

MINUTES
PARKS & RECREATION ADVISORY COMMITTEE
Tuesday, December 3, 2013
CBJ Assembly Chambers

- I. Call to Order: 6:30 p.m.
Present: Jeff Wilson, Chair; Odin Brudie, Traci Gilmour, Dixie Hood, Chris Mertl, Eric Morrison, Tom Rutecki, Kate Walters;
Absent: Gerry Landry;
CBJ Staff Present: Brent Fischer, P&R Director; Rorie Watt, CBJ Engineer;
Fran Compton, P&R Administrative Assistant;
Assembly Liaison: Randy Wanamaker.
- II. Agenda Changes – Mr. Wilson: I would like to make one agenda change tonight, I am just going to have the Chair and the Liaison Committee reports tonight because we are going to have a late night. So, we will have other committee reports next month. Hold on to your notes and we will get back to everybody in [January]. Is there any other agenda changes? Seeing none the agenda is approved.
- III. Public Participation of Non-Agenda Items – Don Kussart, 425 Kennedy St. Mr. Fischer and Mr. Wanamaker have heard my concern before because spoke at the Assembly meeting last June. It is that I really miss the Friday evening concerts in the Park. Mr. Fischer did respond to me promptly, I really appreciate it, last summer explaining to me why the old pavilion had to go and their plans for a new one in a few years. But, my main question is: why, in this planning, there wasn't some provision for provisional seating to continue the concerts? I think the concerts were something special that hundreds of people enjoyed over the years. Really, what we need is some seating. It's not that big deal, maybe on a nice Friday afternoon you could haul these seats across the street, or some bleachers would be nice. I am puzzled and disappointed that something that was special and I felt a real sense of pride in when I was there with the local musicians; when the weather was right the scenery. I have spoken with a lot of people who really miss the concerts. A neighbor expressed that there was such a "sense of community". That was it – there were families, old people, tourists stopping by, and street people. It was, you know, the music, the scenery, when the weather was just right it was really special – the sort of thing you wished that other people were there to experience. I am puzzled with why Parks didn't take a more proactive stand working with Arts and Humanities – I know it was an Arts and Humanities project. I am asking they proactively work with Arts and Humanities and come up with some sort of plan that we could have some seating, maybe even some portable bleachers. I am talking about 4 or 5 evenings out of the summer when the weather's such.

Mr. Wilson: Great – speaking for myself, I also think that it is a lost opportunity. I think staff has been looking into that. I will ask the Director to respond to that – is there a plan for Parks and Rec to move the concerts back into the Park?

Mr. Fischer: First of all, it is an Arts & Humanities program. I know they did their Friday Food Trucks program in place of the concerts series. I can ask Nancy [DeCherney] if she is thinking about returning to the concert series. If it is, they have chairs available. I don't know if they have thought about bringing them down. I can discuss and will ask Nancy about that, but it is their program.

Mr. Wilson: Maybe next month, or sometime this winter, you can get back to us on that. I know at one time we talked about putting in a grandstand or some kind of a box and chairs and I don't know where that went. Maybe you can talk to Nancy and get back to us. Thank you Mr. Kussart.

IV. APPROVAL OF MEETING MINUTES – November 5, 2013; Motion by Mr. Brudie to approve the minutes of November 5, 2013. Hearing no objection the minutes of the PRAC were approved by unanimous consent.

V. Director's Report – Mr. Fischer: I have two items in my report tonight;

The first item is that there are 3 members of the PRAC whose term expires on February 28, 2014. They are Dixie Hood, Chris Mertl, and Odin Brudie. If any of those members wish to reapply, please do so as soon as possible. The applications will be reviewed by the Human Resources Committee on February 24, 2014, and then forwarded to the Assembly the same day.

The second item is the OHV Project. My report will serve as a brief summary of the recent history of the project and what lies ahead for tonight. For the last several years the Assembly has had in its goals and objectives to locate and secure an OHV recreation area. Last year the City and its consultant, USKH, asked the National Off-Highway Conservation Council (NOHVCC) to evaluate a proposed Off-Highway Vehicle site near Mile 35 Glacier Highway. NOHVCC came to Juneau in June, visited the proposed site and held meetings with motorized users, various stakeholders and land managers.

What came out of their visit was a report dated July 1, 2013 that was presented to the Public Works and Facilities Committee on August 26, 2013 and was subsequently presented to you on September 3, 2013 by Parks and Recreation Staff. What came out of NOHVCC's report was a little disappointing. Their recommendation after visiting the proposed 35 Mile site was to go back and look at other opportunities besides this site. At our last PRAC meeting, on November 5th, CBJ Engineering Director, Rorie Watt gave an overview of NOHVCC's report and presented a document that broke down those options and discussed each of the site's opportunities, constraints, very rough costs and the possible type of motorized use. After the presentation, the PRAC opened the meeting for public comment.

Tonight, again we will have an opportunity to hear public comment on NOHVCC's recommendations. After public comment is closed tonight, the PRAC will have an opportunity to discuss the public comments, NOHVCC's recommendations, and information provided by CBJ Engineering Staff. Let me remind each of you that tonight is the beginning of a long process. Let me remind you that tonight, is the beginning of a long process. You have been provided with very preliminary information. You are not making the final decision of where an OHV Park is to be built, you are looking at the options before you and deciding whether any of those look meaningful and deserve more in-depth study. I have given you a list of the sites mentioned in NOHVCC's report and combined information provided by staff to help the discussion.

Mr. Wilson: Thank you. PRAC, I would like for you to listen to the public comment. Next, I will call up Mr. Watt to go over his OHV Recreation email he sent out, which I sent everyone. I hope everyone had a chance to read it. I will ask him go through it briefly just to get some more background. Next will have public comment then we will close public comment. I would like to have PRAC go through each of the sites in discussion and talk about the pros and cons, what the sites are. I would like to hold off a motion until we have had a chance to go through all the different sites and PRAC have a chance to talk about issues tonight. At the end if there is a

recommendation that PRAC can make, that would be an appropriate time for a motion. We would forward a recommendation on to the CBJ Assembly. We will have questions and I am sure we will have staff here to answer questions from the NOHVCC report. I am sure everyone remembers the NOHVCC report. Just what the director said; let's start with the NOHVCC report - we had NOHVCC look at Mile 35 for an OHV Park. They were not very enthused about that site because of the development costs and they looked at other sites. Not only are we talking about Mile 35, but other sites identified: Goldbelt, Costco/Hidden Valley, Fish Creek Quarry, and a site up by the police station. Basically for the PRAC, if there is a recommendation that we can move forward that is what we really talk about and agree to as a body? With that, I asked Mr. Watt to take the stand to go over his report.

VII. Unfinished Business– OHV Park - Mr. Rorie Watt, CBJ Engineer – I am not going to go into my memo in great detail, I tried to write it in a way so it stands for itself. I would rather provide a few brief comments and answer any questions you have. I think there are basic hard facts, and those are the Assembly has asked you to prioritize OHV decision making. That is not easy. If it was easy this would not have been a community topic for the past five or ten years or however long it's been. The fact of the matter is the most economical place for OHV recreation happens to be old gravel pits and rock quarries and we have them located in the community. They have issues and I think if you had your "druthers" you would have the old rock quarry and gravel pit a mile from town, it wouldn't be 25 miles from town or a thousand feet from a neighborhood. That is what we have, that is our geography. Given that, if the Assembly is going to meet their goal of providing for OHV recreation they are going to have to be able to weigh the issues that come with those two different types of options are available. The "out the road" options have issues like difficult management, no cell phone reception, outside of areas where police and emergency, fire, services normally patrol. Close to town and the Fish Creek Quarry option has a whole different set of problems. You are closer to homes and the questions revolve around noise and noise management and potential conflicts with various types of recreation. That is what you have. We are where we are – our geography is what it is, and your options are what they are. I will be happy to answer any questions you have. If I haven't been clear in the memo I tried to give you my best recommendations on how I would proceed.

Mr. Wilson: Questions from PRAC to Mr. Watt?

Ms. Gilmour: I know the State does environmental impacts, do we as a city?

Mr. Watt: We do when we are required to and the State does as well. Typically on a state project if they have federal funding some sources of funding require them to do some type of environmental document as a matter of course. As local funding we don't have that requirement, but sometimes we do them, for instance, if we have a large harbor, airport or big build project and the Corp of Engineers might trigger that requirement.

Mr. Wilson: Other questions for Mr. Watt? (No response) I have one quick question, Rorie. In looking at your very interesting OHV Recreation comments, can you give us an update on what's happening with the various sites? I agree with a lot of your information, my question is: The Fish Creek Quarry site – Can you just explain - I am confused about the whole noise issue, what does that really mean – is "noise" the issue or what is the issue? How do we test for that or what does that mean?

Mr. Watt: With regard to Fish Creek Quarry, maybe the best way to think about it is how the effort and the application to the Planning Commission in 2008 progressed, in that I have read through quite a bit of the minutes, probably not all of them, but enough so that I think I understand a broad overview. The proposal was to allow a certain decibel level at the property line. The problem I see with that is that doesn't mean anything to a Planning Commission or a homeowner. What does that mean to a homeowner sitting on their back deck that they can hear 65 decibels what does that mean to their quality of life? That doesn't readily transmit into useful information for people. The Assembly has struggled with noise management issues and the Planning Commission as well, as how to regulate and allow noise from construction activity, or commercial activity, or whatever. They have been talking about a draft ordinance in committee and talking about a reasonable person standard as the measure. In my look at the Fish Creek Quarry I am mirroring that approach, and what I suggested is that it must be easier to listen to something and understand – ok that is acceptable, not-acceptable, or I am not sure, than it is to read a report from a noise consultant or somebody subjectively saying: It will be some qualified description of noise.

Mr. Wilson: It is hard - I am having the hardest time. I know any of the sites besides the sites out of the road – 35 Mile and Goldbelt property - we are discussing the Hidden Valley property by Costco, the Fish Creek Quarry and the property behind the police station which all have neighborhoods nearby and noise is a perceived issue to everybody, but I don't really know. We also have traffic and airports and that's noisy too. I don't really know how they all work for what a perceived noise is and it is hard for me to wrap my head around when people are discussing noise/noise impacts, what that really means – I understand standing next to a jet is one thing, but hearing a chain saw in the distance is that distracting and a noise issue? I don't know.

Ms. Hood: When I sat through all of the previous testimony, and efforts by the folks in the subdivision, my understanding, and I don't have the notes from it, but there was a resident that hired somebody or himself acquired a technologically accurate sound measure and everything that happened out there with off road vehicles exceeded what was allowable. It wasn't just subjective "yeah that bothers me" it was really somebody who had gone to the trouble to be able to measure it.

