

**ASSEMBLY AGENDA/MANAGER'S REPORT
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

February 28, 2022 7:00 PM

Assembly Chambers/Zoom Webinar/YouTube Livestream
Meeting No. 2022-05 <https://juneau.zoom.us/j/91515424903> or 1-253-215-8782 Webinar
ID: 915 1542 4903

Submitted By:

Robert Barr, Deputy City and Borough Manager

I. FLAG SALUTE

II. LAND ACKNOWLEDGMENT

III. ROLL CALL

IV. SPECIAL ORDER OF BUSINESS

A. Instruction for Public Participation

The Assembly follows COVID protocols in accordance with CDC guidelines, CBJ ordinances & resolutions, and COVID mitigation strategies at the time of the meeting. Assemblymembers will meet, in-person, to the extent possible. **In-person public participation will be limited on a first come, first served basis in accordance with room capacity protocols. All attendees will be required to wear a mask regardless of vaccination status.** *Attendees in excess of the room capacity protocols may be requested to participate via Zoom webinar.* Testimony time will be limited by the Mayor based on the number of participants. Members of the public are encouraged to send their comments in advance of the meeting to BoroughAssembly@juneau.org.

V. APPROVAL OF MINUTES

A. December 13, 2021 Regular Assembly Meeting #2021-28 DRAFT Minutes

B. February 17, 2022 Special Assembly Meeting #2022-04 DRAFT Minutes

VI. MANAGER'S REQUEST FOR AGENDA CHANGES

VII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VIII. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction

B. Assembly Requests for Consent Agenda Changes

C. Assembly Action

1. Ordinances for Introduction

a. **Ordinance 2022-14 An Ordinance Authorizing the Manager to Convey Lot 9, Block 13, Juneau Townsite to Franklin Foods LLC.**

Franklin Foods LLC submitted an application to purchase City property located at 139 South Franklin Street in June of 2021. At the September 7, 2021 meeting the Parks and Recreation Advisory Committee reviewed this request and provided a recommendation in favor of disposal. The Planning Commission reviewed this proposed disposal at its meeting on January 11, 2022, and recommended that the Assembly direct CBJ staff to proceed with the sale. The Assembly reviewed this request as New Business at the October 25, 2021 meeting and passed a motion of support to work with the original proposer towards the disposal of CBJ property through a negotiated sale. The Lands, Housing and Economic development Committee reviewed the draft ordinance at the February 14, 2022 meeting and passed a motion of support for disposal to Franklin Foods LLC. An appraisal was completed in October of 2021 and the market value was determined to be \$171,000.

The Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

b. **Ordinance 2021-09(A) An Ordinance Appropriating \$10,000 from the Treasury for FY22 School District Operations.**

CBJ's Parks and Recreation Department provides the Juneau School District (JSD) \$20,000 annually in facility rentals at Treadwell Arena at no cost. JSD is requesting an additional \$10,000 of ice time to support the Juneau Douglas High School hockey team. This ordinance would appropriate \$10,000 to the School District, not subject to the local funding cap, to purchase additional ice time at the rink from Parks and Recreation.

This request was reviewed by the JSD Board on January 11 and February 8, 2022. This request will be reviewed by the Assembly Finance Committee at the March 2, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

c. **Ordinance 2021-09(B) An Ordinance Appropriating and Deappropriating Funds from the Treasury for FY22 School District Operations.**

The Juneau School District's (JSD) projected student enrollment has decreased by 146 students in FY22. The decrease in students constitutes a reduction in the City and Borough of Juneau's funding for general school operations by \$35,750. JSD requests that this funding instead be used for purposes outside the local funding cap. Possible areas that the funding could be moved to would be Transportation, Rally, Food Service, Student Activities, Community Schools, or other areas.

This request was reviewed by the JSD Board on January 11 and February 8, 2022. This request will be reviewed by the Assembly Finance Committee at the March 2, 2022 meeting.

The Manager recommends this ordinance be introduced and set for public hearing at the next regular Assembly meeting.

- d. **Ordinance 2021-08(b)(am)(AA) An Ordinance Transferring \$120,000 from CIP U76-121 Collection System Pump Station Upgrades and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-157 Spruce Lane Reconstruction.**

This request would provide \$120,000 in funding for the Spruce Lane Reconstruction CIP to repair additional water and wastewater issues undiscovered until the completion of detailed design. Additionally, the project estimate has increased as a result of inflation, supply chain issues, and other economic factors. The proposed transfers are reallocating funds from one completed project and one ongoing project which will retain sufficient funding to cover remaining project work.

The Public Works and Facilities Committee reviewed this request at the February 14, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

- e. **Ordinance 2021-08(b)(am)(AB) An Ordinance Appropriating \$5,500,000 to the Manager as Funding for City and Borough of Juneau and Juneau School District Deferred Maintenance Capital Improvement Projects; Funding Provided by General Funds.**

This ordinance would appropriate \$5,500,000 of general funds for City and Borough of Juneau (CBJ) and Juneau School District (JSD) deferred maintenance capital improvement projects, to be appropriated as follows:

School Roof Replacements (S02-104)	\$ 1,124,000
JSD Deferred Maintenance and Imprv. (S02-105)	\$ 876,000
CBJ Deferred Building Maintenance (P44-090)	\$ 1,600,000
Downtown/Glacier Fire Station	
Mechanical/Electrical Upgrades (F21-041)	\$ 800,000
CBJ Deferred Building Maintenance (P44-089)	\$ 600,000
Parks & Playground Maint. And Repairs (P41-093)	\$ 500,000

This appropriation provides for deferred maintenance of HVAC systems at the Downtown, Douglas, and Glacier Fire Stations, Treadwell Arena, and Douglas Library, as well as moisture control at Riverbend Elementary School, the replacement of the Dzantik'i Heeni Middle School roof, and city-wide park maintenance.

This appropriation brings CBJ and JSD's deferred maintenance spending closer to the minimum recommended industry standards and supplements major deferred maintenance projects that are coming in higher than originally estimated due to current market escalation.

The Public Works and Facilities Committee reviewed this request at the February 14, 2022 meeting. The Assembly Finance Committee will review this request at the March 2, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

- f. **Ordinance 2021-08(b)(am)(AC) An Ordinance Appropriating \$75,000 to the Manager as Funding for Eaglecrest's Fiscal Year 2022 Pay**

Plan Adjustment; Funding Provided by Eaglecrest Revenue.

This ordinance would appropriate \$75,000 for Eaglecrest's FY22 pay plan adjustment. The pay plan adjustment increased all actively used pay ranges and longevity steps to an hourly rate greater than the Alaska minimum wage of \$10.34/hour. Changes to the pay plan increased individual employee wages from 4% to 17%, with lower wage employees receiving the greatest percentage increases. Individual employee wages increased on average by 11%.

Funding for this ordinance is provided by Eaglecrest revenue.

The Eaglecrest Board approved the pay plan adjustment at the January 7, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

2. Resolutions

a. **Resolution 2974 A Resolution Re-establishing the Juneau Local Emergency Planning Committee.**

This resolution would amend the Juneau LEPC to add and clarify membership roles. The changes are located on pages 2 and 3 of the resolution.

On February 9, 2022, the LEPC recommended the Assembly adopt this resolution. This resolution was also considered by the Assembly Human Resources Committee earlier on February 28, 2022.

The Manager recommends the Assembly adopt this resolution.

3. Liquor License

a. **Liquor License Renewals for Licenses: #5706 & #772**

These liquor license actions are before the Assembly to either protest or waive its right to protest these license actions.

Liquor License Renewal

License Type: Restaurant Eating Place, License #5706

Licensee: Canton Asian Bistro LLC d/b/a Canton Asian Bistro

Location: 8585 Old Dairy Rd #105, Juneau

License Type: Beverage Dispensary, License #772

Licensee: AK Grizzly Bar LLC d/b/a AK Grizzly Bar

Location: 210 Admiral Way, Juneau

Staff from the Police, Finance, Fire, Public Works (Utilities) and Community Development departments have reviewed the above licenses and recommended the Assembly waive its right to protest the renewal applications. Copies of the documents associated with these licenses are available in hardcopy upon request to the Clerk's office.

The City Manager recommends the Assembly waive its right to protest the above-listed liquor license renewals.

4. Other Items for consent

a. **Marijuana License Renewals**

CBJ received notice of the following Alcohol Marijuana Control Office (AMCO) marijuana license renewal applications.

Marijuana License Renewal

License Type: Retail Marijuana Store License: #16213

Licensee: Alaskan Kush Company LLC d/b/a Alaskan Kush Company

Location: 159 S. Franklin St., Juneau

License Type: Standard Marijuana Cultivation Facility License: #27531

Licensee: Tree Logic LLC d/b/a Stoned Salmon Farms

Location: 5763 Glacier Hwy, Juneau

The above marijuana license renewals are before the Assembly to either protest or waive its right to protest. The Finance, Police, Fire, and Community Development departments have reviewed these renewals and found the businesses to be in compliance with CBJ Code. The Assembly packet contains the AMCO notices to the local governing body. Additional license application documents are available through the Clerk's office upon request.

The City Manager recommends the Assembly waive its right to protest the renewals of AMCO marijuana license #16213 and #27531.

5. Transfers

a. **Transfer Request T-1043 A Transfer of \$100,000 from CIP F21-040 Hagevig Training Center Improvements to CIP F21-041 Downtown and Glacier Fire Station Mechanical and Electrical Upgrades.**

This request would transfer the full balance of \$100,000 from the Hagevig Training Center Improvements CIP to replace the generator at the Glacier Fire Station, which is beyond its useful life. Work intended to be performed under the Hagevig Training Center CIP has not started and has been determined to no longer be practical at this time, as these improvements are being considered in conjunction with potential future upgrades of the training center.

The Public Works and Facilities Committee reviewed this request at the February 14, 2022 meeting.

The Manager recommends approval of this transfer.

IX. PUBLIC HEARING

A. **Ordinance 2021-08(b)(am)(Y) An Ordinance Appropriating \$25,000 to the Manager for a Grant to Sealaska Heritage Institute for the 2022 Celebration Event; Funding Provided by General Funds.**

This ordinance would appropriate \$25,000 of general funds for a grant to Sealaska Heritage Institute to support the 2022 Celebration event. Due to uncertainty surrounding the pandemic, this grant was removed from the fiscal year 2022 budget. Prior to this fiscal year, funding for this event has been included biennially in past budgets, and a similar grant will be included biennially in future budgets.

The Assembly Finance Committee reviewed this request at its February 2, 2022 meeting. The Systemic Racism Review Committee reviewed this request at the February 8, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

- B. Ordinance 2021-08(b)(am)(X) An Ordinance Appropriating \$20,000,000 to the Manager for the Planning, Design, and Construction of Bond-Funded Capital Improvement Projects at Bartlett Regional Hospital, and Deappropriating \$4,000,000 from the Manager for the Crisis Stabilization Capital Improvement Project; Funding Provided by Hospital Revenue Bond Proceeds.**

This ordinance would appropriate \$20,000,000 of bond proceeds for the planning, design, and construction of the following projects at Bartlett Regional Hospital (BRH):

Emergency Department Addition (CIP B55-083)	\$12,000,000
Crisis Stabilization Center (CIP B55-080)	\$ 8,000,000

This ordinance deappropriates \$4,000,000 of BRH fund balance which was previously appropriated to partially fund the Crisis Stabilization CIP. The net effect is a shift of costs from BRH fund balance to bond proceeds, which preserves BRH fund balance for other uses.

The Hospital Board and Assembly Finance Committee have approved the debt issuance which is expected to close in mid-April. The Systemic Racism Review Committee reviewed this request at the February 8, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

- C. Resolution 2976 A Resolution Repealing and Reestablishing the Assembly Rules of Procedure.**

Over the last two years, the Assembly made its meetings more accessible and enabled more community members to participate in their local government because CBJ meetings were live-streamed and because of the interactive features of Zoom. However, the increase in accessibility, especially on the Zoom platform, presented new challenges to conducting public meetings because the anonymity of Zoom allowed people disrupt a meeting with pornography, sexual harassment, and irrelevant comments. This resolution clarifies the rules for public participation, while ensuring community members have multiple methods of providing public comment and grieving concerns with their local government.

The substance of this resolution is identical to what the Committee of the Whole considered on February 15, 2022, except the whereas clauses were added and the effective date was set for midnight. This resolution was also considered by the Assembly Human Resources Committee on February 7, 2022. The Systemic Racism Review Committee is scheduled to consider this resolution on March 1, 2022.

This is a policy matter for the Assembly and the City Manager does not have a recommendation.

- D. Ordinance 2021-08(b)(am)(Z) An Ordinance Appropriating up to \$2,000,000 to the Manager for the Purchase of a Used Gondola for Eaglecrest Ski Area; Funding Provided by General Funds.**

Eaglecrest has identified a used gondola (an aerial mountain lift with enclosed cars as opposed to open chairs) in Austria that can be purchased for \$2,000,000, inclusive of the shipping to Juneau. The gondola is appropriately sized and scaled for installation at Eaglecrest to facilitate all-season access to the top of the mountain. This ordinance would appropriate general funds for the purpose of purchasing the gondola and getting it delivered to Juneau. Once received, the gondola could not be installed until Eaglecrest secures additional funding for the necessary mountain improvements—including the base station, towers, and summit station—necessary to facilitate the installation, estimated to be an additional \$6,200,000.

Assembly Finance Committee reviewed this request at the February 2, 2022 meeting. On February 11, 2022, the Eaglecrest Board recommended the Assembly adopt this ordinance. The Eaglecrest Summer Taskforce reviewed this topic on February 11 and February 22. The Systemic Racism Review Committee discussed this ordinance on February 15, 2022, and recommended forwarding to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

E. **Ordinance 2022-13 An Ordinance Repealing the Confidentiality Provision for Real Estate Transaction Disclosures and Establishing a Penalty for Failure to Disclose a Real Estate Transaction.**

In late 2020, Ordinance 2020-47 was enacted and it generally required buyers to disclose property sale information to the CBJ Assessor, who was then required to keep those sale disclosures confidential. The confidentiality provision was included to encourage disclosures. Unfortunately, property sale disclosure rates have not increased, and the confidentiality provision has created inequities. This ordinance repeals the confidentiality provision and imposes a civil penalty of \$50 per day if a property sale disclosure is not provided within 90 days. The ultimate goal of property sale disclosures is still to ensure assessments comply with state statute and property taxation is equitable.

The Assembly Finance Committee reviewed this topic on May 28, 2021, and reviewed this ordinance on February 2, 2022. The Systemic Racism Review Committee reviewed this request at the February 8, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

F. **Ordinance 2022-04 An Ordinance Amending the Parking Requirements of the Land Use Code.**

This ordinance would repeal and replace large portions of the parking regulations in the CBJ. Notably, the existing parking districts would change, and the proposed downtown parking district would no longer have parking requirements. Additionally, this ordinance expands the applicability of parking waivers and fee-in-lieu for most parking requirements.

This ordinance was developed through eleven Title 49 Committee meetings, one Planning Commission Committee of the Whole, and two Planning Commission regular meetings. On January 25, 2022, the Planning Commission recommended the Assembly adopt this ordinance.

