

CBJ DOCKS & HARBORS BOARD
OPERATIONS COMMITTEE MEETING AGENDA
For Tuesday, June 18th, 2013

I. Call to Order (5:00 p.m. at the Aurora Harbor Office)

II. Roll

The following members were in attendance: Greg Busch, John Bush, Tom Donek, David Logan, Budd Simpson, and Scott Spickler.

Also in attendance: Dwight Tajon – Harbormaster and Carl Uchtyl – Port Director.

III. Approval of Agenda

Mr. Tajon asked to add the Norway Point Beach Access Use Agreement to the agenda to the Items for Action.

MOTION By MR. SIMPSION: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed unanimously.

IV. IV. Public Participation on Non-Agenda Items

Mr. Paul Swanson, residing at 3101 Riverwood Dr. Juneau, AK 99801, said I'd like to comment on the new docks, they are great. They work well. I still have to learn how to get into my slip. It is good I like it. The horseshoe seems to be working well too. I was an advocate of keeping the second ramp and I see that the new ramp is as wide as the old ramp. The single ramp seems to be working out fine. Has there been thought given to a fish cleaning station on the new place? I would appreciate one or two fish cleaning stations.

Mr. Busch said Mr. Donek may have an avenue to find a fish cleaning station for the new docks and Mr. Tajon will pursue the lead tomorrow. This is based on Mr. Swanson's recommendation to add a fish cleaning station.

V. Approval of May 21st, Operations Board Meeting Minutes

MOTION By MR. SIMPSION: TO APPROVE THE May 21st, 2013 MINUTES AND ASK UNANIMOUS CONSENT.

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Motion passed unanimously.

VI. Items for Action

1. Auke Bay Commercial Loading Facility Rules – Presentation by the Harbormaster

Mr. Tajon said numerous patrons have asked, “What is allowed and prohibited at the Auke Bay Loading Facility?” The patrons are referred to the “Auke Bay Loading Facility FAQ’s” document. Patrons would like to know if there is a permanent rate use of the ramp versus a tonnage rate. There are barges that will be using the ABLF to unload/transfer bulk materials. The Harbors do not have a rate per tonnage. I propose the Harbors consider commercial use of the ramp by boat haulers, such as, Willies Marine, Karl’s Marine, Mendenhall Marine and other Companies that have commercial boat launch permits. I propose we allow use of the ABLF for maintenance by commercial boat haulers to perform oil changes on their outboards, provided they have oil spill cleaning kits in place. Also, moorage for vessels and additional daily rate charge, as expressed in the FAQ’s, will need to be removed. Looking over the FAQ’s, on page 1, we have the general moorage for any type of boat. Everyone needs preapproval, preapproval needs to be done through the office. “Except below, everyone must pay the daily moorage fee to use the facility. This applies even if someone has paid monthly or annual moorage elsewhere in our harbor system.” There is nothing in our regulations that states an individual has to pay daily moorage fees to use the ABLF. I propose we remove the 1-d-i section of the Auke Bay Loading Facility FAQ’s, this will allow more ease for patrons who are paying the monthly moorage rate in the Statter Harbor system to be able to use the ABLF with no additional daily rate charge.

Mr. Busch asked if the current regulations have a provision for use of the ABLF.

Mr. Tajon said that yes. I highlighted the 2005 regulations which outline the Auke Bay monthly moorage fees. An individual can pay a monthly moorage fee and be able to go to any of the Auke Bay facilities with no additional charge. We need to consider an exemption to be added for the commercial boat haulers to use the facility without the need to pay an additional fee starting at \$30 to use the ramp at \$1.50 per minute after thirty minutes. These people are already paying a \$290 ramp permit fee to use any of the launch ramps. We are not charging them an additional fee on top of that at any of the

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recreational launch ramps. We are looking at waving the fee at the ABLF and encouraging more commercial users to use the ABLF rather than using the recreational boat ramp at Statter. Right now, with this in place, the commercial boat haulers are using the Statter Harbor recreational launch ramp. This is creating more congestion for the recreational users, especially on the weekends. When the commercial boat haulers have to pull a boat they block the operation at the recreational launch ramp. I propose we move the commercial boat haulers to the ABLF and this would reduce the congestion at the recreational launch ramp.