Mr. Brudie: I know that focus now is on motorcycles for motocross, the broader picture of what would happen at 35-Mile, where do you see, a brief answer is good, the planning going for the longer distance 4-wheeler - the OHVs that don't fall within certain motocross specs -- is that still being looked at possible at 35-Mile?

Mr. Watt – I think that 35-Mile is really only going to get trail riding – that generalized play area, the gravel pit type ATV use. You are only getting on the Goldbelt property, maybe at the site behind the police station which seems like a long shot to me. To accommodate a lot of the use you need an old gravel pit, old rock quarry or need to live near the edge of the desert where you have lots of land.

Mr. Brudie: The trail riding that is the most expensive option.

Mr. Watt: Trail riding is going to be the most expensive because you are essentially building miles of trails, depending on your designed speed of those trails you could build an extensive network and be in to several millions of dollars. Not what is the most commonly requested from local OHV users.

Mr. Rutecki: What are the options for acquiring a place that would make most people happy? You've got 35-Mile property - could that be sold or traded to Goldbelt? Could we have a 10 year lease with Goldbelt to lease their quarry? We lease them, we have an arrangement where they use the tram, can somehow that be tied in to "OK we don't charge you for the tram but you let us use your quarry" so what kind of possibilities exist there? You just mentioned a couple of million dollars so this RV Park kind of is a venue on par, not as expensive as the pool, but clearly the ice rink, which we spent \$4M once the smoke cleared. So what are the options there? Where can we make a recommendation to the Assembly of: here is what we really need? If you think the community needs this then the user groups they champion it and we get them a really good place. I think that would involve "we need the money for it and can city properties or leases be used for that"?

Mr. Watt: Short answer is: City is a complicated organization with lots of interests and so is Goldbelt. OHV use in informal discussions with Goldbelt management, it's not an issue they are working on, not something that is a priority for them. Until the city sits down with them I don't think we will not know what if any options would be acceptable.

Mr. Rutecki: But the Assembly could direct the City Manager to enter into talks with Goldbelt, right?

Mr. Watt: Sure.

Ms. Hood: I have been attending a number Docks and Harbors meetings for months where they have been talking about negotiations about the appraised value of the tram property and so on, and exactly what Tom was saying was what popped into my head, getting the city manager into some kind of negotiation with Goldbelt property out at 35-Mile.

Mr. Mertl: Has the city had any discussions with Goldbelt since our last PRAC meeting.

Mr. Watt: No, we talked to them in I think, late September.

Mr. Wilson: There are 27 members of the public that signed up for testimony. You have 3 minutes to testify.

VI. Public Comment – OHV Park:

Ben Carney, 10065 North Douglas Hwy.: Ms. Hood you mentioned an individual collected data. I am a science teacher, I collect data. That is my data and my study. If any of you would like it, feel free to talk to me and I will send it to you. I am here to speak in opposition to motorization of lands in the Fish Creek drainage including the establishment of an ORV racetrack in Fish Creek Quarry. I would like to point out that I am avid motorcyclist and I am not opposed to the establishment of an ORV Park that is not in that neighborhood, as are a large number of other

well established uses, such is the case of Option A at 35 mile. The presence of the Fish Creek Option violates *Res judicata*. The ruling by the Planning Commission in 2008 was that no ORV Park of any kind can be evaluated without that body first determining that the proposal is substantially different than the previous one. Given that each of the reasons the Planning Commission stated in their decision are still present, this is an unlikely outcome. Regardless, consideration leading to a recommendation for the Fish Creek Quarry option is not appropriate here. What is appropriate is for the Planning Commission to evaluate whether a substantial difference is present. In his memorandum Mr. Watt recommends that the 35-Mile site be set aside. He cites the reasons that are true for all sites, such as boundary enforcement, as well as the cost to develop it. The financial argument ignores a couple of things. First it ignores the expert testimony provided in the past that clearly showed that properties within one mile of any ORV Park would experience a decrease in property values of at least 22%. Conservatively assuming 100 homes for which is this the case, the average home value in Juneau of \$338,217, the tax base represented by home values would thus decrease by approximately \$7.5M. This is a significant impact to city income. Secondly, Mr. Watt has ignored testimony by community members, many of them ORV riders themselves, who have publically stated that they would donate time and heavy equipment towards the development of the 35-Mile facility. Whereas it might not be possible to construct all that riders desire immediately, phased development could develop the area such that it offers far more riding area and opportunities than any of the other options, particularly the puny Fish Creek Quarry. The current approach the city is taking lacks intelligence. It appears to be driven by desire. Rather than focus on a large area that would be met with little resistance, legalities and reason have been suspended in an effort to ram through a park which has great resistance and legal reasons to not do so. In recognition of this I think your recommendation should be to summarily abandon this or pass to the Planning Commission.

Mr. Wilson: Thank you Mr. Carney.

Jerod Reed, 3841 Reed Court; I been a recreation rider my whole life, a second generation rider been fighting for this. Pretty much been stuck to my own family land, have gotten tickets for riding other places. I am all for being safe and having a legal place to ride, I think 3255 square miles in the city I think we should be able to find a place that everybody is happy and come together as a city. Make it happen. There are enough people here that support it, and enough people that don't support they should respect other people in what they do. Thank you.

Mr. Wilson: Wait, questions? (No response) I have a question for you, Mr. Reed: As a rider, do you ride 4-wheel, or motocross, what is it that you ride?

Mr. Reed: 4-wheel, motocross mainly, and snow machines.

Mr. Wilson: So have you looked at some of these sites that we are discussing tonight, like 35-Mile, Goldbelt, Hidden Valley?

Mr. Reed: I have not seen 35-Mile but, I have ridden the rest of them.

Mr. Wilson: Do you think that Fish Creek would offer that much to a rider? If you were stuck in the Quarry itself, is there that much? It is a very small area, is that something that's – and knowing that the community is split over this, the neighborhood – is that something the riders would consider?

Mr. Reed: It is a small area but I know a lot of us are looking for a small area to dedicate our riding; we are not looking for a wide stretch. Right now we are looking for a place of our own to start something.

Mr. Wilson: What about Mile 35? I am told there are millions of dollars on little trails and you are limited to 20 mph, is that something that would be of interest?

Mr. Reed: Miles of trail at 20 mph? If I have a place to call my own, and actually ride and not get a ticket I would be for it.

Mr. Wilson: OK, thank you.

Ryan Kirtley, 11101 Goat Hill Road; Basically I am here in support of a riding area for all styles of riding - to give people something to do on the weekend, legally and safely. I understand there are problems with noise, at some of the places close to other people's homes and there is construction that goes on in those pits. They don't seem to mind it because it benefits them, but honestly, if what happens doesn't benefit them, are they going to protest to shut down mining and excavation and construction for the rest of the Juneau road system to be repaired by? I think that everyone should look at it as open minded and not think about themselves, but kind of as a whole and support each other and work it out.

Mr. Wilson: Thank you. Questions for Mr. Kirtley? (No response). I have one quick question, is driving 35 miles or further, to a site like the Goldbelt site or 35-Mile is that too far for you to drive, too far to you to go?

Mr. Kirtley: No, it doesn't matter as long as there is a place where we can ride legally.

Mr. Wilson: And what is it that you ride? 4-wheelers?

Mr. Kirtley: 4-wheelers, dirt bikes, sleds.

Mr. Wilson: Thank you very much.

Don Meiners, 9001 Ferndale St.; I am here to show my continued support for a riding area. I ride 4-wheelers and dirt bikes. I have traveled all over Southeast and ridden in almost every town in Southeast. No one has brought up Sitka, which has a small riding area that is city owned. I look at some of these large scale projects, and it is a very small area. It's more geared towards 4-wheelers but it is a great facility and something you might get ideas from. I also just returned from a trip down to Atlanta, Georgia and we made a stop at a 720 acre facility that was more like the 35-Mile site. It had trails, 5 motocross tracks, it had play areas; it had everything. It was a huge facility. I support anything and any kind of riding we can get.

Mr. Wilson: Thank you Mr. Meiners, questions for Mr. Meiners?

Ms. Gilmour: You mentioned Sitka, was that logging roads?

Mr. Meiners: No it's not; most of the other places in Southeast are logging roads. Sitka, by the gun range, has – it's like a figure 8 one loop trail goes up this hillside. Out by Starrigavan. It's a nice facility, maybe a mile at best but pretty well designed.

Ron Burns, 10608 Horizon; I want to say thank you guys for giving us a voice and maybe an opportunity a legal place to ride motorcycles, and race motocross or practice motocross.

Mr. Wilson: Let me ask a quick question: Do you think if the city was to develop a site about 30-40 miles out of town, that you would use that?

Mr. Burns: Yes, absolutely.

Mr. Wilson: Would you use it on weekends or week nights, how often would you use that site?

Mr. Burns: Weekends for me.

Mr. Wilson: Thank you.

Jason Brooks, 2524 Alder Circle; I am in full support anywhere we can get a chance to ride; I would like to answer a couple of questions you keep asking. I ride dirt bikes, snow mobile, 4-wheeler, mountain bike, snow board – all of the above just like a lot of the people here in the community. I think no matter where we can get to ride - we have also been out to Echo riding on the beach there. I have gone weekends, after work, all the time. I don't think being out the road will stop anyone from showing up – I am in full support no matter where it is, just give me a chance to go and have fun.

Mr. Wilson: Thank you Mr. Brooks, questions for Mr. Brooks? (No response)

Wyatt Nicholson, 8920 Tanis Dr.; I am here to support the riding opportunities in this town. I have been to a lot of places, to Nevada and all those states like that. They have tracks set up and everywhere and you come here and there is nothing. I am in support for anything for people for riding. It doesn't matter where or how far from town as long as there is a legal place to ride.

Mr. Wilson: And what do you ride?

Mr. Nicholson: Dirt bikes, 4-wheelers, snow machines, mountain bikes.

Mr. Wilson: So, I have a quick question: can one site do it all? For a dirt bike and a 4-wheeler, do you want the same thing - just a figure 8, or do you want a rock quarry that you can drive up around or motocross, what do you want?

Mr. Nicholson: I am in preference of motocross track but I notice there are a lot more people with 4-wheelers in the town for plowing snow and hunting that I think they would enjoy a place to ride – so a small trail system and small track would be nice.

Mr. Wilson: I have another question for your age group – I assume you don't have a driver's license yet?

Mr. Nicholson: No.

Mr. Wilson: So how would you get out to 35-Mile?

Mr. Nicholson: My parents.

Mr. Wilson: You would have to tow, you would have a trailer to tow your rig out there?

Mr. Nicholson: yes, I would go out there as a family.

Mr. Wilson: Thank you, questions for Mr. Nicholson? (No response) Thank you for coming tonight.

