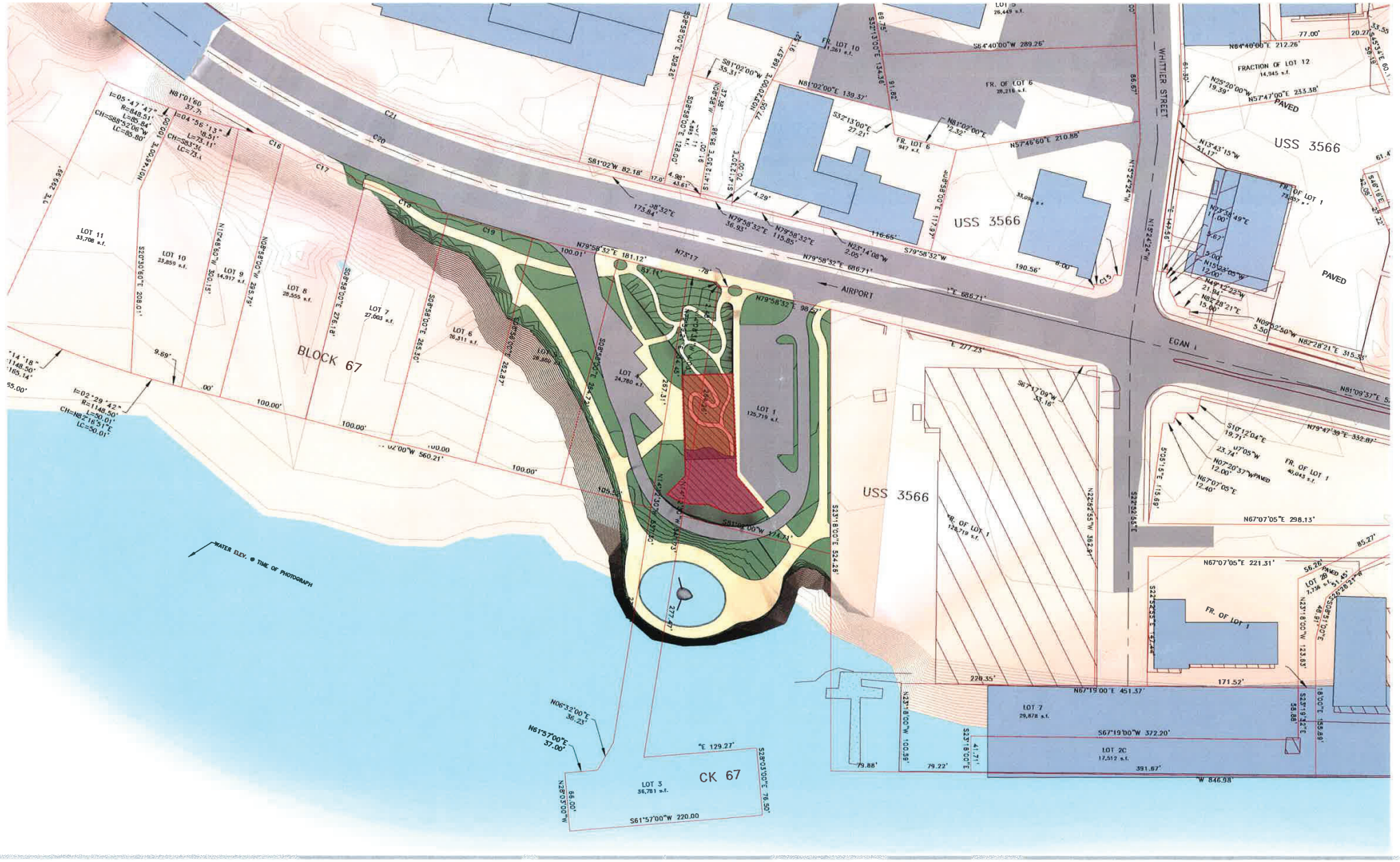
Cost of Project	$133,488.37
Prepaid Engineering Advance	
Company Contribution	
Customer Cost Share Contribution	
Customer Contribution	$133,488.37
Amount Subject to Refund	

In accordance with section 7.4a of AEL&P tariff.
All customer contributions must be made in advance of construction.

Total amount due* **$133,488.37**

***AEL&P can only accept payment in the form of cash or check. We cannot accept credit cards at this time.**

Notes: Excludes all curb and asphalt repair, patching, and landscaping. Exludes conduit across Glacier Highway for ACS. Excludes SWPPP. Owner to provide all survey control (elevations and locations) for conduit and equipment. Excludes relocation of ACS conduit to accomodate casing. Excludes demo or relocation of UAS conduit and circuits.

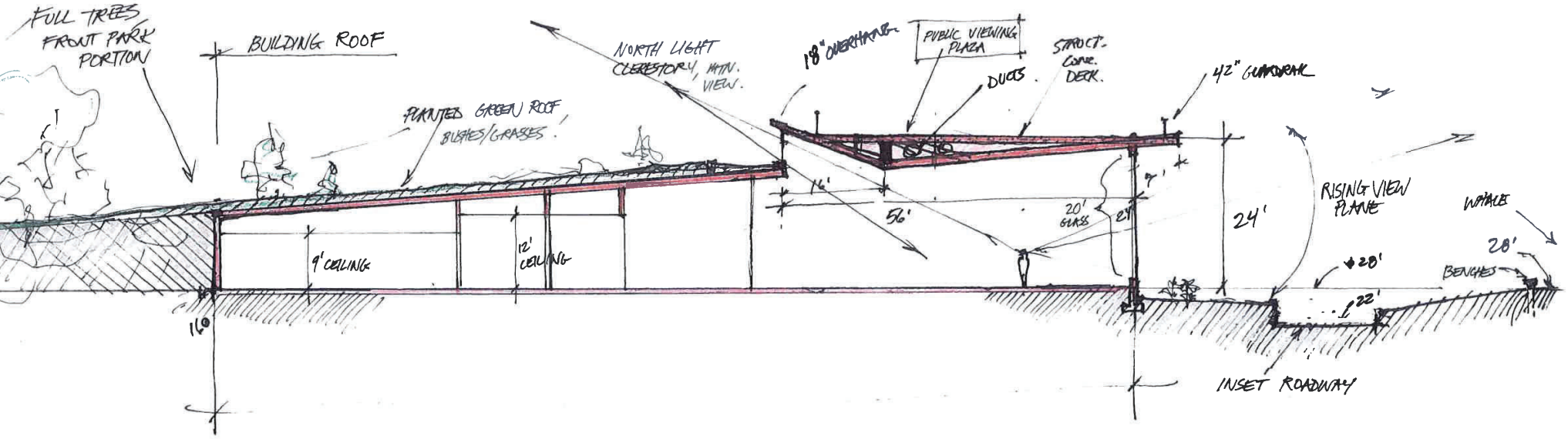


Oceans Interpretive Center - June 2015

Scale: 1" = 100'

0 100'

MRV ARCHITECTS PC
1420 GLACIER AVENUE #101
JUNEAU, ALASKA 99801
907-586-1371
mrv@mrvarchitects.com



CROSS SECTION - 1/16" = 1'-0"

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