Mr. Uchytel said the ABLF is underutilized. How do we get more people to use the facility? The Auke Bay Staff have been using the FAQ's as a guideline but when it is applied it turns out as a disincentive to use the ABLF. We need to encourage more use. Businesses can use the ABLF to haul boats out of the water; this would reduce congestion at Statter. Also, we need to compare a freight fee versus a haul-out fee. I think the \$30 per half hour does not apply to the freight. I would be in favor of allowing people with Commercial Launch Ramp Permits to pull their boats at the ABLF. Also, we should consider letting businesses work on their boats at the ABLF in an area that is out of the way. Perhaps we can allow minor repairs, such as fluid changes, but not ship work. This would allow for more use of the ABLF. Fishermen are being allowed to store their cars at the ABLF; The Conditional Use Permit suggests long-term car storage is not allowed, but it does not define "long-term car storage". Fishermen are using the facility to store their vehicles for the days they are away fishing. I do not know if the intent of the Planning Commission was for long-term storage or not. We are still figuring out how to manage the facilities. We should look at opportunities to provide a service out there as well.

Committee Questions

Mr. Donek said section d-ii of the Auke Bay Loading Facility FAQ'S says if a patron pays moorage anywhere else in the Harbor they can use the ABLF for up to four hours with no additional charge. Another section contradicts this by saying patrons have to pay for all time at the ABLF, no exceptions.

Mr. Tajon said that is part of the FAQ's that needs to be removed. The Harbors should allow the patrons to use the facility without any additional charge. A patron complained that he arranged to be at the ABLF for mechanical repairs after he paid the monthly moorage and he interpreted the FAQ's as saying that he needed to pay an additional fee.

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Mr. Busch asked if sub-bullet “i” is what Mr. Tajon is requesting removal of from the FAQ’s.

Mr. Tajon said yes. The intent is to make the ABLF more user-friendly without charging multiple times for the use.

Mr. Busch asked if the only people paying will be those that pay a daily rate only.

Mr. Tajon said yes.

Mr. Spickler asked how the ABLF is being monitored.

Mr. Tajon said there are two ways to monitor the ABLF. First, the staff physically goes to the ABLF periodically each day. Second, the staff can view the security footage.

Mr. Spickler asked what for the best way to deter patrons from leaving delinquent boats at the ABLF and abusing the system. Where is it written that a patron staying beyond the four hours is required to pay fees?

Mr. Tajon said the patrons who regularly use the ABLF have been trained over the years to call the office to make reservations for the ABLF. Most of the boats are commercial fishermen. There has not been a vessel moored at the ABLF for longer than the allotted time. The FAQ’s will need to be rewritten to work with the regulations. The highlighted FAQ’s will need to be removed.

Mr. Busch asked Mr. Tajon if he is proposing any of the regulations or fees need to be changed, or if the rewriting of the FAQ’s to make them consistent with the regulations is all that needs to be done.

Mr. Tajon said that is correct no changes to the regulations or fees, only the rewriting of the FAQ’s.

Mr. Busch asked if The Conditional Use Permit allows businesses like Allan Marine Boats to use the ABLF.

Mr. Uchytel said The Conditional Use Permit does not ban such use. The Permit is for waterborne activities. Periodically this would not be a violation of The Conditional Use Permit. We can ask for advice on what The Conditional Use Permit means, but I don’t see the use of the ABLF by these businesses as being an issue.