T. Wade Nicholson, 8920 Tanis Dr.; That is my boy, Wyatt. We do a lot of things as a family and motor sports is a big part of our family. We are just looking for a place to ride. We travel all over the place, we go down south and I wish there was someplace here in Juneau legally we could ride.

Mr. Wilson: The majority of people here tonight that are opposed to this are from North Douglas and the Fish Creek Quarry. Do you think that is a big enough site to host the Juneau motocross sport?

Mr. Nicholson: Juneau has a lot of land. We just need one spot to ride – that is it. The more the better, actually, but it's been going on for a long time. Half the time we didn't even know we were breaking the law. If we had someplace we could call our own, I think everyone would respect it, and as a community.

Mr. Wilson: I am going to ask one more question, there has been comment over the years about licensing snow mobiles and off road vehicles. A city license, a way to keep track, and have them with their license fees help maintain sites, is that something you could support?

Mr. Nicholson – yes, I wouldn't have a problem in the world with that, as long as we have a place to ride, it doesn't matter.

Mr. Wilson: Thank you very much – questions? (No response)

Mike Plotnick, 1001 Fish Creek Road; Thank you for the opportunity to offer testimony on the conceptual proposals. We built on Fish Creek Road in 1997 and I am a life long Alaska. I recognized the frustration of 4-wheelers and dirt bike users in the community in not having been able to develop a special use area to play in. However, reasons why a privately owned or public OHV park hasn't been developed thus far are well known and documented. The community has recently addressed this issue and I applaud CBJ for trying once again to identify a location and construct and manage a site. In my opinion, the real level of impacts on nearby residences and neighborhoods remains a problem. In interest in speaking out for conservative fiscal discipline, the true cost to CBJ will be, for me, a serious concern. In my opinion, Option C Fish Creek Quarry remains ill-advised because of the lack of substantive changes from the previous proposal; it should be withdrawn from further consideration. I ask the PRAC to make such a recommendation. Those impacts that negatively impact the nearby residential buyers remain a concern for me. I live on Fish Creek Road. I spend a great deal of time on the mountain and in the meadows surrounding Fish Creek Road. I would say that CBJ would need to allocate considerable funds to construct an adequate noise barrier if you don't want sound from OHV activity bouncing off the basin walls and neighborhood homes. I am not willing to risk it. Also the impact the noise of the rock quarry would have on hunting on lower Fish Creek Basin. Now, in my opinion, if CBJ is going to finance the creation of an OHV location, the ultimate sustainable solution is to select and develop a large park, in a remote location of the community, far away from residential areas. I support such a development. I caution again, if the CBJ plans, financed, and managed development were to occur, the true cost to the taxpayer needs to be presented and I also would like clarification what kind of money the users groups are willing to commit, in terms of development costs and user fees. To me that is a strong selling of commitment to such a development.

Mr. Wilson: Thank you Mr. Plotnick. Questions for Mr. Plotnick? I also have a question: I am just trying to wrap my head around - what is the impact? Is it noise, is it not having a harmonious neighborhood, what is it that is the impact to your life?

Mr. Plotnick: Sure, I think there are all sorts of noise. It can be objective and subjective topic, for most of it. I am using my chain saw and building with power tools – the threat of constant noise is the big concern and also the negative impact on property values. Not just the impact on homes but the impact on hunting for me will be a negative impact.

Mr. Wilson: Let me ask you one more thing, and I'm not supporting this I am just asking: If the city was to bring in 20 motorcycles and do a noise test in every neighborhood and show you that it wasn't a noise issue, would that change your point of view that noise is an issue, or is it that you don't want to be next to an OHV park.

Mr. Plotnick: Sure, I am open minded and willing to listen to it. If do have serious concerns that if the quarry is a large enough space for any kind of growth and there will be satisfaction for the user group.

Mr. Wilson: Thank you Mr. Plotnick.

Wayne Carnes, 8170 North Douglas; You have probably seen my previous written comments they were very brief. And I am going to state the same thing right here. If we are going to have an ORV park in this town, it cannot be near a neighborhood or near homes. What was talked about earlier was subjective noise. I grew up near the airport. Every time Alaska Airlines jet took off my bedroom window would rattle. Since that time came helicopter noise and the tourism, and for that reason I chose not to build a home in Mendenhall Valley. I went out North Douglas. Unfortunately, now Alaska Airlines has changed their flight path and now they fly right over my house which is kind of a bummer. So noise is subjective but it is proven that when there is motorized use, non-motorized users get displaced. Whether they are hikers, deer hunters, walkers, whatever. Fish Creek Quarry is way too small. Even if it is a mountain bike park out there, I know that even mountain bikers will get tired of going around in that couple of acres spot. The Lemon Creek Gravel pit - I don't know how big that area is but again it's near homes, the same thing with S&S pond properties. I heard that driving out the road is not a problem. That gets it away from where people live. It sounds like 35-Mile is going to be pretty expensive by these numbers that are preliminary. Interestingly enough, the only option here that has all the possible types of motorized use is the Goldbelt Quarry, at Echo Cove. I know there have been issues, out there for Goldbelt with riding out there, but that is a spot we really need to think about directing city staff - "lets look at this, lets talk to Goldbelt" and see if that is truly a good option for us, otherwise we've got Mile 35.

Mr. Wilson: Mr. Carnes, same question for you. Basically, what I am hearing from you is it is not really noise, but I hear OHV Park is not harmonious setting, doesn't really fit in with the neighborhood. Am I hearing that correctly or is it the noise?

Mr. Carnes: You are hearing that it's not harmonious with the neighborhood but it is also the noise. I testified – was that in 2007?

Mr. Wilson: 2008

Mr. Carnes: in 2008, I made an ORV sound track and borrowed a decibel meter from Rorie Watt and brought it into the meeting. You would think 65 decibel was no big deal. You start listening to 65 decibels of RVs and 4-wheelers running around, it starts to get irritating after a while.

Mr. Wilson: If the city was to bring in 20 motorcycles put it them in that pit and rev them up and do [a sound check] and you could hear them at the house, or if your couldn't hear them, would that change your attitude?

Mr. Carnes: If you couldn't hear them, you bet. I think that making machines meet sound regulations is a challenge. In lower Wisconsin there are some big parks, and before the machines can enter into the park they go through a gate and they are required to rev them up and be read by a db. meter and they can't be over a certain threshold of sound.

Mr. Wilson: I have read the reports and I am not a proponent advocating for Fish Creek, I am trying to find out – we are looking at all the sites tonight – and I am trying to find out what it is that the North Douglas – I keep hearing "no, no, no" but - what is it specifically, is it noise, is it traffic, is it living next to an OHV Park and having the wrong crowd – I am trying to wrap my head around this. The city doesn't own a lot of the property. They own 35-Mile; they own Hidden Creek and Fish Creek. We went through this in 2008, it was a different animal. Now we are talking about just in the quarry. I don't even know the noise and I don't know what the Assembly wants to do with this or where it is going to go. I am just trying to figure out for the neighborhood how we can thread the needle and find out if there is any common ground.

Mr. Carnes: I think it is incompatible use with any neighborhood just with the noise factor. It's not like it's a steady drone, like the steady drone of a highway, it's machines revving up, slowing down, speeding up, it's the nature of the vehicles.

Mr. Wilson: OK, thank you – thank you for coming tonight. Any questions? (No response)

Ron Berg, 10725 Horizon Dr.; Bayview subdivision that is located roughly around Mile 8 of North Douglas Highway; Thank you for this opportunity to comment on the OHV issue. I object to the establishment of an OHV Park at the Fish Creek Quarry. Sixteen years ago my wife and I moved to the Bayview subdivision because of its quiet, country-like setting. Now Bayview and other properties elsewhere near the rock quarry are being threatened by the possibility of an OHV Park being allowed in the Quarry. OHV uses of this area will result in unacceptable levels of noise and adverse impact to habitat. With respect to noise, OHV generate unacceptably loud noise that will destroy the households located near the Fish Creek Quarry. While the Bayview subdivision is further from the proposed site, OHV noise will still reach my house. I do not want to have to listen to OHV noise while I am trying to enjoy a quiet evening in my back deck. With respect to habitat OHVs operating outside the rock quarry itself could damage the natural woodland habitat that is used by many species of animals, including birds, deer, black bears, hares and porcupines. The thick brushy vegetation in this area is especially important to protect young deer that depend on the area to hide before growing up. OHVs can be very rough on habitat. In the Juneau area OHV have already been closed out of areas because of habitat damage they have caused. This includes Echo Cove, Dredge Lake, Jordan Creek and other areas. Goldbelt representatives told me when they placed large boulders to protect habitat at Echo Cove, OHVs used cables to pull the boulders aside. Most OHV riders will respect the rules laid down to control activities. It would only take a few riders to drive out of bounds and cause substantial damage to the fragile environment. A few years ago I watched a 4-wheeler traversing about a mile on a pristine muskeg meadow elsewhere on the Juneau road system. The operator of that 4-wheeler gouged a trail in the meadow that will take decades to recover. Destruction of similar habitat in the Fish Creek Quarry area but OHVs will harm wildlife and detract from my enjoyment of that area. Frankly, I don't think...

Mr. Wilson: Mr. Berg can you please finish up; you've had your 3 minutes.

Mr. Berg: You bet, I recommend that Parks and Rec not pursue the Douglas site for the OHV Park.

Mr. Wilson: thank you Mr. Berg – Questions for Mr. Berg? (No response) Thank you Mr. Berg.

Josh Anderson, 8544 North Douglas; I spoke last month so I will keep it short. I do support, and Juneau Motocross Club supports any site in town. I do feel that there are some that are some, dollar wise, more attractive for the city to develop, mainly Costco or Fish Creek, those two sites. I want to give you an idea of the size we are looking at and why Fish Creek or Lemon Creek or near the Police Station would work because you are talking about the size of a couple of football fields that can [accommodate] a full size motocross track and a little kids' track. If there is that amount of area and a pile of dirt we can do what we want to do, and change the terrain monthly, weekly, anything like that. We are here to thank you for your efforts and we are here to support you any way you need. If you want to do the test of 20 motorcycles anywhere in town, feel free to contact us. We did it before. Eric Feldt, with the City Planning Commission, did the test a couple of years ago on Sherwood Drive, and he has all those numbers in his report. We tested all along the highway, tested all the neighbors near the area by the troopers' station and found

the highway to be just as loud as the motorcycles. Again, any where you can help us with, is what we are looking for. Thank you.

Ms. Gilmour: How many members are in the Juneau Motocross Club?

Mr. Anderson: Right now we have 312.

Mr. Wilson: I have a quick question. Can you talk to me about noise – you are doing more motocross – is that right?

Mr. Anderson: Yes, I own 4-wheelers too; use them more for hunting and for getting from A to B.