The Assembly Lands, Housing, and Economic Development Committee discussed this ordinance on February 14, 2022. The Systemic Racism Review Committee discussed this ordinance on February 8, 2022, and recommended forwarding to the full Assembly for public hearing.

Assemblymember Bryson has proposed a map amendment, which is included in this packet.

The Manager recommends the Assembly refer this ordinance to the Committee of the Whole for consideration of Assemblymember Bryson's map amendment.

G. **Ordinance 2022-11 An Ordinance Amending the Street Vending Requirements of Title 62 Regarding Parking.**

The CBJ regulates street vending to specific parking districts with a permit. This is a companion ordinance to the parking ordinance (Ordinance 2022-04) to keep the parking district names consistent. If the new parking districts maps are adopted in Ordinance 2022-04, then this ordinance would amend the street vending opportunities to be consistent with the new parking districts. This ordinance topic was included in the January 25, 2022, Planning Commission meeting. The Assembly Lands, Housing, and Economic Development Committee discussed this ordinance on February 14, 2022. The Systemic Racism Review Committee discussed this ordinance on February 8, 2022, and recommended forwarding to the full Assembly for public hearing. Assemblymember Bryson has proposed a map amendment to Ordinance 2022-04, which would effect this ordinance.

The Manager recommends the Assembly refer this ordinance to the Committee of the Whole for consideration of Assemblymember Bryson's map amendment to Ordinance 2022-04.

H. Ordinance 2022-10 An Ordinance Amending the Land Use Code Regarding Marijuana Establishment Requirements.

This ordinance would remove the five-year conditional use permit review and insert a marijuana establishment abandonment provision. The five-year review requirement has not resulted in any substantive revisions to existing conditional use permits, and repealing it would ease a unique burden imposed on marijuana businesses.

The Planning Commission recommended adopting this ordinance at its meeting on January 25, 2022.

The Manager recommends the Assembly adopt this ordinance.

I. Ordinance 2021-08(b)(am)(W) An Ordinance Transferring \$720,000 from CIP B55-078 RRC Detox Additions, CIP B55-082 Hospital Deferred Maintenance, and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-141 Hospital Drive and Site Improvements.

This request would provide \$720,000 in funding to repair multiple water and wastewater issues associated with the upper hospital campus from the Rainforest Recovery Center to the new Behavioral Health Facility, prior to the new facility's completion. Nearly all of the proposed transfers are reallocating funds from completed projects; the only ongoing project will retain sufficient funding to cover remaining project work.

The Public Works and Facilities Committee reviewed this request at the January 24, 2022 meeting. The Systemic Racism Review Committee reviewed this request at the February 8, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

X. UNFINISHED BUSINESS

XI. NEW BUSINESS

A. Public Testimony to be taken on Ordinance 2022-12 An Ordinance Amending the Comprehensive Plan Related to the Long Range Waterfront Plan.

The Long Range Waterfront Plan amendment includes direct replacement of text and an image to amend the tidelands portion of planning Area B to allow for a large cruise ship berth and moorage for government vessels. The amendment framework on page 63 of the LRWP contemplates a cruise ship dock at the Subport and includes a set of recommendations for such a development.

The revised Appendix B includes the amendment criteria in the LRWP and the criteria established by the Visitor Industry Task Force in context with the proposed amendment.

The Manager recommends the Assembly take public testimony on this ordinance tonight and set the ordinance for public hearing/Assembly action on March 14, 2022.

B. Regulation 05 CBJAC 15.030 Dockage Charges Amendment

Docks & Harbors has been significantly impacted from the pandemic. The Docks Enterprise will reduce its fund balance from \$2.5M to \$1.5M resulting from 2020 and 2021 inactivity. The Dockage Charges have not been adjusted since 2007 and are applicable to vessels which moor during the summer season (May 1 to September 30) at the Intermediate Vessel Float (IVF), Port Field Office Float (PFO), Cruise Ship Terminal (CT), Inside Cruise Ship Terminal (ICT), Alaska Steamship Float (AS) and for reservations at the Statter Breakwater. The Manager brought this request to the Committee of the Whole on January 24, 2022, which was originally considered by the Assembly at its May 24, 2021 regular meeting. The direction provided by the COW was to re-engage with a public notice for the proposed fees but to exempt vessels which are subject to passenger fees. After the requisite 21-day notice, the Docks & Harbors Board held a public hearing at a Special board meeting on February 24. The board received feedback opposing the Dockage Fee increase and recommended the attached fees be adopted by the Assembly.

The Manager recommends the Assembly adopt this resolution.

C. Regulation 05 CBJAC 15, 20, 30, 40 CPI Fee Adjustments Harbor Regulations

In addition to revenue losses from the pandemic, Docks & Harbors is anticipating approximately \$225K in new expenditures resulting from a new lease arrangement with the University for property at the Juneau Fisheries Terminal. This CPI Omnibus amendment would link 24 fees in regulations to adjust annually to the Urban Alaska CPI. Several of these proposed fees are currently linked to CPI, including the largest revenue generator – small boat harbor moorage. The effect of this Omnibus CPI amendment would more closely standardize the language to align all fees equitably and annually. About half of these fees in CBJ regulations have not adjusted in over a decade. After the requisite 21-day notice, the Docks & Harbors Board held a Public Hearing at a Special Board meeting on February 24. At the public hearing, the board allowed testimony on each of the 24 fees proposed under this omnibus regulation change. The board received feedback opposing the Dockage Fee increase, and after deliberation, recommended the attached fees be adopted by the Assembly.

The Manager recommends the Assembly adopt this regulations.

XII. STAFF REPORTS

XIII.ASSEMBLY REPORTS

- A. Mayor's Report
- B. Committee Reports, Liaison Reports, Assembly Comments and Questions
- C. Presiding Officer Reports

XIV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XV. EXECUTIVE SESSION

XVI.SUPPLEMENTAL MATERIALS

A. Ord 2021-08(b)(am)(Z) Gondola Information Packet

XVIIADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

THE CITY AND BOROUGH OF JUNEAU, ALASKA
REGULAR ASSEMBLY MEETING
DRAFT Meeting Minutes – December 13, 2021

MEETING NO. 2021-28: The Regular Assembly Meeting of the City and Borough of Juneau Assembly was held at City Hall and virtually via Zoom webinar and called to order by Mayor Beth Weldon at 7:00p.m.

I. FLAG SALUTE

II. LAND ACKNOWLEDGMENT

Ms. Hughes-Skandijs provided the following land acknowledgment: We would like to acknowledge that the City and Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh!*

III. ROLL CALL

Assemblymembers Present: Mayor Beth Weldon, Deputy Mayor Maria Gladziszewski, Greg Smith, Christine Woll, Michelle Hale, ‘Wáahlaal Gíidaak, Carole Triem, Alicia Hughes-Skandijs, and Wade Bryson

Assemblymembers Absent: None.

Staff Present: City Manager Rorie Watt, Deputy City Manager Robert Barr, City Attorney Robert Palmer, Municipal Clerk Beth McEwen, Deputy Clerk Diane Cathcart, Finance Director Jeff Rogers, Parks and Recreation Director George Schaaf, Port Director Carl Uchytel, Assistant Municipal Attorney Sherri Layne, Assistant Municipal Attorney Adam Gottschalk, CDD Senior Planner Irene Gallion, JPD Police Chief Ed Mercer, Deputy Chief David Campbell.

IV. SPECIAL ORDER OF BUSINESS

A. Report on JPD Accreditation

Juneau Police Department Police Chief Ed Mercer introduced Scott Hayes, Executive Director of the Oregon Accreditation Alliance (OAA) to the Assembly.

Mr. Hayes thanked the Assembly for the opportunity to present the Juneau Police Department with their initial accreditation award. He described the award as a substantial step for any law enforcement agency to allow an outside, independent organization evaluate their department’s polices, practices, and procedures. Mr. Hayes addressed the public’s increasing demands for police accountability and transparency, and said that accreditation is a step towards building community trust and legitimacy to the profession. He gave a brief overview of the OAA’s history and objectives. He explained that the agency under evaluation must adhere to 105 standards in order to become accredited, and added that these standards are based on national best practices and legislation changes. Juneau is the second agency in Alaska to receive an accreditation from the OAA. He said that the accreditation will occur every three

years from this point forward. Mr. Hayes thanked Chief Mercer, Deputy Chief David Campbell, Sgt. Garza, and Sgt. Gifford in preparing JPD for the extensive accreditation process.

Chief Mercer appreciated Mr. Hayes' direction and guidance through this process, and spoke to the beneficial outcomes that accreditation will have towards JPD's commitment to serve the community. He thanked City Manager Rorie Watt, Deputy City Manager Robert Barr, and former Deputy City Manager Mila Cosgrove for their support and consideration. He also thanked Deputy Chief Campbell, Lieutenant Scott Erickson, Lieutenant Jeremy Weske, Lieutenant Krag Campbell, Public Safety Manager Erin Kalwara, Sergeant Nick Garza, and Sergeant Chris Gifford.

Ms. Gladziszewski asked Mr. Hayes to clarify the other town in Alaska that has been accredited by the OAA. Mr. Hayes said that Soldotna had recently completed their second re-accreditation process. He added that Kenai just joined the OAA, and Nome has inquired about accreditation.

Ms. Woll congratulated Chief Mercer on receiving the Public Service Award at the 2021 Alaska Federation of Natives President's Awards.

B. COVID-19 Update

Mr. Barr announced that the Emergency Operations Center (EOC) reduced Juneau's risk mitigation level down to Moderate earlier today. This is a step down from the Modified High level that was put in place on November 15. He explained the reasoning of this decision as a response to the sustained improvement in hospital and public health capacity over the past two weeks. The EOC also considered Juneau's high vaccination rate and the current trend of cases when making the decision to reduce the risk level. He clarified that the primarily major change from Modified High to Moderate is that the masking requirement shifts to a recommendation for those who are fully vaccinated. Mr. Barr reminded the listening public that organizations and businesses can choose to continue to require masking if they choose to do so, and CBJ will continue to do so in City facilities for the time being.

C. Instruction for Public Participation

Ms. McEwen provided instruction to the listening public on how to participate in the meeting via the Zoom platform.

V. APPROVAL OF MINUTES

- A. August 2, 2021 Regular Assembly Meeting #2021-19 DRAFT Minutes**
- B. September 13, 2021 Regular Assembly Meeting #2021-23 DRAFT Minutes**
- C. December 1, 2021 Special Assembly Meeting #2021-27 DRAFT Minutes**
- D. December 4, 2021 Special Assembly Meeting Retreat-Worksession DRAFT Minutes**

Ms. Woll noted that the August 2, 2021 Regular Assembly Meeting Minutes had some corrections that she had sent to the Clerk's Office. Motion by Ms. Woll to approve the August 2, 2021 minutes with correction and to approve the minutes of the September 13, December 1, and December 4 meetings and asked for unanimous consent. *Hearing no objections, the August 2, 2021 minutes were approved with correction and the September 13, December 1, and December 4, 2021 minutes were approved by unanimous consent.*

VI. MANAGER'S REQUEST FOR AGENDA CHANGES

None.

VII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Aaron Spratt, a Valley resident, said that he was happy to see the reduction of the risk level, and that one of the factors contributing to the risk levels was the comparison of the positive case rate against the population. He asked Mr. Barr to explain why the case count was a substantial factor in the risk mitigation strategies when it appears to be a comparatively low number. He also asked Mr. Barr to clarify the false positivity rate within PCR tests.

Mr. Barr explained that the false positivity rate for PCR tests is exceptionally low, and that the FDA includes this in their emergency use and authorization use PCR tests. He added that does not necessarily mean that false positives are impossible, but the rate at which they occur is generally less than 1%. Mr. Barr further explained that the EOC just had a meeting with the State Department of Public Health Section of Epidemiology earlier today; while the City does adjust for inflation when comparing case counts to the population, and this is done at the direction and guidance of the CDC.

Amy [Last Name Withheld], a Valley resident, asked the Assembly to explain why all of the meeting minutes are not approved, including the September 29 Special Assembly meeting. She said that the Assembly keeps putting off all of the COVID mitigation strategies, and are not answering requests for information. Amy said that it was suspicious of the Assembly to reduce the risk level to a Moderate Level 2, and advised them to read the Constitution. She said that the Assembly was acting against the Oath they all swore to uphold. She said that this community will soon begin an uprising, and said that Juneau's people have had enough.

Russell Peterson, an Auke Bay resident, thanked the Assembly for the at-home test kits, as they were really helpful and hoped that more people will use them.

Bradley Johnson, a Valley resident, referenced a December 2019 Juneau Empire article which detailed increased flu cases, and said that he did not remember any mandates being enforced during that time. He asked the Assembly to consider Australia's strict mandates and the significant amount of Omicron variant COVID cases in their country at the moment. Mr. Johnson said that we all have to accept an inherent risk of disease. He also mentioned Texas' decrease in positive cases and deaths, and compared this to strict mandates and lockdowns being enforced in states like California and New York. Mr. Johnson said that he would like the CBJ to focus more towards health, and did not agree with mask mandates while restaurants are allowed to sell triple bacon burgers.

James Merrell, a Douglas resident, said that dropping the CBJ risk level was a step in the right direction, and hoped that the Assembly would consider removing it entirely. He said that his family was unable to attend the Christmas Public Market even due to private medical decisions that they had made. Mr. Merrell felt that it was morally and constitutionally wrong to not allow American citizens the right to assemble, and found it upsetting that certain members of the community have been discriminated against. He hoped that the Assembly would consider listening to members of the public.

VI. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction

None.

B. Assembly Requests for Consent Agenda Changes.

None.

C. Assembly Action

MOTION by Ms. Gladziszewski for the Assembly to adopt the Consent Agenda and asked for unanimous consent. *Hearing no objections, the Consent Agenda was adopted by unanimous consent.*

1. Ordinances for Introduction

a. Ordinance 2021-08(b)(am)(S) An Ordinance Appropriating \$2,000,000 to the Manager for the Capital Civic Center Capital Improvement Project; Funding Provided by General Funds.

This ordinance would appropriate \$2,000,000 of general funds for the Capital Civic Center CIP. This project is an expansion of Centennial Hall that will include upgrades to satisfy the goals of the business community, the travel industry, and the arts economy. This appropriation would provide funds for a 30% complete plan set that would be adequate for a more detailed cost estimate of the entire project.

The Committee of the Whole reviewed this request at its November 29, 2021 meeting. The Assembly Finance Committee will review this request at the January 5, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance, refer it to the Finance Committee, and set it for public hearing at the next regular Assembly meeting.

b. Ordinance 2021-08(b)(am)(T) An Ordinance Appropriating \$2,500,000 to the Manager for the Augustus Brown Pool Capital Improvement Project; Funding Provided by General Funds.

Delaying renovation of Augustus Brown Pool has substantially increased costs due to inflation, supply chain issues, and limited competition in the pool specialty trade. This ordinance would provide \$2,500,000 of general funds to satisfy the additional funding needs of completing the project scope of work.

The Public Works and Facilities Committee reviewed this request at the November 29, 2021 meeting. The Assembly Finance Committee will review this request at the January 5, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance, refer it to the Finance Committee, and set it for public hearing at the next regular Assembly meeting.

c. Ordinance 2021-08(b)(am)(U) An Ordinance Appropriating \$500,000 to the Manager for the Centennial Hall Renovation Phase 2 Capital Improvement Project; Funding Provided by General Funds.