Public Comment

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Bill Swanson, residing at 333 N. Land St., Juneau, AK 99801, said I pulled my boat out of the water on Tuesday, June 11th, 2013. I expected a weekday to be a less congested time to be at the Statter Harbor launch ramp. I have a 32 foot boat, and there was another patron in front of me on the ramp, and there were people using the side of the ramp. It was busy for a Tuesday afternoon at 1:30 p.m. At that time, more people showed up to launch their boats. There was a long line and Willie's Marine was trying to get a trailer down the ramp. Then a full size bus pulled around and had to stop. Behind the bus came another boat trailer to launch his boat. Mark B. had just left after hauling a boat out. This is a great example of why the Harbors should allow more businesses to use the ABLF and relieve some of the congestion at the recreational launch ramp. In regards to parking, the Horton Parking Lot is long-term parking. The previous Port Director said that the ABLF would never be for parking, that area is meant for fishing related storage. It could be stretched to include fishermen's vehicles. If people start leaving their vehicles for several months, others will be asking why. Also, can businesses load passengers onto their vessels at the ABLF? I didn't read anything saying the ABLF could not be used to loading and unloading passengers. In regards to security, I'd like to state that I have experience with security. With every minute that is taped, someone will have to spend a minimum of thirty seconds watching the footage. There's not enough time to watch all of the footage. Having the security system is great, but the expectation should be to use it as a tool when a specific issue has been brought to the Harbor Master's attention.

Committee Discussion/Action

Mr. Donek said John Stone's vision of how this was to be used was presented to the Planning Commission. I think the use of the ABLF is evolving. There are items coming up that were not envisioned. We should recognize these evolving changes and not get stuck in the mindset of not changing when new items arise.

Mr. Uchytel said the user conflict is what we need to be careful with, the fishermen feel encroached upon at Statter Harbor. We may allow periodic use of the facility by some businesses, but there is a perception of the Harbors encroaching upon the commercial fishermen out of what was built for their use. It does not matter the intent, this is the perception.

Mr. Busch said encouraging use of the ABLF is a great idea. The facility has a boat lift that we need to get better use out of. The Harbors should give the fishermen preferential use of the ABLF and occasional use by other

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businesses, like Allan Marine. Use of the ABLF to alleviate congestion at the recreational launch ramp is a great idea, but most of the time the Harbors should keep the ABLF available for commercial fishermen.

MOTION: By MR. SPICKLER TO APPROVE THE REMOVAL OF THE HIGHLIGHTED AREAS OF THE FAQ'S (1-a-ii-(2), 1-d-i, and 2-d-ii), THE REMOVAL OF "HOWEVER" FROM 1-d-ii, AND ASK FOR UNANIMOUS CONSENT

Motion passed unanimously.

2. Norway Point Beach Access User Agreement

Mr. Tajon said Jerry Hanson contacted the Harbors regarding Norway Point beach access. He has a Hobie Cat, it does not have power. It takes a lot of time for him to set up his Hobie Cat to use it. He has a launch ramp permit. He is trying to do something similar to what the Juneau youth sailing club does, which is utilizing the beach by Norway Point and using the area for storage and moorage. Hobie Cat users can utilize a dolly to move his catamaran closer to the top of the beach. He is interested in storing it at the upper ramp portion in the area of where he is pulling his Hobie Cat out. Mr. Uchytel, Mr. Jardell, and I have been looking into what to charge an individual within the regulations. The Hobie Cat doesn't fit in with the annual skiff rate, so we think charging Hobie Cat owners half the annual skiff rate to store and launch from the same site. This is a way to encourage users and to better utilize the property.

Committee Questions

Mr. Logan asked how harbor staff will differentiate between boats that are in current use and abandoned boats sitting on the beach.

Mr. Tajon said there is a numbering system for the storage. People sign up for storage and they are assigned a number and that number is put on their equipment. The Harbor keeps track of what is at the storage areas. The same concept will be applied to the Hobie Cat users. The Hobie Cats I looked at are unique. They are wider than a regular skiff, so we can't put them in a skiff stall.

Mr. Logan asked if there would be a system to keep the Hobie Cat users current every year so the office would be aware of the use of the Hobie Cats or if this is just a long-term storage for a person who is not maintaining the Hobie Cat.