Mr. Wilson: So, explain to me on noise. I read that in some parks they require you to bring your motocross there and rev it up and if it is too loud you can't ride on it. Explain to me how it's different here – is that going to be a problem here? The noise?

Mr. Anderson: No, that would work out fine. 95 decibels - most exhaust manufacturers have to make them that way, anyway to meet all of the same issues and problems that all the other communities have throughout the United States – so as a general rule most of the exhaust pipes are made at 95 or lower.

Mr. Wilson: How many people in a motocross event, how many bikes will be using it?

Mr. Anderson: In the professional ranks, the big outdoor ones are 40 bikes per race, and what you see normally on TV in the winter time is 20 bikes per race.

Mr. Wilson: How many in Juneau? If we were to give you a site – someplace, say we built you a site – would it be racing or would it be recreational people driving around?

Mr. Anderson: I would say 80% of the time it would be practice and you would have 10 bikes on the track at a time. People will stop and rest, and then two or three guys will go out, and then they will get tired and it will go round. If we have a race day I think you would have - 20 would be tops for a small track.

Mr. Wilson: Assuming, and I am not advocating any of these zones, you were in an area like Hidden Valley, Lemon Creek, Fish Creek Quarry, and the city said because of noise you were limited to when you could use it - say four hours on Tuesday and four hours on Saturday – would that be – is that worth working to you if we put limits on that?

Mr. Anderson: Yes, in fact most parks have set timelines. The big cities will have it 6 days a week, smaller communities one day in the midweek and then for the weekends, Friday, Saturday, Sunday – something like that. So yes, timeframes are not a problem at all.

Mr. Wilson: What are the timeframes, how much time would you see yourself needing or wanting?

Mr. Anderson: Well, myself I am getting old and out of shape - an hour or two would be good for me for the night, but everyone has their own work schedule. Weekends are good and a short time after work, in the afternoon 3 o'clock to 6 o'clock are good - or something like that.

Mr. Wilson: Thank you very much.

Denise McPherson, 10738 Horizon Dr.; in the Bayview subdivision and I appreciate the opportunity to testify tonight. [sound check] I think that it's a good idea that we address this issue and come to some resolution. But I am very adamant that we not displace one user group for another. Quite frankly, three of the sites are unacceptable to me because they involved residences. I think if I lived in Lemon Creek, if I was living near the gravel pit by JPD I wouldn't think it was acceptable to have this kind of noise, and I certainly don't find it acceptable to have it in my neighborhood on Fish Creek area. I think it is important to know some history. Kirk Duncan, who used to be the manager at Eaglecrest and now is Director of Public Works sat through many hours of testimony because many members of this community are passionate that the Fish Creek Valley not be motorized in any fashion. I think that you need to listen to the

wisdom that he came across after listening to so much testimony. He agreed that was something that should be set aside, that area should not be motorized. I am asking you to also make that recommendation to the Assembly. Thank you.

Mr. Wilson: Questions? (No response) So I guess my one question to you on a busy day there are 550 cars going up there on the Eaglecrest road. That is pretty heavily motorized in my mind.

Ms. McPherson: I am talking about the Fish Creek Valley; I am not talking about the road.

Mr. Wilson: Right, but I am saying there is a lot of traffic. OK, any other questions? (No response). Thank you.

Ms. McPherson: Yes, it is in the Valley but it is on a road and I can't comment whether people can be on or off the road. But there should be no motorized vehicles in the Fish Creek Valley, more than the road, because that is what the neighborhood has requested, that is what the community has requested, and they have been very passionate about it. Talk to Kirk Duncan.

Mr. Wilson: Alright. Thank you very much.

Fred Hiltner, 9601 North Douglas; You've heard a little bit of this, I want to tell it a little differently. On Nov 5th Mr. Watt told those at the PRAC meeting that full development at the 35-Mile site into an OHV site was not cost feasible, because it would cost 10-12 Million dollars, and that is a lot of money. When I heard that I thought wow- that is a lot of millions. What I would like to do is look at some other hidden costs to get a prospective on that. Some of this Dan already said, but again in 2008 a report from expert real estate valuation witness, Charlie Elliot, said the devaluation of homes within a mile of Fish Creek Quarry if it was an OHV site, could be as much as 22% of their value. This report is on file with Planning Commission if you want to take a look at it. It is a very interesting report. I went online and according to Trulia.com real estate, the average listing price for homes for sale in Juneau was \$338,217, for the week ending November 20. 22% of \$338K equals about \$75,408. Applying more arithmetic to this has startling results. There are approximately 125 homes that lie within a mile of the Fish Creek Quarry. If we multiply 75400 times 125 homes, that comes to \$9,300,000 in total devaluation of these 125 homes. At this point spending the \$10 – 12 to fully develop the 35-Mile site doesn't sound so outrageous. What does sound outrageous that a small group of Juneau homeowners would lose most, or certainly more than \$9Million, and perhaps up to \$19M if this sound goes further than the one mile radius. Loss of CBJ tax revenue after homes are devalued is another part of this financial picture. Consider loss of tax revenue in the long picture, wouldn't it be cheaper to CBJ to build that 35-Mile or find an even better site. If we look long range on this – that tax base is money that we would have, that we could spend on a site like 35-Mile. A long term and financially feasible solution would be to develop the 35-Mile site in stages over a ten year period. First develop a similar 3 acre site that would be the same size as the Fish Creek Quarry. Already offers have been made to provide heavy machinery, the City owns rock quarries, and building a 3-acre site even on wetlands can be accomplished. A lot of people on North Douglas have done that, it is very possible to build on those sites. I urge the PRAC to recommend taking Fish Creek off the CBJ proposal and urging CBJ find a site that will not burden homeowners who have excessive damaged.

Mr. Wilson: Questions for Mr. Hiltner? (No response) I have a quick question for Mr. Hiltner – is it noise, is it harmony? What is it that you are against out there?

Mr. Hiltner: Did you read my letter? There is a whole bunch of things.

Mr. Wilson: Yes but what is it?

Mr. Hiltner: I think what is really important to realize is that the noise has been an issue already -- you could ask for a raise of hands of people who have heard motorcycles and ATVs at their homes already. No matter how this is packaged I think it is important to see that this is one part of the issue, and it has already occurred from people hearing the noise. I think the bigger piece in the entire valley; there are so many people that use that, the user groups. For me it is more important to have the valley non-motorized and not hear noise at home because it is used by such a huge number of people for non-motorized activities. I think all of us on North Douglas would champion the idea of an OHV park somewhere that is not near a neighborhood. And we totally respect the needs of the riders – I wouldn't want one in their neighborhood either. It seems like the number of people that are saying "hey I would go out to 35-Mile", why would we force a square peg down a round hole at Fish Creek.

Cinda Stannick, 9601 North Douglas, I have already sent a letter stating my opposition to an OHV Park at Fish Creek. But tonight I would like to state my support for the development of the 35-Mile site. In the past, many OHV riders have stated that they would like a site that is family friendly. I think that is great. I don't think Fish Creek is that site but I do think that perhaps 35-Mile is. The 35-Mile site could eventually include areas for different types of OHV use and areas for different ability levels. It is a very large site and but grow with the OHV community, unlike the less than 3 acres of the Fish Creek Quarry. If the 35-Mile site was developed properly, a whole family could recreate there together in the same place. This makes sense to me. Providing family recreation is something Juneau understands and does very well. Please also consider that full development of the site would not have to happen all at the beginning. Just like other recreation opportunities in Juneau, such as Eaglecrest and our trail systems, the 35-Mile site could start small and grow over the years. Eaglecrest started with a rope tow. Perhaps the 35-Mile site could also start modestly at first and expand as budgets allow, eventually expanding to a diverse family friendly area. With a gradual develop of the site; it would also not demand \$10M at the onset, which I agree is daunting. Gradual development with gradual monies is much more palatable. And while the 35-Mile site may not be perfect, Juneau contractors have shown many times over that things can be built on difficult landscapes. Thank you for your time.

Mr. Wilson: Thank you. Questions? (No response) Have you been out to the 35-Mile site?

Mr. Stannick: I have not; I have been through a few of these meetings listening to it.

Mr. Wilson: I have been out there – actually it is a daunting site to develop. As a member of Parks and Rec I have a hard time thinking about 35 and the millions that it would be taking away from other Parks and Rec facilities, I am looking at money right now too, I am looking at all recreation and how best to divvy up those dollars. 35-Mile site is a challenging site. You should go check it out this winter on your skis.

Ms. Stannick: I would say 35-Mile or the Goldbelt site, not knowing them well – both seem...

Mr. Wilson: There is no perfect site that is why after 12 years we are still here. Thank you very much.

James Langel, 9296 Stephen Richards Dr. I did speak last time, so I will keep it kind of brief. I definitely support any riding area in this town. I think the largest borough in the country, there's got to be a place we can ride. Everyone who is concerned with displacement and what might happen to their neighborhood, I totally feel you, I get that. I can recall the house I grew up in used to be surrounded by farm fields, can't see a farm field any more. Progress happens, you can't maintain what you had 30 years ago forever, it just doesn't work. I'd also like to say that my 17 year old goes to Thunder Mountain, took some papers, the recommendations you have of the

four sites and asked students if they would be in support of motocross area and like that. He collected a lot of signatures in one day. I heard it last time; I heard it this time, how large Josh's organization is - it is a lot bigger than that. We aren't such a small voice, there are so many people out there that haven't voiced because there isn't any place to ride so it has been on the back burner. There is a huge interest in this and I think, one point I want to make, everyone is concerned about money to start up 35-Mile. I believe Dave Hanna spoke with quite a few reputable contractors who offered to donate their time and their equipment and materials. I am equipment operator, I would donate my time. Give us a place to ride please.

Mr. Wilson: Alright, questions? (No response). I have a question: In your mind what is the perfect site for you to ride? What is it – is it a trail system, where you have limited speed that is 8 feet wide and a loop, it is a motocross in a pit? What is one-size-fits-all here in Juneau?

Mr. Langel: I don't know if there is, because I think in everyone's mind there is your own perfect site. There is compromise though. We are willing to compromise. We are willing to get something where we can go. A perfect site, I don't know if there is such a thing in the entire world, maybe 780 acre complex down south maybe that is great, maybe that is perfect, I don't know.

Mr. Wilson: If the city develops 35-Mile, and built a mile of trails, and they just run around and around, how long would that hold the interest of the OHV crowd. Pretty soon that would seem – that cost us \$500K per mile or \$1M per mile, I am not sure of the exact number, but it is a big investment and for how many people may or may not use it?

Mr. Langel: There is a 7 year old sitting right over there has two motorcycles and a four wheeler and he rides. I guarantee it will hold his interest for quite a while. And if he goes, I am going to go and my wife and older boy has got to go.