The design and bid process for renovations to Centennial Hall are proceeding, but as a result of inflation and supply chain issues, the costs are estimated to be higher than anticipated. Seismic bracing has also been identified as an additional recommended improvement. This ordinance would provide \$500,000 of general funds to satisfy the additional funding needs of completing the project scope of work.

The Public Works and Facilities Committee reviewed this request at the November 29, 2021 meeting. The Assembly Finance Committee will review this request at the January 5, 2022 meeting.

The Manager recommends the Assembly introduce this ordinance, refer it to the Finance Committee, and set it for public hearing at the next regular Assembly meeting.

d. Ordinance 2022-01 An Ordinance Repealing the Temporary Sales Tax Exemption for Sales of Cost of Power Adjustments on Electrical Power.

In 2008, a massive avalanche damaged the hydroelectric lines. Electrical power costs for CBJ residents and businesses increased dramatically. The Assembly responded and temporarily exempted the cost of power adjustments on electrical power from sales tax. (Emergency Ordinance 2008-17; Ordinance 2008-31). However, the exemption has inadvertently remained in the sales tax code. Because the Assembly in 2008 only intended the exemption for cost of power adjustments to be temporary, this ordinance would repeal that sales tax exemption.

The Manager recommends the Assembly introduce this ordinance, and refer it to the Finance Committee.

e. Ordinance 2022-03 An Ordinance Authorizing the Municipal Attorney to Update Monetary Values Pursuant to Adjustment Provisions in Previously Adopted Legislation.

Various CBJ ordinances, resolutions, and regulations have automatic monetary adjustment provisions tied to the Consumer Price Index or other inflation metrics. This ordinance would clarify that the Municipal Attorney is authorized to update those monetary values in the published CBJ Code pursuant to the previously adopted legislation.

The City Manager recommends the Assembly introduce this ordinance and refer it to the Finance Committee.

2. Resolutions

a. Resolution 2971 A Resolution Supporting New Broad-based Taxation as Part of a Long-term State Fiscal Plan, and Opposing a Statewide Sales Tax.

Continued reductions to state services threaten the health of Juneau's economy and the well-being of Juneau's residents. To avoid continued reductions to state services, the State of Alaska must adopt and implement a long-term fiscal plan. The adoption and implementation of a long-term fiscal plan that fully funds essential government services will require new broad-based revenues. The Legislature is currently considering a statewide sales tax, an income tax, and other revenue measures as part of a long-term fiscal plan. Municipalities have long funded local government services by imposing local sales taxes carefully tailored to the needs of their local residents and economies. A statewide sales tax combined with existing local sales taxes will eventually result in communities reducing local sales tax rates and increasing local property tax rates to continue delivering essential municipal services and an income tax would tax workers in Alaska based on income and ability to pay.

The Assembly Finance Committee recommended this resolution at its meeting on December 1, 2021.

The Manager recommends the Assembly adopt this resolution.

3. Bid Award

4. Liquor License

a. Liquor License Transfer of Location

This liquor license action is before the Assembly to either protest or waive its right to protest the license action.

Liquor License Transfer of Location

License Type: Restaurant/Eating Place, License #5278

Licensee: Abigail May LaForce Barnett d/b/a Zerelda's Bistro

Transfer From Location: 9351 Glacier Hwy, Juneau

Transfer To Location: 9106 Mendenhall Mall Rd Suite B, Juneau

Staff from the Police, Finance, Fire, Public Works (Utilities) and Community Development departments have reviewed the above license and recommended the Assembly waive its right to protest the transfer application. Copies of the documents associated with this license are available in hardcopy upon request to the Clerk's Office.

The City Manager recommends the Assembly waive its right to protest the above-listed liquor license transfer of location.

5. Other Items for Consent

a. CSP 2021-0003 Meadow Lane Improvements

The Meadow Lane Improvements project will reconstruct the roadway between Stikine Street and the southern end loop. Improvements will include replacement of the road base and asphalt with the addition of a valley gutter along both sides of the roadway.

The water main and sanitary sewer main will be replaced, including service laterals up to the property line. The existing deep ditches will be filled in with shallow swales, and drainage will be collected via curb inlets and area drains into an underground system.

The City Manager recommends the Assembly approve this project consistent with the Planning Commission's recommendation.

b. Marijuana License Renewal

CBJ received notice of the following Alcohol Marijuana Control Office (AMCO) marijuana license renewal application.

Marijuana Renewal License

License Type: Limited Marijuana Cultivation Facility License: #15209

Licensee: Herb'n Legends LLC d/b/a Herb'n Legends LLC

Location: 2771 Sherwood Lane Unit D, Juneau

(AMCO 60-day comment period ends: 1/8/2022)

The above marijuana license renewal is before the Assembly to either protest or waive its right to protest. The Finance, Police, Fire, and Community Development departments have reviewed this renewal and found the business to be in compliance with CBJ Code. The assembly packet contains the AMCO notice to the local governing body. Additional license application documents are available through the Clerk's Office upon request.

The City Manager recommends the Assembly waive its right to protest the renewal of AMCO marijuana license #15209.

IX. PUBLIC HEARING

A. Ordinance 2021-40 An Ordinance Amending Title 40 Regarding the Hospital Board of Directors Authority.

Over the last few years, Bartlett Regional Hospital has seen high demand for certain medical services, especially behavioral health services. The BRH Board has been reviewing its campus plan and determined the increased demand on medical services is best met by buying or leasing property off of the hospital campus. This ordinance is one step to allowing the BRH Board of Directors to buy or lease property away from the hospital. If the BRH Board of Directors wants to buy property, the Board would also need to request a specific appropriation from the Assembly, which would need to be approved by a separate ordinance. (See CBJC 53.04.020). If the BRH Board of Directors wants to provide emergency medical services, like emergency behavioral health services, outside of the City and Borough of Juneau, the Board would also need to request specific authority from the Assembly, which would likely need to be approved by the other municipality. (See CBJ Charter 2.3 and A.S. 29.35.020).

The Systemic Racism Review Committee reviewed this ordinance on October 26, 2021, and forwarded it to the Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Mr. Bryson for the Assembly to adopt Ordinance 2021-40 and asked for unanimous consent.

Objection by Ms. Triem for purpose of a question. Ms. Triem asked why the Assembly had not discussed this before, specifically if it involves a change in the BRH Board strategy. Mr. Watt explained that the Joint Assembly/BRH Task Force discussed this item at length, and recommended the Assembly discuss strategies with the BRH Board at their next joint meeting.

Ms. Hughes-Skandijs mentioned that this item was mentioned at a prior meeting, and they will hear more about this as a full Assembly through the BRH Board.

Ms. Triem asked if there was a time constraint that the BRH Board needed the Assembly to adhere to. Mr. Watt explained that time constraint was not restricted within this month, but was still an active area of interest with the BRH Board.

Mr. Bryson asked Mr. Watt if the BRH Board was seeking to purchase other buildings because they had failed to purchase the old Juneau Birth Center building. Mr. Watt said that was likely to be a fair assessment, BRH is interested in acquiring other spaces they can provide on a lease basis to bring specialists into town.

Ms. Triem removed her objection.

Hearing no further objections, Ordinance 2021-40 was adopted by unanimous consent.

B. Ordinance 2021-44 An Ordinance Amending the Uniform Sales Tax Code Related to the Sale of Goods and Services Aboard Cruise Ships.

This ordinance would require the collection of sales tax on the sales of goods and services onboard cruise vessels while in the Gastineau Channel. Sales that occur inside the borough boundary but outside the Gastineau Channel would remain exempt.

The Assembly or Assembly Finance Committee considered this ordinance and its predecessor (Ord. 2020-48) on September 2, 2020; October 27, 2020; and November 3, 2021. The Systemic Racism Review Committee reviewed this request at the November 23, 2021, meeting and forwarded it to the Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Hughes-Skandijs for the Assembly to adopt Ordinance 2021-44 and asked for unanimous consent. *Hearing no objections, Ordinance 2021-44 was adopted by unanimous consent.*

C. Ordinance 2021-45 An Ordinance Authorizing the Docks and Harbors Board to Lease ATS 615 in Tee Harbor to Lisa Haffner-Ritter on behalf of Donohue's Marina LLC.

This ordinance would allow the current lessee to exercise preferential rights to enter into a new 35- year lease with the City & Borough of Juneau. The existing 55-year lease was authorized by the State of Alaska in 1966, transferred to the City & Borough of Juneau in February 2001 and is currently managed by Docks & Harbors. The lessee, Lisa Haffner, is requesting to exercise preferential lease rights for the 3.18 acre parcel which is located in Tee Harbor. 35 years is the maximum lease length authorized under CBJ code. An appraisal was completed by Horan & Company on October 12 with a recommended lease rent of \$5,545.12 annually.

The Docks & Harbors Board reviewed the lease request and appraisal at its October 28 Regular Board meeting. The Systemic Racism Review Committee reviewed this ordinance on November 23, 2021, and forwarded it to the Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Triem for the Assembly to adopt Ordinance 2021-45 and asked for unanimous consent. *Hearing no objections, Ordinance 2021-45 was adopted by unanimous consent.*

D. Ordinance 2021-08(b)(am)(P) An Ordinance Appropriating up to \$2,880,000 to the Manager for the Purchase of 2.8 Acres from the University of Alaska Southeast for the Juneau Fisheries Terminal; Funding Provided by General Funds.

This ordinance would appropriate partial funding for the purchase of approximately 35,000 square feet of uplands and two acres of tidelands from the University of Alaska Southeast (UAS). Docks and Harbors is currently leasing this property from UAS to support commercial fisheries and commercial boat repair activity. Continuation of the lease after expiration in May 2022 will result in a significant increase in leasing costs to the Docks and Harbors enterprise, which cannot be recovered through

existing subleases. Investment in the purchase of this property will reduce ongoing operating costs and alleviate pressure on Docks and Harbors user fees.

The total cost of the property is \$2,880,000, of which \$2,000,000 would be funded with general funds and appropriated at this time. The remaining \$880,000 would be funded by the Harbors Fund and appropriated once an available fund source has been determined.

The Committee of the Whole reviewed this request at the November 1, 2021 meeting. The Assembly Finance Committee reviewed this request at the December 1, 2021 meeting. The Systemic Racism Review Committee reviewed this ordinance on November 23, 2021, and forwarded it to the Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:

Russell Peterson, an Auke Bay resident, spoke against this ordinance. He felt that that CBJ did not need to be in the sublease business, and described this as a decision that should be left to private enterprise. Mr. Peterson added that the enterprise facility has \$880,000 available to spend, and suggested that they make that offer to UAS for the crane. He advised against spending money that we do not have towards things that we do not need. He noted that the shipyard only brings in about \$30,000 a year. He advocated allowing for the Docks & Harbors Board to pursue the \$880,000 offer to UAS for the cranes that would be helpful towards the fishing industry, and disagreed with the rest of the ordinance.

Loren Jones, a West Juneau resident (and former Assemblymember), spoke in support of this motion, and for using the General Fund Balance towards this purchase. He did not believe that Docks & Harbors had enough fund balance to purchase this alone. Mr. Jones encouraged the Assembly to consider how this could be used to monetize the waterfront in the future. He supported the Assembly using the full \$2.8M from the General Fund, and wished them all happy holidays.

Assembly Action:

MOTION by ‘Wáahlaal Giidaak for the Assembly to adopt Ordinance 2021-08(b)(am)(P) and asked for unanimous consent.

Objection by Ms. Hale for purposes of a question. Ms. Hale referenced the part of the ordinance that states: “The remaining \$880,000 will be funded by the Harbors fund and appropriated once an available fund source has been determined.” She asked Mr. Uchytel to clarify if this line meant that Docks & Harbors does not currently have the \$880,000 available.

Mr. Uchytel confirmed that was correct, and explained that Docks & Harbor staff has been working with Finance Director Jeff Rogers to come up with the Harbor match. The current fund balance for Docks & Harbors is \$1.5 million, half of which is covered by a bond covenant. He said that there are still negotiations to be had about how to come up with the funding, most likely coming from an interdepartmental treasury loan.

Ms. Hale maintained her objection. She asked Mr. Palmer if it was possible to reinstate the previously removed \$880,000 back into the ordinance during this meeting. Mr. Palmer explained that the title of this ordinance did allow for an amendment to be made during this meeting if she chose to do so.

Amendment #1 by Ms. Hale to adjust the amount coming from the General Fund Balance to \$2,880,000.

In speaking to her amendment, Ms. Hale said that she wholeheartedly agreed with Mr. Jones' testimony, and said that this property was important and critical for the future of CBJ Docks & Harbors.

Objection by Mr. Bryson for purposes of a question. Mr. Bryson asked Mr. Uchytel to explain the potential consequences if the Assembly were to decide not to purchase this property. Mr. Uchytel explained that the 33-year lease on the property expired in May 2021, and allows for CBJ to submit a one-time renewal. There is no obligation for UAS to sell the property to CBJ, but UAS is required to lease 2.8 acres to the City. He further explained the history and details of the property compared to other CBJ waterfront properties. Mr. Uchytel said that the Docks & Harbors Board believes that this area is critical for viability of CBJ's commercial waterfront, and would be a strategic acquisition.

Mr. Bryson removed his objection, and spoke in support of Ms. Hale's amendment.

Objection by Mr. Smith. Mr. Smith said that the question was never regarding whether the Assembly would buy the property, but rather how they could best utilize their financial reserves for the needs of the City. He felt that the \$2 million amount was a good balance, and there was not a strong urge that the City would lose the property otherwise.

Objection by Ms. Gladziszewski. Ms. Gladziszewski echoed Mr. Smith's comments that the Assembly had always supported the purchase of this property, but there are other projects that are asking for funding from the treasury. She supported helping out Docks & Harbors, and felt that the contribution of \$2 million was reasonable.

Objection by Ms. Triem. Ms. Triem objected for similar reasons as shared by Mr. Smith and Ms. Gladziszewski. She asked Mr. Rogers to explain the interdepartmental loan timeline. Mr. Rogers explained that there are two places of the Code that describes a loan structure. He said that the loan must be repaid within five years, and the Finance Department would calculate a nominal interest rate based on their earnings. The loan requires an Assembly ordinance to be enacted, so it would come before the Assembly with the terms of the agreement.

Ms. Hughes-Skandijs spoke in support of the amendment, and noted that the majority of people agreed to pay the full amount at the November Assembly Finance Committee meeting. She spoke to her experience sitting as a liaison on the Docks & Harbors Board, and is aware of several other projects they are trying to fund within their budget. She said that this was a reasonable investment, and felt that the Assembly had enough available funds to finance the full amount.

Ms. Woll spoke in support of the amendment, and agreed with Ms. Hughes-Skandijs' comments. She was not in favor of charging Docks & Harbors to pay the Assembly back through a loan, when the Assembly has the available funds to support this purchase.

Objection by Mayor Weldon. Mayor Weldon acknowledged that while the Assembly does have the money to fund this acquisition, there are several other asks coming before the Assembly.