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Mr. Tajon said yes. Patrons are required to sign an agreement, and then the patron is assigned a space to store their equipment.

Mr. Spickler asked how many Hobie Cat users might utilize the property allotted.

Mr. Tajon said between six and ten.

Mr. Logan asked if there is enough space.

Mr. Tajon said yes, there is enough space near Norway Point and this is a great space for the Hobie Cat users because of the pea gravel on the beach.

Mr. Donek said the concern is that non-Hobie Cat users will want to store and launch their boats in the same area. How would such a situation be handled?

Mr. Tajon said the classification will be a non-powered sailing vessel.

Mr. Donek asked if this will strictly be for Hobie Cats.

Mr. Tajon said yes.

Mr. Uchytel said it is in the Docks and Harbors Mission's Statement to provide recreational opportunities. We have just acknowledged that Hobie Cats are a unique class of vessel and they are not conducive to having a slip in our harbors. Preparing Hobie Cats to use is difficult and time consuming and it would be a waste at any of our launch facilities as it would add congestion. If we can provide this unique group with the opportunity to launch and store their vessels in a strict manner, I think it can work. Non-Hobie Cat users will be required to use other facilities to launch their vessels. I came up with half the skiff rate; we can collaborate on another amount. I asked Mr. Hanson what his group would be willing to pay and I am waiting for him to get back to me. The Harbors should encourage recreational opportunities when possible.

Mr. Busch asked if the Finance Committee will be presented with the Hobie Cat rate so they can consider possible rates.

Mr. Uchytel said the Finance Committee will be addressed for consideration of the rate, but I don't want to go through regulatory chains to make this happen. I want to try this out, see if it works, and if it is workable, we can continue with the regulation. There is a contract, the land is being managed, and nothing is being given away for free. I recommend we present this to the Finance Committee.

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Mr. Donek asked is the Hobie Cat beach use in the summer only, and will the patrons be removing the Hobie Cat in the winter.

Mr. Uchytel said yes. The argument against that is they are not using any facilities, whereas a skiff is using a slip. The Hobie Cats will be on vacant tide land.

Mr. Bush said The Norway Point Beach Access User Agreement for the Hobie Cat Owners should be worded for personal use only and not for commercial use.

Mr. Uchytel said there will be no prorating; the lease is for six months regardless of use. There is a storage space, separate from the Norway Point beach area, and a storage fee the users can take advantage of in the winter.

Public Comment

None.

Committee Discussion/Action

Mr. Donek said the Harbors should remove the old run-down floats.

Mr. Tajon said within a week the Harbor will begin to remove old floats near the Yacht Club. Staff will also be doing a lot of work in Harris Harbor on the launch ramp.

Mr. Simpson said The Norway Point Beach Access User Agreement for the Hobie Cat owners is a great idea. We should encourage more recreational activities. This will lead to more revenue off of an underutilized area. I am in favor of this.

MOTION: By MR. LOGAN TO SEND THE HOBIE CAT USER AGREEMENT TO THE FINANCE COMMITTEE WITH RECOMMENDATION OF THEIR APPROVAL AND INPUT AND ASK UNANIMOUS CONCENT.

Motion passed unanimously.

VII. Items for Information/Discussion

1. North Douglas Boat Ramp Light – Presentation by the Harbormaster

Mr. Tajon said I spoke with a representative at AEL&P about installing a street light at the North Douglas Parking Lot. The power lines running adjacent to the lot are actually transmission lines. The transmission lines go

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to and from the substation and they carry 70,000 or more volts. I was informed we cannot tie into the transmission lines; we have to go from the distribution lines. Distribution lines run from the substation and provide power with transformers to the houses and businesses. These distribution lines are 50,000 or less volts and this is the only way to get a light in the area. The closest distribution line is near Fish Creek. The estimate to run a line from Fish Creek to the North Douglas Parking Lot is \$50,000. The estimate includes the line and a transformer.

Mr. Bush said I am in favor of having a light installed at the North Douglas Launch Ramp.