Jolene Langel, 9296 Stephen Richards. I wrote a letter, so I will shorten it out and generally answer your question. I have been out to 35-Mile, it is kind of garbage. It is going to be really hard to develop, it is not going to appeal to a whole lot of people, there is going to be more pit and play, and motocross than trails. Simply because we don't have trail systems here, people aren't familiar with that style of riding. So let's provide for what we know how to do. Is there one specific site that meets all? No. Are we going to have to develop more than one? Probably. At this point we have some viable options. I understand that some folks don't want an OHV park in their back yard but I do. So, if any of you would like to move I am happy to buy your house. I can't tell you how many miles we've put on our car and truck here, going out to the end of the road. It was Fri, Sat, Sun all summer long. It's great for the family, it's great for the kids. There are tons of people who want to do this but can't. And a lot of time for fear of getting tickets. That's not fun. I think something that we need to consider is that, in terms of Fish Creek Quarry, I am going to be the bad person here and actually talk about it - we are talking about a completely different proposal. Before we were going to go all the way up to property lines; that is not an option here at this point. We are talking about a pile of dirt in a pit. With 10 guys we really don't make that much noise; I assure you it's not that bad. I hear a lot about being displaced. I can tell you no matter where we go, no matter where you put us we are going to be happy. At the end of the day, we aren't going to displace anybody else, because we have been the displaced. We

know what it is like when you get kicked out of your sandbox it hurts your feelings and you don't want anyone else to feel that way. That is all

Mr. Wilson: Ms. Langel, thank you. Questions? (No response) What have you heard about the Goldbelt property? Would that site meet more expectations than Fish Creek or some of the other sites? Is that a better site for more people?

Ms. Langel: Yes. We are going to be able to accommodate more needs out at Goldbelt because we are going to be able to offer a variety to meet the subtypes of OHV use. I don't think that motocross would be satisfied with that space if we could wedge one in. An OHV park likely going to happen at the end of the road, really at this point, it's our only option. It is more about the motocross track argument, and where can we put it and where's the appropriate park.

Mr. Wilson: Thank you very much.

Andy Romanoff, 4456 Mountainside. I am going to talk about a couple of points, one being Noise, one being money. I do support some option for the riders, and I do not support any option at Fish Creek Quarry. I want to ask you a question of all of you: Can I have a show of hands of any one in the crowd who uses any sort of Juneau subsidized or Juneau financed facility? Raise your hand if you have used any of these. That would include boat ramps, libraries, skating rinks, ski areas, docks, harbors, sports fields, shooting range. The next question is: Who believes that the Facility they use currently is all that it should be, it is complete and perfect, good to go? We've got one hand here – I vote for Eaglecrest, we've got a couple of hands but not nearly as much as the ones that said they use the facility. What that tells me that all these facilities we use and we treasure and are gifts to us and we pay for with taxes, are works in progress. So the 35-Mile site, for instances, in the paperwork says \$3-12 million. Let's be realistic and let's think about starting this small, all these things start small. North Douglas Boat Ramp, who sat through that? It's been there for a long time, it's not what it needs to be, it gets really crowded, we would like to see two ramps, but no we've got one. And it works. When the money comes, when the time is right, we will get a second ramp there. Any site that we are going to look at here, the Assembly ventures has to start small. It will grow, and that is the only way it is going to happen. So to rule out some site because of money is a mistake. Start small, let it grow, build it up over time and go from there. Noise, we've heard a number of comments about North Douglas and Fish Creek Valley being places where people enjoy quiet. We saw in 2007 an extremely strong public showing of support of keeping fish Creek Valley quiet. 2008, this issue was presented and a strong showing for keeping the noise away from the quarry. Some people think this has changed; this is a new issue because we are going to stay down in the hole. It doesn't really work that way. I brought my props and going to use them. (bowl and phone demonstration). Sound in quarry.

Mr. Wilson: Mr. Romanoff, thank you very much.

Dave Hanna, 11495 Mendenhall Loop Rd. Life long Juneau resident and life long motorhead. I won't go on with my big, long diatribe how important motor sports is to such a big percentage of population, because I think you've heard that tonight and in your hearts I think you know it. What I would like to do is offer you a little clarification on a few things that we have heard tonight; starting with what Mr. Fischer told you that this is the beginning of a long process. That is not

exactly true. We are somewhere hopefully getting towards to end of a long process. We are the displaced user group, like you heard earlier tonight. Many years ago, almost too many to remember we had many places to ride in Juneau. You know about Dredge Lake, we rode Eagle River, Herbert River, on the Flats. We had racetracks where Nugget Mall is, where Eagle Edge Trailer Park is, we rode down several different tracks down at the Rock Dump, we rode out at Sheep Creek. We had lots of places to ride. We have no places to ride now. We are the displaced user group. People claim they would be displaced by not having the use of some of the areas we are talking about tonight, like Fish Creek, I am sorry but that is not the only place you can pick berries. The riders are displaced user group. Some people talked about Volunteer efforts, some people raised doubts about that, I want to assure you that volunteer efforts can happen. We built approximately a mile of snow machine road to get up by UAS student housing facility, that parking lot was built, the parking lot over at Blueberry Hills entirely with volunteer efforts; we've done it before we can easily do it again. I want to assure you what I presented as site "E" at the last meeting is still on the table. I did talk with the owners; they are interested in pursuing it. I actually had a meeting with Corp of Engineers today. They are perfectly willing to entertain the possibility of reopening the permit process for that site, because they fully recognize that if we constructed off road riding area and preempted the damages to areas that shouldn't be ridden on that would be a public benefit. So, in closing, please recommend tonight that Parks & Rec and the manager investigate all the sites that are available to us right now. Lets talk to the people at Goldbelt, let's reevaluate what would be done at 35-Mile, let's take 20 motorcycles to Fish Creek and let's continue talking to owners and permitting folks at S&S pond. What all this boils down to is a really simple process. There are 3 steps 1) get us a place, 2) get us a permit, 3) get out of our way.

Mr. Wilson: Mr. Hanna, thank you. Questions for Mr. Hanna?

Mr. Rutecki: I wanted your opinion on these capital costs for 35-Mile site, I assume it would it go out to bid for a contractor to do it?

Mr. Hanna: you have to remember that there is 40% surcharges to have the City administer a project like this. If you actually put out for design, had it administered and had it inspected through the city process, the cost is 40% great than if you just have somebody do it on a handshake deal. Truth, the actual investment by the City would be very little, if none at all. I can see where the city would eventually put out a capital expenditure for a gate or signage, but we might be able to raise funds for that. If the city was ready to donate gravel, from the Lemon Creek pit, because there would be need some sand material hauled out to a motocross course, we do need a suitable sub-strait. Whether it's at 35-Mile or Fish Creek Quarry – we would need some material, but we would haul it for free.

Mr. Rutecki: In your opinion, could a motocross course be made out there?

Mr. Hanna: Yes.

Mr. Rutecki: Because we just heard earlier that it's a lousy site that you couldn't do that so I am confused.

Mr. Hanna: In my opinion it is not the best site, and for several reasons. One it will take a tremendous amount or more effort on our part. Which I think you heard we are willing to do. If that is the only site we have to ride in, we will develop it. It will take a lot longer. And it will take a lot longer for more people to be able to utilize it. The other thing that you haven't heard about tonight, so many parents are perfectly willing to take their kids out there to ride, the truth of the

matter is that little Johnny and his buddies aren't all going to get a ride out there to ride. That might be a long stretch for dad to take them. If we had a site that was more centrally located a greater percentage of the population will utilize it.

Mr. Wilson: Thank you – Ms. Hood?

Ms. Hood: What would you compare the Goldbelt/Echo Cove one with the Mile 35 in terms of multiple usage and attractiveness?

Mr. Hanna: The Goldbelt site is vastly superior. We could have a track built out there in a weekend. You could easily accommodate multiple user groups out there. There are roads, areas to build trails, far better land, more develop-able land with less chance of environmental impact.

Ms. Hood: Do you have any ideas about how it could be policed?

Mr. Hanna: It is a difficult situation. Just my opinion, I haven't talked to the other riders about this, but I think you would have to start some sort of a club, so it could be self –policed, so there was some positive way you could regulate who was and who was not allowed to use it. Out there it might be stretch to ask the city to police that area. We've talked to folks, we honestly believe we could get a repeater put out there for free and so we could get cell phone coverage so we could get emergency service out there if we asked for them. Policing that site out there could possibly be managed like the rifle range is. You need some sort of handle on it to make it work. We'd be perfectly willing to make it work, but it would take more effort.

Mr. Wilson: Thanks Dave.

Fritz Mosher, 3466 Richards Dr.: I grew up in Las Vegas, lot of riding, we had motocross. And it did the same thing Juneau did. People would ride around the neighborhood and the finally the city got tired of it and said you have to ride. I used to ride out at the Rock Dump, never got any complaints. When that closed, Shorty Tonsgard started having races at Lemon Creek in the landfill, no complaints. I think that S&S pond would be a great location, personally. When is the last time the city got a complaint for the asphalt plant or the beeping noises that all those gravel trucks do in Lemon Creek, or the dust issue, or the paving. The batch plant running that is running at 12 at night, I don't think there are many complaints there. I think that would be an ideal spot. Because for one thing it has already been damaged, anything you do to it will make it look better. It is surrounded by Egan Drive making a huge amount of noise. My wife found a house on Twin Lakes, I stood out in the front yard and said "I am not living here, it is too noisy." I think that little pool behind the police station back away from that neighborhood would be ideal. You'd have the safety of having ambulance close by, police close by, and be right there close to the city. They can manage it, put a gate, and get material from the Hidden valley. I strongly suggest Lemon Creek. There is a four wheeler running over there at the land fill every day, and no one complains about that one. I run my 4-wheel at midnight in the neighborhood to plow my driveway but no one complains. The newer bikes are quieter, yes motocross is noisier. They've got hills to distort the sound. I strongly suggest Lemon Creek.

Mr. Wilson: Mr. Mosher, thank you. Questions? Mr. Merti?

Mr. Mertl: Do you mean the S&S pond by the Police Station is your preference?

Mr. Mosher: Yes.

Ms. Gilmour: Just a point, later I want to mention the Rock Dump and Landfill. Those are no homes near those and that is why S&S is desirable, it is farther away.

Mr. Mosher: And all of the sound that possibly comes out of the motocross at that place is going to be way quieter than Egan Drive.

Mr. Rutecki: We got one letter from a subdivision there, modular homes. The letter writer expressed concerns over noise. He says the sounds bounce off the mountain. I am saying it is another neighborhood. How do we know we aren't going to get everyone all agitated in that area like they are in North Douglas?

Mr. Mosher: I sympathize with North Douglas. I live in a neighborhood and I still ride dirt bikes, when someone is screaming up and down the street all day, it is a little bit different that someone is running a chain saw constantly, but you still don't complain about your neighbor running a chain saw all day. My feeling is, and I talked to, I think it was Jennifer that used be in charge of the Lands Committee or Resources for the City?