Roll Call Vote on Amendment #1:

Ayes: Hale, Bryson, Hughes-Skandijs, Woll

Nays: Triem, ‘Wáahlaal Gíidaak, Smith, Gladziszewski, Mayor Weldon.
Motion failed. Four (4) Ayes, Five (5) Nays.

There being no further amendments and hearing no objections, Ordinance 2021-08(b)(am)(P) was adopted by unanimous consent.

The Assembly took a break at 8:00p.m. The meeting resumed at 8:10p.m.

E. Ordinance 2021-08(b)(am)(O) An Ordinance Appropriating \$5,500,000 to the Manager as Funding for the Seawalk and Statter Harbor Phase IIIC Capital Improvement Projects; Funding Provided by General Funds.

This ordinance would appropriate \$5,500,000 of general funds for the Seawalk and Statter Harbor Phase IIIC capital improvement projects, to be appropriated as follows:

Statter Harbor Phase IIIC (H51-108)	\$3,000,000
Seawalk (H51-113)	\$2,500,000

This appropriation provides for CBJ’s commitment to the cruise industry of \$3 Million of Non-Passenger fee funding towards the completion of the Statter Harbor Phase IIIC project. Funding appropriated for the Seawalk project provides for a triangular shaped portion of marine walk in front of Marine Park.

The Assembly Finance Committee reviewed this request at the November 3, 2021 meeting. The Systemic Racism Review Committee reviewed this request at the November 23, 2021 meeting and forwarded it to the Assembly for public hearing.

The Manager recommends the Assembly forward this ordinance to the January 5, 2022 Assembly Finance Committee for further discussion.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Gladziszewski for the Assembly to adopt Ordinance 2021-08(b)(am)(O) and asked for unanimous consent.

She noted that the Assembly already discussed this ordinance at the most recent Assembly Finance Committee (AFC) meeting, and had made a recommendation.

Mr. Smith asked Mr. Watt to explain why he recommended the Assembly to refer this ordinance back to the Assembly Finance Committee. Mr. Watt agreed with Ms. Gladziszewski’s comments that the Assembly had discussed this at the recent AFC meeting, and he only made this recommendation in consideration of other, larger financial issues that were brought up during that meeting. He said that he would support the appropriation if the Assembly chose to move forward with it tonight.

Hearing no objections, Ordinance 2021-08(b)(am)(O) was adopted by unanimous consent.

F. Ordinance 2021-08(b)(am)(Q) An Ordinance Appropriating \$150,000 to the Manager for a Grant to the Juneau Community Foundation to Support Sheltering Operations at The Glory Hall; Funding Provided by General Funds.

This ordinance would appropriate \$150,000 of general funds for a grant to the Juneau Community Foundation (JCF) to support sheltering operations at The Glory Hall. Future funding for this purpose may be considered upon a request from JCF as part of CBJ's annual budget process.

The Assembly Finance Committee reviewed this request at the November 3, 2021 meeting. The Systemic Racism Review Committee reviewed this request at the November 23, 2021 meeting and forwarded it to the Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Hale for the Assembly to adopt Ordinance 2021-08(b)(am)(Q) and asked for unanimous consent.

Objection by Mayor Weldon for purpose of a statement. Mayor Weldon recently attended a tour of the new Glory Hall and appreciated what they were doing; but noted that last year the Assembly said that they would provide funding on a one time only basis. She wanted to clarify for the record that she was supporting this as one-time funding and not in a reoccurring manner.

Hearing no objections, Ordinance 2021-08(b)(am)(Q) was adopted by unanimous consent.

G. Ordinance 2021-08(b)(am)(R) An Ordinance Appropriating \$570,000 to the Manager for Expanded Mobile Integrated Health Services in Fiscal Year 2022; Funding Provided by State Revenue and a Private Grant.

This ordinance would appropriate \$570,000 for expanded Mobile Integrated Health services in fiscal year 2022, to be funded as follows:

Southern Region EMS Council, Inc. (SREMSC)	\$540,000
Juneau Community Foundation Grant	\$30,000

The SREMSC is providing ARPA funds from the State of Alaska to contract CBJ to perform mobile integrated health services in the community. The Juneau Community Foundation is providing grant funding from Norwegian Cruise Lines for a community paramedic vehicle in support of the expanded services.

Revenue received from the contracted services will partially offset the use of general funds for CBJ's Mobile Integrated Health Program's fiscal year 2022 budgeted expenditures.

The Systemic Racism Review Committee reviewed this request at its November 23, 2021 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Woll for the Assembly to adopt Ordinance 2021-08(b)(am)(R) and asked for unanimous consent.

Objection by Mr. Bryson for purpose of a question. Mr. Bryson asked Mr. Barr to explain if the Mobile Integrated Health program was connected to the local 911 system, or if it was a preventative/reactive setup. Mr. Barr explained that the Mobile Integrated Health team is not connected to 911 dispatch, although it is not uncommon for people to get referred to their service. The program will typically refer those in need to medical providers at the hospital or healthcare providers throughout the community.

Mr. Bryson removed his objection.

Hearing no objections, Ordinance 2021-08(b)(am)(R) was adopted by unanimous consent.

X. UNFINISHED BUSINESS

A. Draft 2022 Assembly Goals

Mayor Weldon thanked everyone who attended the Assembly Retreat on December 4, and for their work on developing the 2022 Assembly Goals. She said that their intent was to decrease the number of Assembly Goals, but they ended up increasing the number of goals instead. She explained that the Assembly could take two courses of action: they could adopt the goals as they are presented, or work on decreasing the goals through prioritization by email.

Ms. Hale asked Mayor Weldon if “prioritization by email” would mean that each Assemblymember would email their list of priorities to be compiled by CBJ staff. Mayor Weldon confirmed that would be the exact scenario.

Ms. Triem spoke in favor of adopting the Assembly Goals as they are.

MOTION by Mr. Smith for the Assembly drop any implementing action on the Draft 2022 Assembly Goals that received four or less votes.

The Assembly took a five minute at-ease to review the draft goals.

Objection by Ms. Triem. Ms. Triem was in favor of the 2022 Assembly Goals as presented; and noted that out of the thirty goals presented, Mr. Smith’s motion would only remove five, and she would rather keep those five goals.

Ms. Gladziszewski supported Mr. Smith’s motion to remove some of the goals, but was concerned about the implications it may have on Title 49.

Ms. Hale expressed frustration over the Assembly Goals process, and felt that it is a disservice to the Assembly to come up with several goals that they cannot adequately fulfill all at once. She said that she hoped to receive more clarity prior to the Assembly retreat around the goal-setting process.

Ms. Hughes-Skandijs felt that the Assembly has too many goals. She would be curious to see how the goals would rank among Assemblymembers’ priorities, but was also curious to what staff felt about it. She did not want to drag out the process more, she wanted to make this a usable document.

Mayor Weldon liked Mr. Smith's suggestion to remove goals with four or less votes. She asked the Assembly to raise their hands if they agreed with removing some of the Assembly Goals. All members, with the exception of Ms. Triem, raised their hands in favor of removing the goals that had received four or less votes.

Mayor Weldon asked Mr. Barr to remove the Assembly Goals which received four votes or less, and to email out a revised priority list to the Assembly.

Members had a discussion about other options and approaches that may be used in addressing the goals in an ongoing basis over the course of the year. Mayor Weldon suggested establishing an informal committee with Ms. Hughes-Skandijs, Ms. Hale, and herself to establish what that structure might be.

XI. NEW BUSINESS

A. Commercial Use of Municipal Aquatics Facilities Regulation 11 CBJAC 02

The proposed regulations would authorize the Aquatics Manager to issue permits for commercial use of aquatics facilities.

Staff presented the proposed regulations at the Aquatics Board meeting in November, 2019, and they were discussed among the full board at seven meetings over the course of 2020 and 2021.

The Assembly Human Resources Committee reviewed the proposed regulations at its November 22, 2021 meeting and recommended forwarding to the full Assembly for action.

The City Manager recommends that the Assembly approve the regulation.

Public Comment:

None.

MOTION by Mr. Smith to adopt 11 CBJAC 02 and asked for unanimous consent. *Hearing no objections, the Assembly adopted 11 CBJAC 02 with unanimous consent.*

Ms. Triem thanked the Aquatics Board for the two years that they spent working on these regulations, and thanked Aquatics Board Chair Will Muldoon for his efforts in getting this to the Assembly.

Mr. Bryson asked Mr. Palmer to clarify if other Parks & Recreation departments would need to go through a similar process to obtain a permit for their facilities. Mr. Palmer said that would most likely be the case, as the Parks & Recreation Director would like to have all divisions follow the template that the Aquatics Board utilized.

B. Passenger-For-Hire Fee Regulation Change 05 CBJAC 20.080

This regulation would increase the per charter vessel and per passenger fees by 10%. The newly completed Statter for Hire Floats offer substantial economic benefits for the charter vessel companies. The D&H Board delayed this regulation amendment in 2021 due to COVID uncertainty and has proactively informed charter operators that a modest rate increase would be proposed, which gives the business community ample time to adjust their 2022 rates. The 10% change is expected to raise \$15,000 in revenue to the Harbor Enterprise.

The D&H Board has discussed this topic 11 times in the last year. On December 8, 2021, the D&H Board held the required public hearing. In addition to the publicly noticed Docks & Harbors meetings, the proposed changes were advertised via Docks & Harbors Facebook, the monthly newsletter *The Tide Line* and discussed on monthly episodes of Action Line with Pete Carran. The TBMP coordinator also notified the membership of Docks & Harbors' proposed changes.

The City Manager recommends that the Assembly approve the regulation.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Gladziszewski for the Assembly to approve Regulation 05 CBJAC 20.080, and asked for unanimous consent. *Hearing no objections, the regulation was approved by unanimous consent.*

XIII. STAFF REPORTS

None.

XIV. ASSEMBLY REPORTS

A. Mayor's Report

Mayor Weldon thanked Mr. Barr, saying that he had filled former Deputy City Manager Mila Cosgrove's shoes very well. She also thanked the Clerks for organizing the Assembly retreat, and providing food and staff support.

Mayor Weldon also acknowledged Lauren McDonnell and Holly Johnson for being Chamber Citizens of the Year. She shared that she was able to participate in bell ringing, and enjoyed being out in the community.

B. Committee Reports, Liaison Reports, Assembly Comments and Questions

Committee of the Whole (COW) Chair Gladziszewski reported that the COW last met on November 29 and received a Juneau Coalition on Housing and Homelessness report from Mandy Cole. They also received an update on the Capital Civic Center, and the results of the Tourism Survey. The next COW meeting is scheduled for December 20.

Assembly Finance Committee (AFC) Chair Triem reported that the AFC last met on December 1 to go over the current state of finances ahead of the Assembly retreat. The next AFC meeting is scheduled for January 5, 2022.

Lands Housing and Economic Development Committee (LHEDC) Chair Hale reported that the LHEDC last met on November 29 to review the Juneau Affording Housing Funding recommendations which were forwarded to the COW. They also discussed the Hidden Valley easement request, and the Christmas tree policy. The next LHEDC meeting is scheduled for December 20.

Public Works and Facilities Committee (PWFC) Chair Bryson reported that the PWFC last met on November 29 to discuss sustainability as a mission statement, and future energy audits on CBJ properties. The PWFC also passed their committee goals ahead of the Assembly retreat. They also received a presentation from Waste Management regarding odors and odor finders.

Human Resources Committee (HRC) Chair Hughes-Skandijs reported that the HRC met earlier this evening, and forwarded the following appointments to the full Assembly:

Building Code Advisory Committee: Chris Gianotti and Douglas Murray to terms beginning immediately and ending November 30, 2024.

Juneau Commission on Aging: Emily Kane, Linda Kruger, Anne Stepetin, and Kathleen Samalon to be reappointed to terms beginning immediately and ending December 31, 2023. They also recommended appointment of Bobbie Epperly to a new term beginning immediately and ending December 31, 2022.

Local Emergency Planning Committee: Bill Legere, Warren Russell, Loren Jones, Christopher Russell, Ryan Sand, Karen Wood, Ed Williams, and Erin Walker-Tolles to terms beginning immediately and ending December 31, 2024. The LEPC are nominations for approval by the State of Alaska Emergency Response Commission. *Hearing no objections, all appointments were approved by unanimous consent.*

Ms. Hughes-Skandijs reminded the Assembly that the full Assembly will meet as the HRC on December 15 at 5:30p.m. via Zoom to interview applicants for the Hospital Board, Planning Commission and Systemic Racism Review Committee.

Liaison Reports

Ms. Hughes-Skandijs shared that the Bartlett Regional Hospital/Assembly Subcommittee had not met since the last Assembly meeting, and she will discuss this with the BRH Board Chair tomorrow.

Ms. Gladziszewski shared that she was unable to attend the most recent Housing Development Task Force (HDTF) meeting. At the meeting, Mr. Palmer discussed variances, the Assembly retreat, and permitting delays. The next HDTF meeting is scheduled to be held on January 7, where the committee will bring recommended changes to Title 49.

Mr. Bryson shared that the Airport Board met on December 9 and discussed CARES Act funding, which brings their current fund balance to \$19.5M. The Federal Aviation Administration extended their mask mandate through March 18, 2022. He added that Juneau has become the first airport in Alaska to adopt the Blue Lighting Initiative against human trafficking. He also reported that the Local Emergency Planning Committee met on December 8, where they received a presentation from the Red Cross about their trainings. The LEPC has several Iron Man planning meetings coming up. The committee has submitted a request to create a Tribal Government Liaison seat and a Public Health seat on the LEPC. Mr. Bryson said that he toured the CBJ Streets & Fleets Department last Friday. On December 9, he conducted his final interview with Pete Carran on Action Line as Mr. Carran will be retiring from KINY after thirty years of service on December 31, 2021.

Ms. Hughes-Skandijs attended her first Parks and Recreation Advisory Committee meeting. She also attended a Juneau Commission on Aging (JCOA) meeting, where they decided that the JCOA will expand their focus to include other economic aspects, rather than solely focusing on the senior

economy. Ms. Hughes-Skandijs reported that at the last Planning Commission they discussed the wrestling center lot construction and the Title 49 Committee met to discuss parking.

Ms. Hughes-Skandijs wished everyone a happy Winter Solstice, happy holidays, and encouraged people to be safe. She mentioned that she ran into a friend on First Friday, and they commented on the Christmas Tree in Marine Park. She asked if that Christmas tree belonged to the City. Mr. Schaaf clarified that the tree was set up by Parks & Recreation. Ms. Hughes-Skandijs shared that her friend expressed concern that CBJ had only put up a Christmas tree, and not any other celebratory symbols for the various winter holidays.

Ms. Triem reported that she did not attend the last Aquatics Board meeting. She attended the Juneau Commission on Sustainability meeting on December 1, where they forwarded their priorities and CIPs to the Assembly in advance of the Assembly retreat.

‘Wáahlaal Gíidaak reported that the Juneau School Board has a work session scheduled to be held on December 15. She also reported that the Sister Cities Committee members visited the airport to review the current Sister Cities displays.

‘Wáahlaal Gíidaak took a tour of the Juneau Police Department earlier today. ‘Wáahlaal Gíidaak commented that she had witnessed a young woman and her young children walking in the road due to the sidewalks being obstructed with snow. She asked for an explanation regarding the Assembly’s approach towards maintaining sidewalks for pedestrians.