Mr. Donek said the ramp is generally for daytime use, so I do not think a light is necessary. However, if we are to install a light, we should consider the solar powered light-emitting diode (LED) lights to help identify the location of the ramp.

Mr. Tajon said he will look into the cost of solar powered lighting. However, solar powered lighting might not provide enough power for the lighting wanted. It would provide enough lighting for a small garden light.

Mr. Uchytel said light pollution needs to be taken into account.

Mr. Tajon said I asked AEL&P about installing a light on the uphill side of the ramp. This would allow for visibility after dark.

2. Harbormaster Operations Report – Presentation by the Harbor Master

Mr. Tajon said staff has:

- Assisted the Juneau Police Department and United States Customs with the controlled burning of contraband evidence.
- Used the two tons of cold patch materials to patch the potholes in Aurora and North Douglas. Two tubs were purchased to patch the potholes, but it was not enough. The majority of the holes were patched.
- Repaired fish tables in Harris and Aurora.
- Repaired electrical outlets and boxes.
- Moved impounded boats to the ABLF.
- Swept parking lots.
- Repainted the handicap parking spaces.
- Worked on lawn maintenance.
- Transferred 1500 gallons of used oil to the tanks in the yard. The oil is burned.

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- Serviced the Lou McCall, which is the Harbors 32 foot work boat, at the ABLF.
- Scraped the sand off the North Douglas Launch Ramp.
- Rebuilt 11 water canisters.
- Cleaned up the Fish Terminal.
- Installed a new security gate at the ABLF with the help of a contractor.
- Pressure washed and repainted the parking barriers.
- Coordinated with the city streets system and transferred the steel pilings to the Thane Storage Yard. The 15-20 foot steel pilings are remnants from previous float construction.
- Created a new bus loading area near the guard rail for motor coaches.
- Removed a parking space near the drive down wall at Statter Harbor.
- Been trained on sealift operations.
- Impounded a boat and trailer at Echo Cove. The police department advised the Harbors to remove the boat and trailer. The trailer went straight to the dump site after being impounded under litter regulations.
- Repaired bent bull-rails on the A and B floats at Statter Harbor.
- Mounted signs in the new loading zone.
- Been informed that next week, at Statter Harbor, they will need to get rid of the pit at the bottom of the ramp. They will be pumping in grout underneath a section on the launch ramp.

Mr. Tajon said the Port-a-Potties are being used by the people who are unwilling to stand in line for the restrooms in the Statter Office Building.

Mr. Bush asked if staff is spending a lot of time maintaining the bathrooms.

Mr. Tajon said yes. Staff cleans the bathrooms and restocks them every four or five times per day.

Mr. Donek asked what fees do the charter boat companies paying.

Mr. Busch said the charter boat companies are paying \$1.10 per passenger in addition to the \$300 for operating a charter company.

Mr. Donek said he would like to see the businesses pay a set amount to help fund expenses the Harbors incur.

Mr. Uchtyl said the Harbors collected \$82,000 last year from the charter boats.

Mr. Tajon said the Harbors are spending \$2,200 every season in toilet paper. There is a higher cost for staff time spent on the bathroom upkeep.

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VIII. Staff and Member Reports

Mr. Uchytel said the utility lines are placed high to keep them out of the water. Doug Unruh is researching rescue ladders. Mr. Gillette and I will be researching the Americans with Disabilities Act (ADA). It was brought to my attention that the bull-rails do not have cutouts like they have had in the past and this may not be compliant with the ADA. Our facilities need to be as compliant as possible with the ADA. The horseshoe appears to be working now, but competition for the available space will increase. Staff will need to be innovative with how they use the available space in order to utilize as much space as possible. We can raft boats at the ABLF.

Mr. Simpson said I recommend displaying signs at Statter Harbor informing patrons that the A and B floats are not for transient use.

IX. Committee Administrative Matters

Next Operations Committee Meeting is scheduled for July 16th, 2013.

X. Adjournment

The Operations Committee adjourned at 6:02 p.m.