Mr. Rutecki: Heather Marlow?

Mr. Mosher: Yes, it was Heather. They were trying to do a sound test over in the Douglas area and they couldn't find any clean periods without a float plane or car going by. So just the tires of cars produce a huge amount of noise here because of the wet surface. I think the Lemon Creek site would be ideal, the financially very easy for contractors to get in there, the environment has already been damaged; it's been designated as rock quarry. I strongly support it – that is the location. You've already got the sounds –

Mr. Wilson: OK, Thank you.

Herky Deppner, 10055 North Douglas: We have all been here a long time about issues that are concerning recreation and people's lives, that is the bottom line. I am all about recreation, I stand up for it. I only work six months out of the year, I am Mr. Recreation. However, I also believe that people should be able to be allowed to have certain quality of life in our community, and I think our community supports that. I also think that the best riding this town ever had was the backdrop that is behind this board of people. Somehow, that got lost, sorry to hear that. That is what I grew up on. That was the best riding there was in this community. I wish we could still go back there. I wish the people were still here that were sitting over there, they would know about it, would support me on this issue. If you have any questions about my lifestyle, I know where I am at. I love to have fun. I don't want to stop anyone from having fun. I also know you don't want -- you shouldn't have fun at anyone's cost.

Mr. Wilson: Are you in support of OHV or not? I wasn't quite sure.

Mr. Debner: I am in support of it but not where I live.

Mr. Wilson: So is there a site that you support?

Mr. Debner: Right there.

Mr. Wilson: This is not really an option, this is Forest Service land.

Mr. Debner: I also support anything outside of that now, that our community is willing to support. I pay taxes, we all pay taxes, we are all going to have to kick down for this at some point. It's not going to come free and I'll use it just the same. Even if it ends up in my back yard I will use it, but I will be disappointed if it turns out that way.

Mr. Wilson: Thank you. Mr. Sanders?

Thank you for being here tonight and taking this testimony. I intended to submit written comments but I had a fall on the ice recently and that has prevented me from following through with that. My name is Vance Sanders, 9547 North Douglas; I have lived there, my family and I since 1986 and we do intensively use the area – the Fish Creek Quarry – we live essentially just below it. Until Mike and Judy built their house we were the closest place on Fish Creek Road to the Quarry and I think now Herky, who just testified, is within 300 feet, Herky?, of the Quarry down the Fish Creek Road? ...As the creek drains, so he is now the closest, he has come since then. Since we moved there in 1986 that area out North Douglas has just grown tremendously, From Fish Creek North, 9 mile creek, Bayview – there have been a lot of places built in Bayview – there has been house after house after house. The reason we live there, we have no City sewer, we have no Fire Department, we have bus services twice a day during the week – we have no weekend service. We don't have a lot, we don't have an ice rink, don't have swimming pool, what do we have? We have a quiet neighborhood, that we can walk, that we can hike, we can ski, we can hunt deer on Fish Creek drainage, which is one of the most productive in southeast Alaska – was in the evidence we submitted in the 2007 proposal. We live there for a reason, for a quiet solitude of North Douglas, that is what brought us there, that's what keeps us paying exorbitant property taxes for services we don't received relative to you. And that is why we are happy to live there, we are not complaining about that. But the last thing we should do is have a motorized vehicle park in the middle of our residential neighborhood. It is just totally inconsistent with the type of neighborhood we have been, that we want to be with your Comprehensive Plan, not yours, but the City and Borough's. We submitted evidence of all of this in 2007 and 2008. We brought in a nationally recognized expert from Greensboro North Carolina, Charlie Elliot. There were several studies done which should still be in somebody's box that actually had noise – there were some studies and that was presented to the Planning Commission at that time. Jeff, you asked a question about noise. If you live in a place that you have lived in for 28 years, and all of a sudden there is noise that is not situational, it's pretty much while people are able to do it continuous, and it goes constantly except for Christmas, which was the proposal for the last one, they were going to take Christmas off. 364 days a year there is noise, ambient noise. How does that change your quality of life where you live? Is that objective or subjective change?

Mr. Wilson: That is objective.

Mr. Sanders: And it is subjective. It affects your quality of the place where you live, where you have chosen to bring up your family, where you give up other things that people in the Borough enjoy; you do it for a reason. And yet, you have that kind of use comes in years after you've been there? Does that change the way you live in your lifestyle? Well, of course it does. That answers your noise question. We can bring in all the noise meters you want, but I think we are going to find the result is going to be the same as it was.

Mr. Wilson: Mr. Sanders, let me ask you a question back.

Mr. Sanders: Please do.

Mr. Wilson: So it's about noise – I am hearing from you. Would you just say, I have been asking this question, we get 20 motocross bikes in the Quarry and we do sound tests at every house there and find out there is not a sound issue. I don't know, I'm just saying we do a sound test and we find there is not a sound issue, all of a sudden then it doesn't really fit into the neighborhood, it becomes a quality of life issue.

Mr. Sanders: No it's not – you say it's not a noise issue, but to people who live up on Ski street and have to hear it up above, see I am kind of below I am sort of at the end of Fish Creek, right across from your brother-in-law right across North Douglas Highway, these other folks up on Ski Street or up higher. I was at Taormina, Sicily last year and there is the most preeminent amphitheater in the world at this point, and talked to people there. You could literally hear from one side of the amphitheater to the other and just like I am talking to you right now, and this is a long distance. They said they built it on a rock hill for a reason. Because sound and rock like that not only carries within the rock but it carries up, it carries out – and we can't improve on what the Greeks and Romans did. I think that Mr. Romanoff is absolutely right, the sound is going to travel up and it is going to amplify.

Mr. Wilson: Goes over distance. Let me ask you another question: do you think it is worthwhile that the City does a sound test just to know whether sound is a factor.

Mr. Sanders: Hypothetically: No. Let me tell you we've been at this now, the neighborhood association in North Douglas, this is the second time – it's like "Groundhog Day" for us. We don't trust the city as far as we can throw them. We thought when this was done before, when we met this issue head on we were done with this – that we were done with this for a while and here we are again. So it depends on the uses for the sound test, but I don't trust the city to apply it in an objective, fair way, because we don't feel like we've been treated objectively and fairly. And I think if you lived where I live for the length of time I've lived there, you wouldn't feel that way either. Thank you.

Mr. Wilson: Thank you. Any questions?

Mr. Rutecki: You probably know a little bit about this. What would be the legal options – say the city went ahead and said we are going for this. Can you do injunctions, would neighborhood association do that? Could you prolong it for a quite a while?

Mr. Sanders: oh, yeah – regardless of the outcome, absolutely.

Mr. Rutecki: You could tie it up?

Mr. Sanders: Sure, oh yeah, absolutely, for years and years. And that's a cost that hasn't been quantified either. When we did this before, we looked at case law nationwide and the pattern that we found was if the activity is there, and people come to it, if the build their homes – say this park had been there for 28 years – and people come and build close to it, they typically lose. Because it is there and it's a known quantity and people come knowing it's there. If on the other hand the use is plopped in the middle of a residential neighborhood, that's the fact pattern. The outcome was recently predictable, and that they would get an injunction, that the use would be shut down by the court. And I think in Alaska, you know here, it's even more straight forward, we have not just in theory, we have a constitutional right to quiet use and enjoyment and folks who have been there for a long time, I think our courts, particularly here in Juneau, would pay close attention to that.

Mr. Wilson: Thank you. Are there any other questions for Mr. Sanders?

Nadine Trucano, 9765 Nine Mile Creek Rd.; My first point is that we really did get through this issue, the North Douglas neighborhood, about the noise in the North Douglas area. The noise is the issue to me; I don't have anything against people riding, I watched people ride in the rock dump years ago I could hear it out Thane, wasn't all that big a deal. But this is going to be close to our house and it is going to be noisy I am certain of it. And you keep talking about a noise study on 20 vehicles, but if it is only going to be 20 vehicles that is not going to serve much of our population. There are more than 20 people that live right close there, so that doesn't really make

sense to me. I think that it would be great to have a space for people to ride and to do any sport they want, but I don't know if it is the property tax people should be paying for that. I also think that at some point there was a plan for housing units in that area in North Douglas, I remember seeing that on some plans that maybe there was a possibility of residential areas going in there? I wonder if that will that be scrapped if the park went in there. That's all I have.

Mr. Wilson: Ms. Trucano, thank you very much. Questions for Ms. Trucano? (No response). I think that I just made up the 20 vehicles, I asked how many people would use the track at one time and I heard 20, so I made that number up I really don't know myself.

Ms. Trucano: Well it seems to me that it is really limiting Fish Creek to 20...

Mr. Wilson: The Assembly is going to make this decision, we are just vetting out the options and we are going to make recommendations. It really is going to be the Assembly is going to be moving this forward; we are getting the information for them. This is very preliminary, and I thank you for coming out tonight.

Jim Trucano, 9765 Nine Mile Creek Rd.; It is disheartening to hear we are talking about Fish Creek again. I have nothing against people wanting to ride ATVs. I just don't believe that it should be in anyone's neighborhood where it's impacting their way of life, where they have to listen to more noise. I think that the areas out the road to me seems to make sense, they are away from everything. Lemon Creek, yes it has noise, but do those people listen to that noise all day? Would this park be limited five days a week, say 8-5 while I am at work, that wouldn't bother me. Rock Quarries work during the day, they don't usually work Sundays. What about evenings? I listen to noise at work; I listen to noise all the time from equipment. When I go home we hear the airport, we hear cars, but that is transportation. I drive a car, I get on a plane go places, I don't own an ATV, I own a boat, own a chain saw and use it, but are we talking, like my wife said, about 20? Is that all that would be in this park at one time? Would there only be 20 people riding or would there be more? I think those are serious questions, like what if we got 50? I believe it should be somewhere where it doesn't impact a neighborhood. That's about it

Mr. Wilson: Mr. Trucano, thank you very much. Questions for Mr. Trucano? (No response). I do know that you do work around a lot of noise and I am just amazed you have any hearing left right now.

Mr. Trucano: What was that? (laughter)

Mr. Wilson: Thank you very much.