Mr. Watt explained the priority systems for plowing roads and sidewalks, which is primarily focused on roads and walking paths on route to schools. He added that in the event of large snowfall events, the City may fall behind on plowing all routes in the priority system, which happened to be the case for this most recent large snowfall event.

Mr. Bryson added that he recently reviewed the priority system map: The first priority list included main roads, the second priority included school routes, and the third priority included smaller roads. He explained that the City used to have 33 staff members dedicated to snow removal, but are now down to 16 employees. Currently, Streets & Fleets has more snow removal equipment than employees available to operate them. ‘Wáahlaal Gíidaak mentioned that some sidewalks have become frozen with decreasing temperatures and accumulating snow.

Ms. Hale reported that the Bartlett Regional Hospital (BRH) Board met on November 23. The BRH Board discussed the upcoming vaccine requirement deadline for BRH employees; so far twelve religious exemption applications have been filed. BRH is taking statewide referrals to mental health units, although there have been no intakes as of November 23. She added that there are not enough medical providers in Juneau to adequately treat wounds. Several medical providers are taking online courses to be able to fill in. She said that the BRH Board began the new CEO search process on December 9, they are contracting a consulting firm to aide in the selection process.

Ms. Hale said she attended the Juneau Chamber of Commerce meeting on December 2, and spoke highly of Tourism Manager Alexandra Pierce's presentation on the cruise ship survey. She also commented on snow removal as a former bus rider, saying that she had noticed CBJ staff clearing the paths to bus stops.

Ms. Woll reported that the Systemic Racism Review Committee (SRRC) last met on November 23. They plan to have a training with Housing and Homelessness Director Scott Ciambor regarding their approach to housing issues. Ms. Woll also reported that the Docks & Harbors (D&H) Board held a public meeting to discuss passenger fee regulations, which was adopted earlier in tonight's meeting. They are holding another public meeting to discuss lightering fees on January 8, 2022. Ms. Woll reminded the Assembly and the listening public that D&H will hold another public meeting on proposed recreation and fish habitat improvements at the Fish Creek Recreation Area on December 16.

Mr. Smith said that he attended the Eaglecrest Board meeting where they discussed their Capital Budget Request. Eaglecrest is still experiencing staffing issues, and is currently at a 65% staffing level. Mr. Smith said he also attended the UAS Campus Council, where they considered potential format changes to the *Evening at Egan* lecture series. He added that the Alaska Committee received a tour of KTOO, and learned how residential customers will continue to access the *Gavel to Gavel* program after GCI disconnects from cable in March 2022. Mr. Smith acknowledged and expressed appreciation for Eaglecrest staff and CBJ Streets & Fleets Snow Plow operators. He wished everyone a Merry Christmas, Happy Hanukkah, Happy Kwanzaa, Happy Holidays, and Happy New Year.

Ms. Gladziszewski shared that she was not able to attend the last Downtown Business Association (DBA) meeting. She also addressed the snow plow issues, and mentioned that the Assembly have been receiving emails about driveway berms. She asked Mr. Watt to explain how and why driveway berms continue to happen every year.

Mr. Watt explained that there is approximately over five thousand driveways around the borough, and every street varies in width. Residential streets are generally only wide enough to plow through the middle of the road. Berms can be caused by both CBJ and DOT snow plows. He addressed the frequently asked question for the City to push the snow elsewhere, explaining that doing so would take a lot longer and it would cost substantially more money. Over the years, it was decided that it was not economical and that people would have to maintain their own driveways. Additionally, the City Code requires business and home owners to maintain the snow in front of their respective residences. Mr. Watt clarified that CBJ does clear sidewalks on school routes. He spoke to the difficulty of plowing the day after a snow storm, especially after multiple snow storms in succession. CBJ Streets & Fleets will clear snow as they are able, but they cannot clear everyone's road first.

Mayor Weldon shared that she attended the *Gavel to Gavel* tour at KTOO. She reported that the Capital Committee met and decided to purchase the Assembly building, and are giving it to the Legislature. The Legislature is currently discussing renovations.

C. Presiding Officer Reports

None.

XIV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS –

None.

XV. EXECUTIVE SESSION

- A. Collective Bargaining Contract Negotiation Strategy
- B. Litigation Strategy Discussion

Ms. Woll shared that she met with the City Attorney prior to tonight's meeting, and said that she had a conflict of interest as it pertains to contract negotiations with the Juneau Career Firefighters Association. Ms. Woll recused herself from any discussion regarding that specific contract.

MOTION by Ms. Gladziszewski for the Assembly to go into Executive Session to discuss matters, the immediate knowledge of which may have a detrimental effect on the finances of the city, namely an update on Collective Bargaining and also a candid discussion of the facts and litigation strategies with the Municipal Attorney. *There being no public comment on recessing into Executive Session and hearing no objections, the Assembly went into Executive Session at 9:15p.m. They returned from Executive Session at 10:35p.m.*

XVI. ADJOURNMENT

There being no further business to come before the Assembly, the Regular Assembly meeting was adjourned at 10:35 p.m.

Signed: _____
Elizabeth J. McEwen
Municipal Clerk

Signed: _____
Beth A. Weldon
Mayor

DRAFT

SPECIAL ASSEMBLY MEETING THE CITY AND BOROUGH OF JUNEAU, ALASKA

Meeting Minutes - February 17, 2022

I. CALL TO ORDER

MEETING NO. 2022-04: The Special Meeting of the City and Borough of Juneau Assembly held virtually via Zoom webinar, was called to order at 7:08 p.m. by Mayor Beth Weldon.

II. ROLL CALL

Assemblymembers Present: Mayor Beth Weldon, Deputy Mayor Maria Gladziszewski, Alicia Hughes-Skandijs, Michelle Hale, Carole Triem, Christine Woll, Wade Bryson and ‘Wáahlaal Gíidaak

Assemblymembers Absent: Greg Smith

Staff Present: Deputy Municipal Clerk, Diane Cathcart

III. APPROVAL OF AGENDA

The agenda was approved as presented.

IV. AGENDA TOPICS

A. Systemic Racism Review Committee Appointments

Human Resources Committee Chair (HRC) Alicia Hughes-Skandijs reported the full Assembly met as the HRC prior to the Special Assembly meeting and interviewed four applicants for two vacant seats on the Systemic Racism Review Committee (SRRC).

MOTION: by Ms. Hughes-Skandijs that the full Assembly appoint Ivan Nance to a term beginning immediately and ending June 30, 2023 and to appoint Gail Chaney to a term beginning immediately and ending June 30, 2024 and asked for unanimous consent. *Hearing no objection, motion passed.*

V. CONTINUATION OF PUBLIC PARTICIPATION

None.

VI. ADJOURNMENT

There being no further business to come before the Assembly, the Special Assembly meeting was adjourned at 7:09 p.m.

Elizabeth J. McEwen
Municipal Clerk

Beth A. Weldon
Mayor

Presented by: The Manager
Presented: 2/28/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-14

An Ordinance Authorizing the Manager to Convey Lot 9, Block 13, Juneau Townsite, Located at 139 South Franklin Street in Downtown Juneau, to Franklin Foods LLC.

WHEREAS, the City and Borough of Juneau (CBJ) owns real property located at 139 South Franklin Street with the legal description of Lot 9, Block 13, Juneau Townsite; and

WHEREAS, David McCasland (“applicant”) currently leases 139 S. Franklin Street from the CBJ and has requested to purchase it from the CBJ; and

WHEREAS, the Parks and Recreation Advisory Committee reviewed this request at the September 7th, 2021, meeting and provided a recommendation in favor of disposal; and

WHEREAS, the Planning Commission reviewed this proposed disposal of the CBJ property at its meeting on January 11, 2022, and recommended that the Assembly direct CBJ staff to proceed with the sale of Lot 9, Block 13, Juneau Townsite; and

WHEREAS, the Assembly reviewed this request on October 25, 2021, and passed a motion of support for the Manager to work with the original proposer towards the disposal of CBJ property through a negotiated sale; and

WHEREAS, the Manager has determined, based on an October 2021 appraisal, the fair market value of the CBJ property to be \$171,000.

THEREFORE BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a non-code ordinance.

Section 2. Authorization to Convey. The Manager is authorized to negotiate and execute the sale of Lot 9, Block 13, Juneau Townsite, Juneau Recording District, First Judicial District, State of Alaska, constituting 4,078 square feet more or less, as shown on the attached Exhibit A.

Section 3. Purchase Price. The purchase price of the property shall be the fair market value, which has been determined by appraisal to be \$171,000. The Applicant has the opportunity to elect to utilize CBJ financing with a minimum of 10% down, 10% interest for a maximum term of 10 years.

Section 4. Other Terms and Conditions. The Manager may include such other terms and conditions as may be in the public interest and in accordance with CBJ Title 53.

Section 5. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



Presented by: The Manager
 Introduced: February 28, 2022
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-09(A)

An Ordinance Appropriating \$10,000 from the Treasury for FY22 School District Operations.

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Estimated Funding Sources. This Ordinance will make the following changes to the City and Borough of Juneau School District Operating Budget for the fiscal year beginning July 1, 2021 and ending June 30, 2022.

Estimated Revenue	
CBJ General Fund Support:	\$ 10,000
Total Changes	\$ 10,000

Section 3. Appropriation. The following amounts are hereby changed for the fiscal year beginning July 1, 2021, and ending June 30, 2022.

Student Activities:	\$ 10,000
Total Changes	\$ 10,000

Section 4. Effective Date. This ordinance shall become effective immediately upon adoption.

Adopted this _____ day of _____, 2022.

 Beth A. Weldon, Mayor

Attest:

 Elizabeth J. McEwen, Municipal Clerk



January 11, 2022

Mr. Rorie Watt
City Manager
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Mr. Watt:

I would like to formally request a transfer of \$10,000 from the City and Borough of Juneau's Park and Recreation department to the Juneau School District's Student Activities fund for funding to pay Treadwell Arena for ice time as it relates to the JDHS expanding hockey team.

The Juneau School District appreciates the support the City and Borough of Juneau has continually extended to education and remains grateful for our positive partnership with the Assembly.

Sincerely,

Dr. Bridget Weiss
Superintendent

Presented by: The Manager
Introduced: February 28, 2022
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-09(B)

An Ordinance Appropriating and Deappropriating Funds from the Treasury for FY22 School District Operations.

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Estimated Funding Sources. This Ordinance will make the following changes to the City and Borough of Juneau School District Operating Budget for the fiscal year beginning July 1, 2021 and ending June 30, 2022.

CBJ Transfers

Operations:	\$ (35,750)
Special Revenue:	\$ 35,750

Section 3. Appropriation and De-Appropriation. The following amounts are hereby changed for the fiscal year beginning July 1, 2021 and ending June 30, 2022.

General Operations:	\$ (35,750)
Other (Outside the Cap):	\$ 35,750

Section 4. Effective Date. This ordinance shall become effective immediately upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
 Introduced: February 28, 2022
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(AA)

An Ordinance Transferring \$120,000 from CIP U76-121 Collection System Pump Station Upgrades and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-157 Spruce Lane Reconstruction.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Transfer of Appropriation. It is hereby ordered by the Assembly of the City and Borough of Juneau, Alaska, that \$120,000 be transferred:

From: CIP

U76-121	Collection Sys. Pump Station Upgrades	(\$ 60,000)
W75-061	Douglas Hwy. Water – David to I St.	(\$ 60,000)

To: CIP

R72-157	Spruce Lane Reconstruction	\$ 120,000
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Section 3. Source of Funds.

Wastewater Funds	\$ 60,000
Water Funds	\$ 60,000

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
 Introduced: February 28, 2022
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(AB)

An Ordinance Appropriating \$5,500,000 to the Manager as Funding for City and Borough of Juneau and Juneau School District Deferred Maintenance Capital Improvement Projects; Funding Provided by General Funds.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$5,500,000 as funding for City and Borough of Juneau and Juneau School District deferred maintenance capital improvement projects, to be appropriated as follows:

School Roof Replacements (S02-104)	\$ 1,124,000
JSD Deferred Maintenance and Imprv. (S02-105)	\$ 876,000
CBJ Deferred Building Maintenance (P44-090)	\$ 1,600,000
Downtown/Glacier Fire Station	
Mechanical/Electrical Upgrades (F21-041)	\$ 800,000
CBJ Deferred Building Maintenance (P44-089)	\$ 600,000
Parks & Playground Maint. And Repairs (P41-093)	\$ 500,000

Section 3. Source of Funds

General Funds	\$ 5,500,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Introduced: February 28, 2022
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(AC)

An Ordinance Appropriating \$75,000 to the Manager as Funding for Eaglecrest's Fiscal Year 2022 Pay Plan Adjustment; Funding Provided by Eaglecrest Revenue.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$75,000 for Eaglecrest's fiscal year 2022 pay plan adjustment.

Section 3. Source of Funds

Eaglecrest Revenue	\$ 75,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Presented: 02/28/2022
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2974

A Resolution Re-establishing the Juneau Local Emergency Planning Committee.

WHEREAS, the Alaska Disaster Act, AS 26.23, together with the Emergency Planning and Community Right-to-Know Act of 1986, Title III of the Superfund Amendments and Reauthorization Act of 1986 (SARA Title III) establish requirements for business and industry, and federal, state, and local governments regarding emergency planning and community right-to-know reporting on hazardous substances; and

WHEREAS, implementing the community right-to-know provisions of state and federal law will serve to advise the public of the presence of hazardous substances in the community, and involve the public in preparing for, and mitigating the threat of accidental releases of these substances into the environment; and

WHEREAS, the Juneau Local Emergency Planning Committee was first established in 1991; and

WHEREAS, Resolution 1989 (1999) reestablished the Local Emergency Planning Committee to ensure compliance with federal and state community right-to-know laws, meet community needs for emergency planning, and facilitate the integration of emergency plans generated by and for the hospital, the airport, the electric utility, oil spills, cruise ships, the Red Cross, and other agencies; and

WHEREAS, alternate members of the committee were established pursuant to Resolution 2135; and

WHEREAS, the Juneau Local Emergency Planning Committee approved certain amendments to its bylaws consistent with this resolution and recommends that the Assembly approve the amended bylaws attached to this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Repeal of Resolution. Resolution 2689 is repealed.

Section 2. Designation as Local Emergency Planning District. The City and Borough of Juneau should continue to be recognized by the Alaska State Emergency Response Commission as a Local Emergency Planning District under Title III of the Superfund Amendments and Reauthorization Act of 1986.

Section 3. Reestablishment Local Emergency Planning Committee. The Juneau Local Emergency Planning Committee originally established by Resolution 1443 (1991) is hereby re-established pursuant to AS 26.23.073. The committee shall be known as the Juneau Local Emergency Planning Committee.

Section 4. Membership and Organization.

(a) **Membership.** The City Manager or a designated representative shall be a member of the committee. The committee shall be composed of the City Manager and not more than eleven additional primary members and eleven alternate members nominated by the Assembly and appointed by the Alaska State Emergency Response Commission. The committee membership shall, to the extent possible, include representatives from the following agencies and interest groups:

- (1) Elected Municipal Officials;
- (2) Peace Officers;
- (3) Firefighters/Emergency Medical Services;
- (4) General Public;
- (5) Bartlett Regional Hospital;
- (6) News Media;
- (7) The American Red Cross;
- (8) Right-to-Know. Owners or Operators of facilities subject to the requirements of the Emergency Planning and Community Right-to-Know Act of 1986;
- (9) Community Groups;
- (10) Hazardous Substance Transporters; and
- (11) Vulnerable Populations. A representative serving Juneau's vulnerable populations. For purposes of this section, "vulnerable populations" shall be defined as persons with disabilities, the homeless, the elderly or homebound, access or functional needs, and any others who might be considered at-risk populations.

(12) Alaska Native Tribal Representative. A representative with intimate knowledge of local tribal cultures and practices.

(13) Healthcare system. A representative of an organization of the local healthcare system.

(14) City Manager Appointee.

For purposes of this committee, “voting members” are those members appointed to the primary seat on the committee, or those alternates filling in during the absence of a primary seat holder or during the vacancy of the related primary seat.

(b) **Terms.** Appointees other than the City Manager shall serve three-year staggered terms. Nominations for appointment shall be made by the Assembly with recommendations forwarded by the Assembly Human Resources Committee. The terms and appointments of alternate members shall be established in a similar manner, provided that the term of an alternate member shall not be dependent on the term of the person holding the primary appointment.

(c) The committee shall be organized as follows:

(1) The committee shall elect annually from its members a chair and such other officers as it deems necessary. The committee may establish an executive committee with authority to act on its behalf, and may appoint such other committees as it deems necessary. The committee shall establish rules by which it shall function including solicitation of public comments, response to such comments by the committee, distribution of the emergency plan, and compliance with municipal regulations regarding meetings and notification procedures.

(2) A vacancy on the committee shall exist:

(A) If a person appointed to membership fails to qualify and take office within 30 days of appointment;

(B) If a member departs from the City and Borough with the intent to remain away for a period of 90 or more days;

(C) If a member submits his or her resignation to the Assembly;

(D) If a member is physically unable to attend committee meetings for a period of more than 90 days; or

(E) If a member misses more than 40 percent of the committee meetings in a 12-month period.

(3) The chair of the committee shall notify the Clerk of any vacancy on the committee. Upon notification, the Clerk shall follow the procedures for filling vacancies as outlined in the Advisory Board Rules of Procedure, as such may be amended from time to time.

(4) The committee shall meet as necessary to carry out the business of the committee but no fewer than four times per year.

Section 5. Purpose. The committee shall:

(a) Advise the City Manager on emergency management issues.

(b) Review, revise as necessary, and maintain the emergency response plan for the municipality. The plan shall meet the requirements of AS 26.23.075, and shall include:

(1) an analysis of all hazards which threaten people, property, the environment or the economy of the City and Borough, and

(2) identification of agencies and their procedures for responding to protect people, property, the environment and the economy of the City and Borough from any hazard.

(c) Collect, manage, and provide public access to information on hazardous substances and their accidental release within the municipality.

(d) Study and make recommendations on the regulation of transportation routes for hazardous substances, including an assessment of the enforcement of state and federal transportation laws, and investigation of off-loading of explosives to determine the safest way to bring them into the community.

(e) Coordinate with appropriate municipal, state and federal agencies on the collection and use of information on hazardous substances shipped to and from Juneau.

(f) Work with mining companies, the business community, and government agencies in the Juneau area to encourage their participation in the community right-to-know and chemical inventory reporting systems in accordance with the Emergency Planning and Community Right-to-Know Act of 1986.

(g) Make recommendations on the safest locations for storage and transshipment facilities for hazardous substances in the municipality, and work for more active enforcement of regulations relating to transshipment and storage of hazardous substances.

Section 6. Communication with the State Emergency Response Commission.

The City Manager shall submit this resolution, the list of nominees and their organizations, and any other documents necessary to establish and maintain the Juneau Local Emergency Planning Committee to the State Emergency Response Commission for approval.

Section 7. Approval of Bylaws. The Juneau Local Emergency Planning Committee may amend its Bylaws to be consistent with this resolution.

Section 8. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Commerce, Community,
and Economic Development**

ALCOHOL & MARIJUANA CONTROL OFFICE

550 West 7th Avenue, Suite 1600

Anchorage, AK 99501

Main: 907.269.0350

January 27, 2022

Juneau City and Borough

Via Email: beth.mcewen@juneau.org;

City.clerk@juneau.org;

di.cathcart@juneau.org

Re: Notice of 2022/2023 Liquor License Renewal Application

License Type:	Restaurant/Eating Place	License Number:	5706
Licensee:	Canton Asian Bistro LLC		
Doing Business As:	Canton Asian Bistro		

We have received a completed renewal application for the above listed license (see attached application documents) within your jurisdiction. This is the notice required under AS 04.11.480.

A local governing body may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of receipt of this notice, and by allowing the applicant a reasonable opportunity to defend the application before a meeting of the local governing body, as required by 3 AAC 304.145(d). If a protest is filed, the board will deny the application unless the board finds that the protest is arbitrary, capricious, and unreasonable.

To protest the application referenced above, please submit your written protest within 60 days, and show proof of service upon the applicant and proof that the applicant has had a reasonable opportunity to defend the application before a meeting of the local governing body.

Sincerely,

A handwritten signature in black ink, appearing to read "Glen Klinkhart".

Glen Klinkhart, Director

amco.localgovernmentonly@alaska.gov



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Commerce, Community,
and Economic Development**

ALCOHOL & MARIJUANA CONTROL OFFICE

550 West 7th Avenue, Suite 1600

Anchorage, AK 99501

Main: 907.269.0350

December 29, 2021

City and Borough of Juneau

Via Email: beth.mcewen@juneau.org; di.cathcart@juneau.org; city.clerk@juneau.org

Re: Notice of 2022/2023 Liquor License Renewal Application

License Type:	Beverage Dispensary	License Number:	772
Licensee:	AK Grizzly Bar, LLC		
Doing Business As:	AK Grizzly Bar		

We have received a completed renewal application for the above listed license (see attached application documents) within your jurisdiction. This is the notice required under AS 04.11.480.

A local governing body may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of receipt of this notice, and by allowing the applicant a reasonable opportunity to defend the application before a meeting of the local governing body, as required by 3 AAC 304.145(d). If a protest is filed, the board will deny the application unless the board finds that the protest is arbitrary, capricious, and unreasonable.

To protest the application referenced above, please submit your written protest within 60 days, and show proof of service upon the applicant and proof that the applicant has had a reasonable opportunity to defend the application before a meeting of the local governing body.

Sincerely,

A handwritten signature in black ink, appearing to read "Glen Klinkhart".

Glen Klinkhart, Director

amco.localgovernmentonly@alaska.gov



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Commerce, Community,
and Economic Development**

ALCOHOL & MARIJUANA CONTROL OFFICE
550 West 7th Avenue, Suite 1600
Anchorage, AK 99501
Main: 907.269.0350

December 29, 2021

City & Borough of Juneau

Attn: City Clerk

Via Email: mcb_notice@juneau.org

License Number:	16213
License Type:	Retail Marijuana Store
Licensee:	Alaskan Kush Company LLC
Doing Business As:	ALASKAN KUSH COMPANY
Physical Address:	159 S Franklin St Juneau, AK 99801
Designated Licensee:	Casey Wilkins
Phone Number:	907-500-7440
Email Address:	akkushcoap@gmail.com

☒ **License Renewal Application** ☐ **Endorsement Renewal Application**

AMCO has received a complete renewal application and/or endorsement renewal application for a marijuana establishment within your jurisdiction. This notice is required under 3 AAC 306.035(c)(2). Application documents will be sent to you separately via ZendTo.

To protest the approval of this application pursuant to 3 AAC 306.060, you must furnish the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of the date of this notice, and provide AMCO proof of service of the protest upon the applicant.

3 AAC 306.060 states that the board will uphold a local government protest and deny an application for a marijuana establishment license unless the board finds that a protest by a local government is arbitrary, capricious, and unreasonable. If the protest is a "conditional protest" as defined in 3 AAC 306.060(d)(2) and the application otherwise meets all the criteria set forth by the regulations, the Marijuana Control Board may approve the license renewal, but require the applicant to show to the board's satisfaction that the requirements of the local government have been met before the director issues the license.

At the May 15, 2017, Marijuana Control Board meeting, the board delegated to me the authority to approve renewal applications with no protests, objections, or notices of violation. However, if a timely protest or objection is filed for this application, or if any notices of violation have been issued for this license, the board will consider the application. In those situations, a temporary license will be issued pending board consideration.

If you have any questions, please email amco.localgovernmentonly@alaska.gov.

Sincerely,
Glen Klinkhart, Director 907-269-0350



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Commerce, Community,
and Economic Development**

ALCOHOL & MARIJUANA CONTROL OFFICE
550 West 7th Avenue, Suite 1600
Anchorage, AK 99501
Main: 907.269.0350

January 14, 2022

City & Borough of Juneau

Attn: City Clerk

Via Email: mcb_notice@juneau.org

License Number:	27531
License Type:	Standard Marijuana Cultivation Facility
Licensee:	TREE LOGIC LLC
Doing Business As:	Stoned Salmon Farms
Physical Address:	5763 Glacier Highway Juneau, AK 99801
Designated Licensee:	Casey Wilkins
Phone Number:	907-957-3877
Email Address:	alwaysredeyellc@gmail.com

☒ **License Renewal Application**

☐ **Endorsement Renewal Application**

AMCO has received a complete renewal application and/or endorsement renewal application for a marijuana establishment within your jurisdiction. This notice is required under 3 AAC 306.035(c)(2). Application documents will be sent to you separately via ZendTo.

To protest the approval of this application pursuant to 3 AAC 306.060, you must furnish the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of the date of this notice, and provide AMCO proof of service of the protest upon the applicant.

3 AAC 306.060 states that the board will uphold a local government protest and deny an application for a marijuana establishment license unless the board finds that a protest by a local government is arbitrary, capricious, and unreasonable. If the protest is a "conditional protest" as defined in 3 AAC 306.060(d)(2) and the application otherwise meets all the criteria set forth by the regulations, the Marijuana Control Board may approve the license renewal, but require the applicant to show to the board's satisfaction that the requirements of the local government have been met before the director issues the license.

At the May 15, 2017, Marijuana Control Board meeting, the board delegated to me the authority to approve renewal applications with no protests, objections, or notices of violation. However, if a timely protest or objection is filed for this application, or if any notices of violation have been issued for this license, the board will consider the application. In those situations, a temporary license will be issued pending board consideration.

If you have any questions, please email amco.localgovernmentonly@alaska.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Glen Klinkhart", written in a cursive style.

Glen Klinkhart, Director
907-269-0350

Presented by: The Manager
Introduced: February 28, 2022
Drafted by: Finance

TRANSFER REQUEST FOR THE CITY AND BOROUGH OF JUNEAU,
ALASKA

SERIAL NUMBER T-1043

It is hereby ordered by the Assembly of the City and Borough of Juneau,
Alaska, that \$100,000 be transferred:

From: CIP

F21-040	Hagevig Training Center Improvements	\$100,000
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To: CIP

F21-041	Downtown/Glacier Fire Station Mechanical/Electrical Upgrades	\$100,000
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The \$100,000 consists of:

General Sales Tax	\$100,000
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Moved and Approved this _____ day of _____, 2022.

D. Rorie Watt, City Manager

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Introduced: February 7, 2022
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(Y)

An Ordinance Appropriating \$25,000 to the Manager for a Grant to Sealaska Heritage Institute for the 2022 Celebration Event; Funding Provided by General Funds.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$25,000 for a grant to Sealaska Heritage Institute for the 2022 Celebration event.

Section 3. Source of Funds

General Funds	\$25,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
 Introduced: February 7, 2022
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(X)

An Ordinance Appropriating \$20,000,000 to the Manager for the Planning, Design, and Construction of Bond-Funded Capital Improvement Projects at Bartlett Regional Hospital, and Deappropriating \$4,000,000 from the Manager for the Crisis Stabilization Capital Improvement Project; Funding Provided by Hospital Revenue Bond Proceeds.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$20,000,000 as funding for the planning, design, and construction of the following bond-funded capital improvement projects:

B55-083	Emergency Department Addition	\$ 12,000,000
B55-080	Crisis Stabilization Center	\$ 8,000,000

Section 3. Deappropriation. There is deappropriated from the Manager the sum of \$4,000,000 for the Crisis Stabilization Capital Improvement Project.

Section 4. Source of Funds

Hospital Funds	(\$ 4,000,000)
Hospital Revenue Bond Proceeds	\$ 20,000,000

Section 5. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: COW
Presented: 2/28/2022
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2976

A Resolution Repealing and Reestablishing the Assembly Rules of Procedure.

WHEREAS, similar to the First Amendment of the U.S. Constitution, Article I § 5 (Freedom of Speech) of the Alaska Constitution states “Every person may freely speak, write, and publish on all subjects, being responsible for the abuse of that right”;

WHEREAS, similar to the First Amendment of the U.S. Constitution, Article I § 6 (Assembly; Petition) of the Alaska Constitution states “The right of the people peaceably to assembly, and to petition the government shall never be abridged”;

WHEREAS, the Ninth Circuit Court of Appeals decisions provide guidance when speech or gestures at an Assembly meeting are protected by the First Amendment;

WHEREAS, the Ninth Circuit Court of Appeals concluded that a person speaking during public comment at a city council meeting generally has strong First Amendment protections except when their speech actually “disrupts, disturbs or otherwise impedes the orderly conduct of the Council meeting,” *White v. City of Norwalk*, 900 F.2d 1421 (9th Cir. 1990);

WHEREAS, the Ninth Circuit Court of Appeals stated in *White* that “A speaker may disrupt a Council meeting by speaking too long, by being unduly repetitious, or by extended discussion of irrelevancies. The meeting is disrupted because the Council is prevented from accomplishing its business in a reasonably efficient manner.”;

WHEREAS, a public comment decorum rule may only allow “a presiding officer to eject an attendee for actually disturbing or impeding a meeting.” *Acosta v. City of Costa Mesa*, 718 F.3d 800, 815 (9th Cir. 2013); *Norse v. City of Santa Cruz*, 629 F.3d 966, 976 (9th Cir. 2010);

WHEREAS, the Ninth Circuit Court of Appeals concluded that a public comment decorum rule that simply prohibits the making of “personal, impertinent, profane, insolent, or slanderous remarks” is an unconstitutional prohibition on speech unless

that speech actually disrupts a city council meeting. *Acosta v. City of Costa Mesa*, 718 F.3d 800, 813-14 (9th Cir. 2013);

WHEREAS, the Ninth Circuit Court of Appeals concluded that police officers did not use excessive force for removing people that disrupted a city council meeting by refusing to leave—after being given a warning—that they were preventing the city council meeting from continuing. *Williamson v. City of Nat'l City*, 23 F.4th 1146 (9th Cir. 2022);

WHEREAS, given the legal precedent, the desire to protect people's rights to access their government, the desire to ensure the Assembly has clear rules for public participation, and upon balancing the interests of the community and the government, the following amendments are necessary for the orderly conduct of business at Assembly meetings.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Rules of Procedure. The following rules of procedure are adopted:

RULE 1. AGENDA.