Kent Sullivan, 9371 North Douglas Highway; I would like to address one of the legal impediments to consideration of the Fish Creek Quarry for OHV use. I have practiced law for the past 18 years, I am a litigation attorney, and I specialize in real property and real estate law. My issue with this proposal at Fish Creek is what is called res judicata. Res Judicata in the law means "a matter adjudged". What that doctrine means is once a matter has been decided it can't be brought up again. The reason that this principal was developed is because it is fundamentally unfair. And wasteful for a losing party to continually renew the same proposal that they have already lost. For instances if CBJ were sued by a losing party, on a contract dispute or where the city has asked for bids on a project and the losing party sued the city, and said "hey city, we lost, you owe us \$10 thousand because not awarding us that bid". And the court said "no, we disagree the City doesn't owe you that." What if two years later that party again sued the city and

What if two years later that party again sued the city, and said “Now city, we are saying you owe us \$5 thousand for not awarding us that bid”. What would be the outcome of that dispute? That person would lose and the reason they would lose is because that matter had already been decided. *Res judicata* is deemed to apply to administrative quasi adjudicatory agencies and bodies, for instance planning commissions, assemblies, zoning boards. *Res judicata* applies in those contexts. It also has been held to specifically apply to land use decisions. One of the reasons Courts apply it is because land owners need to be treated with fairness, they need to have a sense of finality with regard to decisions, and they need to have a belief in the process that is followed. Simply stated in the land use context the rule is simply: “once an application is denied it can’t be heard again unless it is substantially and materially different and unless it adequately accounts for and addresses all of the reasons it was originally denied.” This proposal was previously denied in the Planning Commission in a nearly unanimous decision in 2008. In doing so the Planning Commission said that this would pose undeniable conflict between users, increase ambient noise to unacceptable levels and have negative impact on residences thus affecting property values and neighborhood harmony. Nothing in this proposal...the only difference in this proposal is the distances away from residences. It’s now 1400 feet instead of 300 feet, but as we had expert testimony before, it is still going to have all these same impacts even that far away.

Mr. Wilson: Thank you, Questions for Mr. Sullivan? (No response)

Holly Handler, me and my family live at 9831 Nine Mile Creek Road; I love snow machines. I think it is great if Juneau wants to develop a park for motorized vehicles and I am full support of the parks that are being considered at the end of the road. I do not believe that the City should build a park in a residential neighborhood, and, selfishly, I don’t want it in my neighborhood. My husband took a 600 foot square foot cabin on 9-mile Creek Road and turned it into a house when I became pregnant with twins when we realized two of were going to have two more people plus two grandparents living with us. We have invested all that we have in our home and like many of our neighbors our home is our biggest investment. I am asking to take the Fish Creek Quarry proposal off the table, because of the noise, because of the investment our neighborhood has made in our homes and because of the tax value it will make to the City. That is all I have to say.

Mr. Wilson: Thank you Ms. Handler, are there any questions for Ms. Handler? (No response). Thank you very much. Don Kussart? (No response)

Mr. Fischer: I think that was the non-agenda person.

Mr. Wilson: This has been so much fun. Is there anyone that has not testified that has not had a chance? Please come up and state your name and address for the record.

Merry Ellefson, 8170 North Douglas; you heard me last time, so I am going to be brief. Jeff, you have been trying to wrap your brain around this whole idea of noise, I have been thinking about displacement. I know it is not the most popular word here, but this is the report when the supporters of the Eaglecrest worked to keep Eaglecrest non-motorized. It did say that nationwide it is well documented that when motorized and non-motorized recreation, and we are talking about recreation, occur in the same area, the non-motorized group is displaced. The fundamental nature of motorized recreation quickly destroys the very basis of what on-foot

recreationists seek in their outings. The combination of noise, exhaust, safety, and uncomfortable social interaction which provide little incentive to remain. It becomes single use. So unfortunately, I know where a couple of you live, like you Jeff, and I don't know how far Basin Road is from your house, I am assuming it is about a thousand to fourteen hundred feet.

Mr. Wilson: I never measured it

Ms. Ellefson: But, I think if you can imagine an OHV Park up there, and I think you need to think about and I don't know if it is subjective or objective, I think one of those words gets the worse rap, but I think you just need to think about how that will impact your life. We are talking about recreation and where we have chosen to make our homes. I am a mile from Fish Creek Road but I use the road all the time. I am also a fan of nurturing recreation in young people, I coach snow shoeing, running and Nordic skiing in this town, and I think it comes back to what Rorie said too, I really support a park out the road. And I know it's difficult. And the one thing we haven't talked about, and I don't know how PRAC operates, is looking at diversified funding because I know that is what we do in the Nordic Skiing Club of 450 members. From individuals, businesses, grants, I mean how can we make this work together, in a place where we can grow slowly into something that is acceptable for a lot of different people? It is step by step. There is a lot of financial support and not just the city, we have a large group, 350 I heard, that could work together toward that end with the City. So, thank you again for listening to me and thank you for all your time and all your work on this issue.

Mr. Wilson: Any questions? (No response). I want to thank you Merry for all your emails and work on this – it's just not you, it's the motorized group, the non-motorized. Fish Creek seems to be the battle ground on here, and PRAC is just taking testimony, we're just here to listen to what people has to say. There's nothing personal and only brought up because our consultant said we should look at Fish Creek again. We are looking at it - it doesn't mean we support it, or anyone supports it, we are just looking at it to see what the options are. We have had a lot of testimony pro and con, but I think everyone in PRAC feels for every one out there and the impacts of this.

Ms. Ellefson: I want to thank you and I am going to say one more thing because one of the things Rorie said a month ago was please put yourself in OHVs shoes, please do that and I have. I grew up on snow machines; that is how I got to school. I had a cabin in Northern Wisconsin that I can't use anymore because we've been displaced because it's an ATV area now. Well, there are other places in Wisconsin I go back to. But I also feel that it is really important and you guys know this, to put yourselves in our shoes. We were here for 14 months and I can't say it as well as Vance said, but the trust and the way we move forward with the way the city works, is a real challenge for those of us who have put a lot of time, energy, thought, and money into hiring experts to help us take care of our neighborhood, not just for us, but for a lot of people in Juneau that really value the Fish Creek area.

Jim Sheehan, 1009 Ski St.; I testified last time so I will be brief. Like Ms. Handler says I am a person who loves snow machine, four-wheeling and dirt bikes. I grew up in Fairbanks, Alaska. I am a life long Alaskan, I just love it. Have no problem with it; I just don't want it in my back yard. I live on Ski Street it is the same level as this OHV Park, proposed park at The Fish Creek Quarry. I can hear when they are blasting out there, that annoys me. So now I am going to hear a motorcycle out there, I can tell you, and it is going to annoy me and I don't want it out there. I think that option A and option B sound like really viable options and I really hope you recommend

to the Assembly to pursue those options because everyone has testified today about how we can come together as a community and really make this 35-Mile proposal work. I don't know why you don't propose both because they are right next to each other. It seems like they are very close to each other, they are near Echo Cover; it sounds like a place where OHV can go out and camp out there and use both those places and It seems like the most viable option. I don't understand why neighborhoods are being considered, because it doesn't seem smart to me. That is it.

Mr. Wilson: Thank you. Questions for Mr. Sheehan? (No response). I think that we are considering everything right now because that is what our job is. I think we are going to make a recommendation – I hope. Look at this PRAC; I think they are ready to make recommendations.

Mr. Wilson: We are going to close for once and for all public comment. And we are going to take a five minute recess.

Call to order 8:35

Mr. Wilson: Mr. Fischer gave us a quick 'cheat sheet'. I would like to go through all the options here and discuss each option and hear what PRAC has to say, their feelings. I am just going to start with Option A, is the Goldbelt Quarry site, we've heard about. The City doesn't own it. It's private property. It sounds to me like it has the best use for the general OHV group, but the city doesn't own it and we don't really know if it is on the table or off the table. I don't know if PRAC has any comments, but my feeling is the city should sit down with Goldbelt, and have an earnest discussion and find out whether it is on the table or off the table. Because if it is on the table then it puts the other sites in the background. If it is off the table, then we have to continue to look at other sites. PRAC comments? Kate, Chis, Odin.

Ms. Walters: To me the Goldbelt Quarry site is the best site if we can make an agreement. It sounds like it will cost the least amount to develop and could potentially have the most user groups, be able to use it at the same time. My only concern with the Goldbelt site is safety and access to emergency services or being able to call 911. So I think if we develop it we would have to include some safety feature if we are going to have increased motorized use out there.

Mr. Mertl: Thanks Mr. Chair. I am going to a little free form. To wrap this up quickly, I think just looking this looking at this one by one is one option, but I think based on public testimony, our cheat sheets, everything we have heard over the last couple of months: Option C conflicts residential neighborhood, Option D conflicts residential neighborhoods, short term, high value land, we know it won't be long lasting; Option E again conflicts residential neighborhoods not too far from there. In my mind that leaves Option A and Option B to look at. We haven't heard anything negative toward Option A and we've heard some negative for Option B. In my mind, we want to move forward on this quickly and timely. We have been talking about this for years and I am afraid we are going to get into analysis paralysis, and not move forward. In my mind, Goldbelt Option A is the one we've got to move on now. It provides the most options for motorized use. Initial capital costs I see starts at zero there up to \$250,000. I understand there are issues in negotiations that aren't always smooth and easy, but it seems that everything points to Option A in terms of getting something that is quick, timely, lost cost and most options. I agree with Kate, there is safety and management are issues, but there is high value for the OHV users to get on to Goldbelt that doesn't require a lot of costs to get it going. Option B we do have

high costs. I don't know where we can come up with \$10M over the next 3-5-10 years and in my mind that is a show stopper. We have been working this for years and years. Let's get these guys a Park. Let's start off and talk to Goldbelt and see what we can do. To me, if we at least get a positive reception from them and they say "yes, we are in to this" then I say move forward on Option A. I think Options C, D, E, just due to conflicts, should be off the table because if we cross off Option C, well then, we get in to the S&S Pond. We are going to get the people that live in those houses. We are going to be going through this over and over. So in my mind we make Option A our number one priority, hit it, let's see if we can get CBJ to move forward and get negotiations going with Goldbelt. If that falls out then we look at Option B, 35-Mile, as back up.

Mr. Brudie: I have a question: How far apart is Echo Cove from 35-Mile? Is it 5 miles?

Mr. Watt: It is about 1 mile.

Mr. Brudie: Ok, so there are some opportunities that might balance between both sites. Another party should be at the table, in analyzing, would be a club or organization that potentially is going to contribute to costs, not just the City. The City alone might not be able to afford what the city with a combination with private funding groups might. Maybe early on.

Mr. Rutecki: I think the way Chris stated it that is the only solution. Even though Fritz and Dave made a compelling case for S&S pond, but I think we would still run into neighborhood issues. The Goldbelt Quarry is ideal. I would also say to bring in with Option B a third party to take advantage, as Mr. Hanna said, to get some costs that are real, that are not subject to overhead, and government issues and see what can happen there - take their advise. Those are the only two that don't have conflicts.

Ms. Gilmour: I had a bunch of them, but if we are going to stay with one or two I don't have any.

Mr. Morrison: I agree with them.

Ms. Hood: I would like to make some general comments and then some specific ones. I live on View Drive, right on the Mendenhall River across from Dredge Lake area. Before the Forest Service closed that down there was night and day, and in the summer all night long noise there; tearing up the environment, polluting the air – all of that. I was very glad when that came to an end and signs posted prohibiting it. I still hear a lot of activity zooming around the back Loop Road, and Montana Creek Road. I think the responsible ATV and motocross people would stay within the rules, but there definitely needs to be some management policing of it and I would say with the limitation on Parks and Rec money, the money should come from some place else, whether it is a club or something else. I remember a Forest Service employee came and spoke to us about all of this, years ago, and one of the things he said was with the limited land to develop anything in Juneau, he didn't see that this was appropriate development. He recommended that the interested people take a ferry to Haines or some place where there was a lot of open space to recreate. And several people testified talked about the different places they have gone – I know that sounds like putting a lid on them as a prospective. I think that the North Douglas folks were smart, had money/resources to fight "not in my back yard" but there are other back yards that won't have that kind of money and availability to come to these meetings or hire people or whatever. I agree what Kate said about that – we need to protect the quality of life for all of us. Option A sounds like it is worth pursuing seeking negotiation and the City has a number of interaction with Goldbelt and land use and they might be able to combine this in some way, and that would be what I would like to support.

Ms. Gilmour: I would like to ask the group that wants this: what are you willing to give? The Ice Rink funds were partially raised by Douglas, Dimond Park's softball fields \$20K was donated by the Juneau Sports Association with another \$5K five years ago. Cross country ski tracks are set by volunteers. So that would be my question as well in this process.

Mr. Wilson: I think that is premature in this case. Right now we are looking for a home for the displaced. Details need to be worked out. If I understand the PRAC, we would remove Fish Creek Quarry, Lemon Creek Gravel Pit, and the S&S Pond from consideration? Is that what I am hearing? Let's see a show of hands? We recommend the Assembly prioritize negotiations with Goldbelt to see if there is an arrangement for ATV recreation?

Ms. Gilmour: I would leave possibly leave S&S on the table, because that is further removed from the community and that is already industrial.

Ms. Walters: It is zoned the same as North Douglas, they are both rural reserved.

Mr. Wilson: I think that we need to know whether Goldbelt Quarry is a play or not. It needs to be vetted. It is premature for us to look at any other site until we know if the Goldbelt Quarry is an option. If it is an option that is an option we can move ahead quick. If it is not an option, we need to go back and restart this because but we have – I am not sure if we want to remove any of these sites. We know from Fish Creek there is quite a negative push back and I would like to remove Fish Creek and people go home and say that is not an option we want to look at. Before we do anything we need to know if Gold Creek Quarry is an option. If it is, it's a game changer, and if it's not we are right back where this started 12 years ago. Do we need further discussion?

Ms. Walters: In our recommendations, we should take Fish Creek off, S&S. They are both residential areas and it's not fair or just to protect one neighborhood and not the other. I don't think we want to go to Fish Creek, obviously the residents of North Douglas are not interested in revisiting that and it would be a waste of everyone's time.

Ms. Hood: I would like for us to rule out Options C, D, and E and advocate for exploration for negotiation regarding Option A.

Mr. Rutecki: I would say A, I don't know why we would want to do this all over again. I say if A doesn't work then we go to B. Why have a series of meetings, we aren't going to learn anything new about B. If Assembly goes for that and A doesn't work, well we have Dave Hanna figure it all out and we are set to go.

Mr. Wilson: I want the PRAC to consider Option B and the cost implications and buy-in for the dollars in Option B compared to putting that money into other Parks & Rec activity. It is a big chunk of our money. It comes out of our budget. We have a big responsibility with ball players, with trail runners - we don't have a lot of money. I have a hard time supporting Option B at all. Or Option C, I don't know enough about Option E.

Mr. Rutecki: I agree with you about B, I think that cost estimate from what we heard is overstated. I would put in there the money would have to come from other sources. We wouldn't want to develop it at that rate and have it come out of P&R. I agree with you. It's one of two areas without controversy.

Mr. Wilson: I am not sure where the Assembly would find that money and the would look at Parks & Rec's little purse and say PRAC the CIP dollars are coming out of your existing budget for the project. That makes me nervous.

Mr. Morrison: What is the scope of the recommendation we are being asked to reach?

Mr. Wilson: The Assembly asked us for a recommendation on site. The review, it was said right here and I think Rorie said. I'm going to ask the Director.

Mr. Fischer: What is your task is, look at what options are meaningful and deserve further study. Does that answer what you are wanting?

Mr. Morrison: Both of these are considered meaningful, and we should pursue those options and what those options are. I think it is also open ended. I know the City has already looked for other places, obviously there is a need for this activity in the community and we should continue to look for one regardless. I think it is a responsible thing to say that Option C, D, and E off the table and we should continue with earnest effort to look at Option A and keep B on the table.

Mr. Wilson: Does everyone support that concept.

Mr. Mertl: I would like to make a motion: We recommend to the City and Borough to enter into negotiations with Goldbelt to see if arrangement can be made for an OHV Park for use at the Goldbelt Quarry at Echo Cove. Option B at 35-Mile is a secondary site for consideration.

Discussion:

Mr. Morrison: friendly amendment - City should continue to look for a viable option in non-residential areas.

Mr. Mertl: agreed.

Ms. Hood: friendly amendment - Eliminate Option C, D, E from any further consideration for an OHV park.

Mr. Mertl: I approve the amendment requests.

Mr. Wilson: Fran will you state the motion:

Ms. Compton: **Motion: The PRAC recommends to the City and Borough to enter into negotiations with Goldbelt to see if arrangements can be made for an OHV Park and use the Goldbelt Quarry at Echo Cove, with Option B at 35-Mile as a secondary site. The City should continue to look for a viable option in non-residential areas and NOHVCC's Options C, D, and E should be removed from further consideration for an OHV Park.**

Roll call for vote on the motion, all responses: yes.

Mr. Wilson: The motion from Mr. Mertl is approved by unanimous consent.

VIII. New Business - none

IX. Committee, Liaison, and/or Staff Reports

A. Chair's Report: Jeff Wilson: I will be out in January and February and unable to attend the next PRAC meetings. I am hoping we can start the Comp Plan in January. I

hope that everyone has had a chance to read chapters 4 and 8. The OHV issue needs to be a part of the Comp Plan. I think Fish Creek Quarry needs to be looked at as BMX/non-motorized park site. Thank you for a good meeting tonight.

B. Liaison to the Assembly Report: Randy Wanamaker: Assembly report is brief: at the Alaska Municipal League meeting that was just concluded, Assembly Member, Karen Crane was elected president of AML, a very important step forward for Juneau. It demonstrates Juneau's willingness to exercise leadership and work with the rest of the communities of the state to develop common programs and policies that meet our real needs and also for Juneau to better understand the communities of the state, and for them to better know us. This is a very important step forward for us. The Assembly is working on receiving additional information of the proposed establishment of a Human Resources department, upgrade from a division, by taking on additional duties with Risk Management and Bartlett human resource needs. There is a proposal before the Assembly to authorize the establishment of a Department that has been tabled until the Assembly receives additional information. It's a major step – cost information and structural information about the why's and wherefores of it are going to be presented at the Assembly at the Finance committee meeting. The Assembly is also working on understanding what the different departments do and what their budgets are used for. The last meeting of the Finance committee we heard from Parks and Rec, Parks and Rec 101 with specific items being highlighted for the benefit of the Assembly. We are going through all departments and enterprise boards in order to make sure that everyone understands, as we go into developing the budget for next July 1, which will be a two year budget, we understand what the departments do and they understand what we see is resource limitations. Resource limitations are real, you already know that. That is something we have to deal with. There is a proposal out there for a parking manager. The Assembly has stalled indefinitely while the Assembly comes to grips with how to understand the parking situation both technical and structure in terms of how it should be managed. And information process. The Assembly is working on a lot of things. D&H Board has a stalled proposal to authorize them to issue the 16B contract because the Assembly thought there was not enough information for it to make an informed and intelligent decision. The D&H proposal was contingent upon eventually receiving title to submerged lands of the State and there was no authorization from the State to allow us to proceed with any type of development. We had a contract ready to be issued but there was no clear indication other than verbal assurances from DNR that request for title would probably be honored. The Assembly thought that wasn't strong enough. They want a sure legal commitment in order to be able to authorize D&H to issue that contract. It's a \$40M contract, it's too important not to have that legal assurance. The Assembly is looking for information from the advisory boards, enterprise boards, and the most detailed information you can give us that helps us understand something when you ask us to make a decision on behalf of the city.

Mr. Wilson: I have a quick question, Mr. Wanamaker. How is the budget looking, I know in the last couple of years we were in a hole, are we coming out of that hole?

Mr. Wanamaker: It looks as if we are doing ok; we are going to have to work prudently to stay there. There are demands on resources and costs increases. Sales taxes are better than people would have guessed. We have projects coming in at budget. But we have

needs, costs increases for medical insurance and employee wage increases. We have PERS, TRS the fiscal picture from the state and federal government affects the City and we are going to see the effects here. Sequestration will some have effects on the City; we are working to understand those. The Federal Government delayed making decisions of how they are going to resolve the Federal budget issue and that will come down to the city. But there are some things that are going away such as the rural funding for schools I have forgotten exactly what that program is called but we received in 2013 the last funding we will get from that source. Those are the kind of things that are coming. The state is grappling with the price of oil. It's not as high as originally projected and the cost of maintaining State government has gone up. The last Municipal league conference I attending, the did a PERS and TRS projection and basically said the unfunded liability could be met as long as revenue stays good and the actuarial projections came in the way they are working at that time. There is a lot out there that is going to affect us. But our local economy seems to be OK. We have stable employment, we have the State government, federal employers and good private employers, and the fishing industry is actually a significant to the local economy. One of the things that I think people vastly underrate because they don't understand how significant it is - is the financial benefit to the community from having the Central council and all of its affiliated programs and organization, such as the housing authority located in this community. There is significant - the last presentation they made to the Assembly was around 2003, the fisherman also made a presentation to the Committee as a Whole, the Assembly was bowled over by this real financial impact they make to this community – those two economic bases. We have those out there, again the Central Council is going to be affected by Federal cuts, SEARHC, the fisherman - the more we can do to help diversify our renewable resource economy the better off we are. Thank heavens we have Greens Creek and Kensington. Mr. Wilson: Thank you.

Ms. Hood: Question regarding delinquent sales taxes.
Mr. Wanamaker response.

X. Other Business – none

XI. ADJOURNMENT – There being no further business, Chair Wilson adjourned the meeting at 9:18 p.m.

NEXT MEETING – January 7, 2014 (Room 224 City Hall)

Respectfully submitted, Fran Compton, P&R Administrative Assistant (recorder)