A. Order of Business. At all regular meetings the order of business shall be:

- I. Flag Salute
- II. Land Acknowledgment
- III. Roll Call
- IV. Special Order of Business
- V. Approval of Minutes
- VI. Manager's Requests for Agenda Changes
- VII. Public Participation on Non-agenda Items (Not to Exceed a Total of 20 Minutes, Nor More than Five Minutes for Any Individual)
- VIII. Consent Agenda
 - A. Public Requests for Consent Agenda Changes, Other than Ordinances for Introduction
 - B. Assembly Requests for Consent Agenda Changes
 - C. Assembly Action
- IX. Ordinances for Public Hearing
 - A. Administrative or Committee Reports
 - B. Public Hearing
 - C. Assembly Action
- X. Unfinished Business
 - A. Administrative or Committee Reports
 - B. Public Hearing
 - C. Assembly Action
- XI. New Business
 - A. Administrative or Committee Reports

- 85 B. Public Hearing
 86 C. Assembly Action
 87 XII. Staff Reports
 88 XIII. Assembly Reports
 89 A. Mayor's Report
 90 B. Committee & Liaison Reports
 91 ~~C. Liaison Reports~~
 92 ~~DC.~~ Presiding Officer Reports
 93 XIV. Assembly Comments and Questions
 94 XV. Continuation of Public Participation on Public Participation on Non-
 95 agenda Items
 96 XVI. Executive Session
 97 XVII. Adjournment
- 98 B. Agenda Preparation. The agenda shall be prepared by the Manager subject
 99 to review and revision by the Mayor. The Mayor or the Manager shall brief the
 100 Assembly as to any revisions. Other matters may be considered under
 101 administrative reports, unfinished business, or new business as applicable.
- 102 C. Consent Agenda. The Manager shall include under the consent agenda:
 103 1. Ordinances for introduction;
 104 2. Resolutions;
 105 3. Bid awards requiring Assembly concurrence; and
 106 4. Other items requiring Assembly action which do not involve substantial
 107 public policy questions.
- 108 The Manager shall include with the agenda such supplemental material or reports
 109 as may be necessary to explain each item on the consent agenda and shall include a
 110 specific recommendation for Assembly action on each item. Material, reports, and
 111 recommendations submitted in writing to each member present and which are
 112 available for public inspection prior to the Assembly meeting need not be read aloud,
 113 but the minutes shall reflect the Manager's recommendation on each consent agenda
 114 item adopted. Upon adoption of a motion to adopt the consent agenda, all consent
 115 agenda items subject to the motion are adopted as recommended by the Manager.
 116 The motion to adopt may not be amended; provided, upon the request of any
 117 member, an item on the consent agenda shall be removed from the consent agenda
 118 and placed under the appropriate regular agenda item for Assembly action. A notice
 119 or motion for reconsideration or a motion to rescind a consent agenda motion shall
 120 contain reference to the specific consent agenda item which is the subject of the
 121 notice or motion and only that item shall be affected by the notice or motion.
 122
- 123 **RULE 2. MEETINGS.**
- 124 A. Date and Time of Regular Meetings. The Assembly shall regularly meet at
 125 7:00 p.m. every third Monday according to a schedule approved by the Assembly and
 126 published by the Clerk's office. The Assembly may by motion or otherwise change
 127 the date of a meeting as may be necessary or convenient.

128 B. Place of Regular Meetings. Regular Assembly meetings shall be held in the
 129 Assembly Chambers at the Municipal Building at 155 South Seward Street, Juneau,
 130 Alaska. However, the location of a regular meeting may be changed up to 24 hours
 131 in advance of the meeting (a) by ~~unless~~ the Assembly, at a preceding regular or
 132 special meeting ~~has~~, by motion or otherwise, ~~upon designating~~ ~~designated~~ a different
 133 place for a particular meeting; or (b) by the Mayor or any three Assemblymembers
 134 due to extenuating circumstances (i.e. public health requirement, equipment or
 135 facility problem in Assembly Chambers) to hold the meeting virtually with remote
 136 participation (i.e. video conferencing technology).

137 C. Special Meetings. Special meetings may be called and held as provided by
 138 the Charter.

139 D. Time of Adjournment. Meetings will adjourn at 11:00 p.m. unless extended
 140 by a vote of at least six members.

141 E. Public seating area. People in a meeting room must comply with all laws,
 142 including occupancy and public health requirements.

143

144 **RULE 3. ASSEMBLYMEMBER ATTENDANCE POLICY FOR REGULAR MEETINGS.**

145 A. Excused Absences. Any absence of an Assemblymember from a regular
 146 meeting of the Assembly shall be deemed to be unexcused unless the
 147 Assemblymember is absent from the meeting as a result of attending to official
 148 business on behalf of the City and Borough of Juneau, for extenuating medical
 149 reasons, or for other significant cause, in which case the absence shall be deemed to
 150 be excused.

151 B. Attendance Report. Upon request of the Human Resources Committee, the
 152 Manager shall direct the Clerk to provide to the Assembly quarterly reports on
 153 attendance at regular Assembly meetings.

154

155 **RULE 4. LEGISLATION.**

156 A. Drafting. The Attorney shall draft ordinances and resolutions

157 1. For presentation to the Assembly only

158 (a) by vote or consensus of the Assembly,

159 (b) by vote of a standing or ad hoc Assembly committee,

160 (c) by request of the Mayor, the Manager, or any member, or

161 (d) on the Attorney's own initiative to correct errors not otherwise
 162 correctable in any section or to make amendments to Title 01.45
 163 the Conflict of Interest Code, Title 01.50 the Appellate Code, Title
 164 01.60 the Regulation Procedures Code, Title 03.30 the Code
 165 Enforcement Code, Title 42 the Penal Code, or any section imposing
 166 duties on the Attorney.

167 2. For presentation to a standing or ad hoc Assembly committee only by
168 vote of the committee, request of its chair, or by direction of the
169 Assembly.

170 B. Procedure. Upon presentation of an ordinance, any member may move that
171 it be introduced and set for public hearing, referred to committee, deferred, or
172 rejected as provided in Charter section 5.3. If the motion is for referral to committee,
173 the Mayor shall refer the ordinance to the appropriate committee. The Mayor's
174 referral may be changed by a majority vote of the members of the Assembly. If the
175 motion is for introduction, the motion shall set a date for the public hearing. All
176 such motions may be amended.

177

178 **RULE 5. COMMITTEES.**

179 A. Standing Committees. The Assembly shall have the following standing
180 committees:

- 181 1. Committee of the Whole
- 182 2. Finance Committee
- 183 3. Human Resources Committee
- 184 4. Lands, Housing, and Economic Development Committee
- 185 5. Public Works and Facilities Committee
- 186 6. Joint Assembly/School Facilities Committee (per Charter 13.8)

187 Any member of the Assembly may sit with any committee at all times; such member
188 shall have the right to participate in committee discussion except that members of
189 the committee shall have priority in obtaining the floor and only committee
190 members may vote. Reasonable opportunity for the public to be heard shall be
191 allowed at committee meetings other than those designated as work sessions.

192 B. Special Committees. The Assembly shall have such special committees as
193 may be considered necessary. Special committees automatically terminate upon
194 completion of the committee's assignment.

195 C. Selection, Process and Duties of Committees of the Assembly.

196 1. Standing Committees.

197 (a) With the exception of the Committee of the Whole, the Finance
198 Committee, and the Human Resources Committee in proceedings
199 pursuant to Rule 5(C)(2)(f), there shall be not more than four
200 Assemblymembers appointed to each standing committee of the
201 Assembly. Each Assemblymember will be appointed to at least one,
202 but not more than three, standing committees, in addition to the
203 Finance Committee and the Committee of the Whole.

204 (b) Nominations for standing committee appointments and for the
205 position of chair of each such committee shall be made by the
206 Mayor, and shall be subject to ratification by the Assembly. In
207 making nominations for committee appointments, the Mayor shall
208 strive to ensure, to the extent reasonably possible, that there is a

- 209 balance and diversity of opinion, viewpoints, and perspective
 210 among the Assemblymembers nominated for committee
 211 membership, and that there is at least one Assemblymember
 212 nominated for appointment to each committee who has expertise in
 213 the areas assigned to the committee.
- 214 (c) Each year following the regular municipal election, all
 215 Assemblymembers will be given an opportunity to indicate in
 216 writing which of the standing committees they request to serve on.
 217 At least two of the nominations for appointment for each standing
 218 committee shall be made from those Assemblymembers, if any, who
 219 have requested to serve on the committee for which the
 220 appointments are to be made. The nomination for membership and
 221 chair positions shall be made by the Mayor and ratified by the
 222 Assembly within seven days of the first meeting after the
 223 certification of the regular municipal election each year. All
 224 committee members shall be appointed to serve for a term expiring
 225 upon ratification by the Assembly of the committee appointments
 226 following the next regular municipal election. All committee
 227 members serve at the pleasure of the Assembly.
- 228 (d) A standing committee may at the call of its chair or the vote of its
 229 membership take up any matter within the scope of its charge
 230 established by these rules and not pending as legislation authorized
 231 by the Assembly. Matters not within the scope of any standing
 232 committee, or within the scope of more than one standing
 233 committee shall be assigned by the Mayor.
- 234 (e) Each committee shall refer information to and coordinate activities
 235 with other appropriate committees. Issues referred to another
 236 committee and any directions to the Manager must have the
 237 concurrence of a majority of the committee members.
- 238 2. Human Resources Committee. The Human Resources Committee may
 239 take up issues relating to the health and well-being of Juneau citizens
 240 and their participation in local government. The duties of the Human
 241 Resources Committee shall include:
- 242 (a) Nominating citizens to all CBJ boards and commissions.
 243 Appointment to such bodies shall be made by the full Assembly;
- 244 (b) Making recommendations to the full Assembly regarding the
 245 issuance, renewal or transfer of liquor licenses, restaurant
 246 designation permits, and marijuana licenses;
- 247 (c) Reviewing and proposing amendments to these Rules;
- 248 (d) Reserved.
- 249 (e) Overseeing Juneau's relations with its sister cities;
- 250 (f) Membership for Certain Appointments. The Human Resources
 251 Committee shall meet as needed to recommend appointments to the
 252 Planning Commission, the Hospital Board, the Ski Area Board, the

- 253 Docks and Harbors Board, ~~and~~ the Airport Board, and the Systemic
 254 Racism Review Committee. The Mayor and all Assemblymembers
 255 shall serve as members of the Committee and the Human
 256 Resources chair shall serve as chair at these meetings.
- 257 3. Finance Committee. The Finance Committee may take up issues
 258 relevant to the fiscal status of the CBJ. The Mayor and all
 259 Assemblymembers shall serve as members of the Finance Committee.
 260 Finance Committee meetings will be conducted as work sessions unless
 261 public testimony is permitted by call of the Chair at least 24 hours in
 262 advance of the meeting. The duties of the Finance Committee shall
 263 include:
- 264 (a) Review of the Manager's proposed budget and recommendations to
 265 the Assembly for a final budget;
- 266 (b) Review of the fiscal policies of the CBJ as deemed necessary by the
 267 committee.
- 268 4. Committee of the Whole. The Committee of the Whole may take up
 269 those issues within the jurisdiction of multiple committees and those
 270 warranting detailed review prior to consideration by the Assembly. The
 271 Mayor and all Assemblymembers shall serve as members of the
 272 Committee of the Whole. Generally, the rules of the Assembly shall be
 273 followed in the Committee of the Whole, provided that, at the discretion
 274 of the chair, the rules may be relaxed and the rules relating to
 275 participation by the presiding officer and the number of times a member
 276 may speak shall not be in effect unless otherwise ordered by a majority
 277 of the committee. In preparing the committee agenda the chair shall
 278 consult with the Mayor. Committee of the Whole meetings will be
 279 conducted as work sessions unless public testimony is permitted by call
 280 of the Chair at least 24 hours in advance of the meeting.
- 281 5. Lands, Housing, and Economic Development Committee. The Lands,
 282 Housing, and Economic Development Committee may take up issues
 283 relevant to the lands, housing, economic development, water or air
 284 within the City and Borough. The duties of the Lands, Housing, and
 285 Economic Development Committee shall include recommendations to
 286 the Assembly regarding:
- 287 (a) The preparation and revision of a land management plan and the
 288 acquisition and disposal of CBJ lands;
- 289 (b) The administration of the lands fund and the mineral holdings of
 290 the CBJ;
- 291 (c) Implementation of the Long Range Waterfront Development Plan,
 292 and issues relating to use and development of the CBJ waterfront;
- 293 (d) Promotion of improved housing availability in the City and
 294 Borough; and
- 295 (e) Promotion of a vibrant and diverse local economy.

- 296 6. Public Works and Facilities Committee. The PWFC may take up issues
 297 relevant to the infrastructure of CBJ, including transportation and
 298 utilities. The duties of the PWFC shall include:
- 299 (a) Making recommendations to the Assembly regarding the capital
 300 improvement program required by Charter section 9.2 and other
 301 capital improvement plans and lists;
- 302 (b) Advising each newly elected Assembly of unfinished capital projects
 303 to be continued;
- 304 (c) Making recommendations to the Assembly regarding the
 305 preparation and revision of an areawide transportation plan;
- 306 (d) Making recommendations related to energy efficiency, renewable
 307 resources, waste reduction and recycling, global warming and green
 308 building.
- 309 7. Special Committees. Nominations for special committee appointments
 310 and the chair position of each special committee shall be made by the
 311 Mayor, and shall be subject to ratification by the Assembly. In making
 312 nominations for special committee appointments, the Mayor shall strive
 313 to ensure, to the extent reasonably possible, that there is a balance of
 314 opinion, viewpoints, and perspective among the Assemblymembers
 315 nominated for committee membership, and that there is at least one
 316 Assemblymember nominated for appointment to each such committee
 317 who has expertise in the areas assigned to the committee. All members
 318 shall serve at the pleasure of the Assembly.
- 319 D. *Reserved.*
- 320 E. Quorum of Committees. For the Committee of the Whole and the Finance
 321 Committee, a majority of the membership shall constitute a quorum. For committees
 322 with seven or eight members, four of the membership shall constitute a quorum, for
 323 committees with five or six members, three of the membership shall constitute a
 324 quorum. For committees with four or fewer members, two of the membership shall
 325 constitute a quorum for the transaction of business.
- 326 F. Voting. The minimum vote required to take official action shall be the same
 327 as that constituting a quorum; provided, however, that in the case of a tie vote, the
 328 action fails.
- 329 G. Role of Board Liaison. Board liaisons shall be recommended by the board to
 330 the Assembly for approval. Any board liaison to an Assembly committee should sit
 331 with the committee at all times. A board liaison may have the right to participate in
 332 committee discussions at the pleasure of the chair of the Assembly committee except
 333 that Assembly members of the committee shall have priority in obtaining the floor.
 334 Only Assembly members on the committee may vote.
- 335
- 336
- 337

338 **RULE 6. ASSEMBLY LIAISONS TO BOARDS AND COMMISSIONS.**

339 A. Appointment of Liaisons. The Mayor shall nominate one member of the
340 Assembly to serve as the liaison to each of the following City and Borough boards
341 and commissions:

342 Planning Commission
343 Hospital Board
344 Docks and Harbors Board
345 Airport Board
346 School Board
347 Ski Area Board
348 Aquatics Board

349 The nominations shall be subject to ratification by the Assembly. Liaisons to other
350 entities may be appointed from time to time.

351 B. Role of Assembly Liaison. Assembly liaisons serve as a link between the
352 Assembly and the board or commission to establish and maintain communication
353 between the bodies on issues, projects, and other matters of mutual concern and
354 interest. Assembly liaisons should regularly attend appointed board or commission
355 meetings. Assembly liaisons shall not have the power to vote on the board or
356 commission, and are not to be counted in determining whether a quorum of the
357 board or commission is present. An Assembly liaison may participate in board or
358 commission discussions when invited by the board chair.

359 C. Other Meetings. The Assembly encourages its members to attend meetings
360 of other boards, commissions, and citizen groups and inform the Assembly on the
361 activities of those bodies and the issues before them, as appropriate.

362

363 **RULE 7. DEBATE.**

364 A. Speaking on the Question. A member or the Manager may speak more than
365 once to the same question at the same stage of proceedings provided that priority of
366 access to the floor shall be given to members who have not spoken on the question.
367 Members shall endeavor to provide the body with relevant facts and arguments and
368 shall strive to avoid redundancy.

369 B. Asking Questions. After obtaining recognition from the chair, a member
370 may ask direct questions of another member of the Assembly or to a person
371 appearing before the Assembly. The questions should ~~may~~ not be argumentative.

372 C. Decorum. Members shall not question the motives, competency or integrity
373 of any person except as necessary to decide an appeal, personnel evaluation, contract
374 award, or other matter in which such issues are clearly relevant. The chair shall
375 admonish any member violating this rule and if violations are severe or repeated,
376 may without a vote declare a recess not to exceed ten minutes.

377

378 **RULE 8. RULES OF PUBLIC PARTICIPATION.**

379 When permitted by Rule 14, public participation during hearings on ordinances
 380 and matters other than appeals will be conducted according to the following rules,
 381 which will be posted in the Assembly Chambers and at www.juneau.org:

382 A. The hearing will be conducted by the Mayor as chair.

383 B. The Mayor will open the hearing by summarizing its purposes and
 384 reemphasizing the rules of procedure.

385 C. The Mayor may set a time limit for public testimony, for individual
 386 speakers, or both if it appears necessary to gain maximum participation and
 387 conserve time, and may for the same reason disallow all questions from the
 388 Assembly to members of the public. The time limit may be extended by a majority of
 389 the Assembly. The time limit for individual speakers shall be uniform for all
 390 speakers, and shall be strictly enforced. Speakers shall not have the right to
 391 transfer their unused time to other speakers, but the Mayor may grant additional
 392 time to a person speaking on behalf of a group. ~~present in the chambers.~~

393 D. ~~People are Citizens will be encouraged to submit written presentations and~~
 394 ~~exhibits to the Municipal Clerk and the Assembly via email~~
 395 ~~(boroughassembly@juneau.org). Material submitted to the Manager's office more~~
 396 ~~than three business days before a meeting and comprising ten pages or less will be~~
 397 ~~eligible for copying for that meeting. Material submitted less than three days before~~
 398 ~~a meeting will be distributed by the Clerk at the meeting provided that the~~
 399 ~~submission includes at least 15 copies.~~

400 E. The Mayor will set forth the item or subject to be discussed and will rule
 401 non-germane ~~speech comments~~ out of order. A member of the public may not be
 402 stopped for speaking because of the viewpoint being expressed. However, a person
 403 may be stopped for disrupting, disturbing, or impeding the meeting when speaking
 404 longer than the time limit, when being unduly repetitious, or when discussing or
 405 presenting irrelevant matters. Such non-germane speech disrupts, disturbs, or
 406 impedes public meetings when the Assembly is prevented from accomplishing its
 407 business in a reasonably efficient manner or when the speech interferes with the
 408 rights of other speakers. A person stopped for non-germane speech during a meeting
 409 is welcome to submit a writing, presentation, recording, and exhibit to the Municipal
 410 Clerk and to the Assembly via email (boroughassembly@juneau.org).

411 F. All speakers, public, and members of the Assembly will be recognized by the
 412 chair by surname.

413 G. Members of the public will precede their remarks by stating their names
 414 and, unless otherwise allowed by the Mayor, the area of town in which they reside.
 415 ~~their place of residence.~~

416 H. Members of the Assembly will not direct questions to each other or to the
 417 chair during public participation except as to the conduct of the hearing.

418 I. Members of the Assembly may direct questions to members of the public
 419 only to obtain clarification of material presented. The questions should ~~may~~ not be

420 argumentative, nor may they have the purpose or effect of unreasonably extending
421 any time limit applicable to public speakers.

422 J. The public may direct questions to the Assembly or the administration. ~~The~~
423 ~~questions may not be argumentative.~~

424 K. The public may direct questions to the chair only as it pertains to the
425 conduct of the hearing.

426 L. The Manager may participate in the same manner as the members of the
427 Assembly.

428 M. There shall be an opportunity for public participation on non-agenda items
429 at each regular meeting of the Assembly. Such public participation shall be limited
430 to no more than 20 minutes, with each speaker limited to a length of time set by the
431 Mayor not to exceed five minutes. Assemblymembers may ask questions of the
432 speaker, but should ~~shall~~ not deliberate at that time on matters raised, or answer
433 questions directed to the members.

434 N. Members of the public that want to provide oral public comment via remote
435 participation must notify the Municipal Clerk prior to the meeting (i.e. call the
436 Municipal Clerk Office or register online, when available). A person is not required
437 to notify the Municipal Clerk prior to the meeting when providing in-person oral
438 public comments.

439 O. Reasonable accommodations are available upon request. To the extent
440 allowed by law (i.e. A.S. 15.13.040 & A.S.15.13.145), a spokesperson designated by a
441 person with a disability wishing to provide oral public testimony should advise the
442 Municipal Clerk. Please contact the Clerk's office prior to any meeting, preferably 36
443 hours ahead, so arrangements can be made if other accommodation requests like
444 closed captioning or sign language interpreter services are desired. The Clerk's office
445 telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

446

447 **RULE 9. MOTIONS.**

448 A. Seconds. Seconds to motions are not required.

449 B. Renewal of Defeated Motions. Defeated motions may be renewed only under
450 suspension of the rules.

451 C. Priority of Privileged Motions. Privileged motions shall have the following
452 priority:

- 453 1. Fix time to adjourn
- 454 2. Give notice of reconsideration
- 455 3. Adjourn
- 456 4. Recess
- 457 5. Question of privilege of the body
- 458 6. Question of personal privilege

459

460

461 **RULE 10. CLERICAL ERRORS.**

462 Clerical errors that do not affect the substance of an ordinance or resolution,
463 such as errors in numbering or errors in spelling, may be corrected by the Attorney
464 upon discovery of the error.

465

466 **RULE 11. VOTE REQUIRED.**

467 The affirmative vote of five members of the Assembly shall be sufficient to take
468 any action except as otherwise provided by Charter or ordinance and except in the
469 following instances, which require the affirmative vote of at least six members:

470 A. Limiting, extending, or closing debates

471 B. Suspension of the rules

472 C. Setting of or postponement of special orders

473 D. Objection to consideration of question

474 E. Motion for immediate vote (previous question)

475 F. Rescind

476 G. To take up a motion for reconsideration at the meeting at which the action
477 to be reconsidered was taken

478

479 **RULE 12. PARLIAMENTARIAN.**

480 The Attorney shall act as the parliamentarian.

481

482 **RULE 13. SESSIONS.**

483 Each regular or special meeting of the Assembly constitutes a session for
484 purposes of the rules.

485

486 **RULE 14. PUBLIC PARTICIPATION CONFINED TO THAT AGENDA ITEM.**

487 No person except a member or the Manager may participate in Assembly
488 proceedings except as provided in the agenda item for public participation and
489 except that the Attorney or Clerk may comment on professional or procedural
490 aspects. Public participation shall be permitted on a motion to recess into executive
491 session prior to the vote on such a motion. Public participation shall be permitted on
492 all items on the agenda, except for meetings advertised as work sessions only, but
493 shall not be permitted on items before the body for information or scheduling
494 purposes except to the extent such public participation concerns scheduling only.

495

496

497

498 **RULE 15. RECONSIDERATION.**

499 A. What May Be Reconsidered. Main motions, amendments to main motions,
500 privileged motions involving substantive questions, and appeals are subject to
501 reconsideration. Procedural motions may not be reconsidered.

502 B. Who May Reconsider. Any member, whether or not that member voted on
503 the prevailing side, may give notice of or move for reconsideration.

504 C. Effect of Notice. The effect of giving notice of reconsideration is to suspend
505 all action on the subject of the notice until a motion for reconsideration is made and
506 acted upon or until the time within which the motion for reconsideration may be
507 made and acted upon has expired.

508 D. Time in Which Notice Must Be Taken Up. A notice of reconsideration
509 expires unless a motion for reconsideration is made and acted upon prior to
510 adjournment of the next regular meeting succeeding the meeting at which the action
511 to be reconsidered occurred.

512 E. Successive Reconsideration. There may be only one reconsideration even
513 though the action of the Assembly after reconsideration is opposite from the action of
514 the Assembly before reconsideration.

515 F. Precedence. A motion for reconsideration has precedence over every main
516 motion and may be taken up at any time during the meeting when there is no other
517 motion on the floor.

518 G. Effect. A motion for reconsideration completely cancels the previous vote
519 on the question to be reconsidered as though the previous vote had never been
520 taken.

521 **RULE 16. REMOTE PARTICIPATION.**

522 When a meeting is conducted entirely remotely (i.e. video conferencing
523 technology), then all members are expected to attend remotely. The following apply
524 to meetings that are held completely in-person or as a hybrid (partially in-person
525 and partially remotely):

526 A. A member may participate remotely in an Assembly meeting, or an
527 Assembly Committee meeting, if the member declares that circumstances prevent
528 physical attendance at the meeting. If the Mayor chooses to participate remotely,
529 the Deputy Mayor shall preside.

530 B. No more than the first three members to contact the Clerk regarding
531 remote participation in a particular meeting may participate remotely at any one
532 meeting.

533 C. The member shall notify the Clerk and the presiding officer, if reasonably
534 practicable, at least four hours in advance of a meeting which the member proposes
535 to attend remotely by and shall provide the physical address of the location, the
536 telephone number, and any available facsimile, email, or other document
537 transmission service.

538 D. At the meeting, the Clerk shall establish the remote connection technology
539 when the call to order is imminent.

540 E. A member participating remotely shall be counted as present for purposes
541 of quorum, discussion, and voting.

542 F. The member participating remotely shall make every effort to participate in
543 the entire meeting and must have video turned on except during breaks. From time
544 to time during the meeting the presiding officer shall confirm the connection.

545 G. The member participating remotely may ask to be recognized by the
546 presiding officer to the same extent as any other member.

547 H. To the extent reasonably practicable, the Clerk shall provide backup
548 materials to members participating remotely.

549 I. If the remote technology connection cannot be made or is made then lost,
550 the meeting shall commence or continue as scheduled and the Clerk shall attempt to
551 establish or restore the connection, provided that if the member participating
552 remotely is necessary to achieve a quorum, the meeting shall be at ease, recess, or
553 adjourn as necessary until the remote connection is established or restored.

554 J. Meeting times shall be expressed in Alaska time regardless of the time at
555 the location of any member participating remotely.

556 K. Participation remotely shall be allowed for regular, special, and committee
557 meetings of the Assembly.

558 L. Remarks by members participating remotely shall be transmitted so as to
559 be audible by all members and the public in attendance at the meeting, provided
560 that in executive session the remarks shall be audible only to those included in the
561 executive session.

562 M. Any member of the public present with the member participating remotely
563 shall be allowed to speak to the same extent the person was physically present at
564 the meeting.

565 N. As used in these rules, "remote" means any system for synchronous two-
566 way voice communication (i.e. telephone) or video conferencing technology. If a
567 member needs to participate remotely, video conferencing technology is preferred.
568 "Mayor" includes the Acting Mayor or any other member serving as chair of the
569 meeting.

570 O. Regular and special meetings of the following entities must be recorded and
571 live broadcast in a manner that is reasonably calculated to provide meaningful
572 remote public observance and participation, when allowed, of the public meeting:

- 573 i. Assembly
- 574 ii. Assembly Standing Committees
- 575 iii. Planning Commission
- 576 iv. Hospital Board
- 577 v. Docks and Harbors Board
- 578 vi. Airport Board
- 579 vii. Ski Area Board
- 580 viii. Systemic Racism Review Committee

581 Any other board, commission, or committee meeting with anticipated substantial
582 public interest should be recorded and live broadcast in a manner that is reasonably

583 calculated to provide meaningful remote public observance and participation, when
584 allowed, of the public meeting.

585 **RULE 17. ADOPTION OF ROBERT'S RULES OF ORDER.**

586 The conduct of the meetings of Assembly shall be governed by the Mayor
587 according to Robert's Rules of Order, 11th Edition, except as otherwise provided by
588 Charter, law, or these rules.

589 **Section 2. Repeal of Resolution.** Resolution No. 2949 is repealed.

590 **Section 3. Effective Date.** This resolution shall be effective at midnight
591 on February 28, 2022.

592 Adopted this ____ day of _____, 2022.

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Attest:

Beth A. Weldon, Mayor

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Introduced: February 7, 2022
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(Z)

An Ordinance Appropriating \$2,000,000 to the Manager for the Purchase of a Used Gondola for Eaglecrest Ski Area; Funding Provided by General Funds.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$2,000,000 for the purchase of a used gondola at Eaglecrest Ski Area.

Section 3. Source of Funds

General Funds	\$2,000,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: Finance Comm.
Presented: 02/07/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-13

An Ordinance Repealing the Confidentiality Provision for Real Estate Transaction Disclosures and Establishing a Penalty for Failure to Disclose a Real Estate Transaction.

WHEREAS, Ordinance 2020-47(am) was adopted on October 26, 2020, and imposed a property sale disclosure requirement, with a number of exemptions, and allowed disclosed sales records to be confidential; and

WHEREAS, the purpose of the property sale disclosure was to increase the information available to the Assessor such that assessments would more accurately reflect the full and true value of property and result in more equitable taxation between taxpayers (A.S. 29.45.110); and

WHEREAS, the confidentiality provision was added to encourage grantees/buyers to more willingly provide the property sale disclosure; and

WHEREAS, since enactment of Ordinance 2020-47(am), a substantial number of commercial property owners appealed their 2021 assessments, and the appeal proceedings identified the confidentiality provision was creating inequities between information the Assessor relied upon and information the Assessor could disclose especially considering the appeal process and assessments are public; and

WHEREAS, since enactment of Ordinance 2020-47(am), the property sale disclosure requirement did not result in a noticeable increase of sale disclosures as compared to the voluntary disclosures before enactment, and a penalty would encourage more compliance; and

WHEREAS, property sale information is not uniformly confidential and is commonly disclosed to third parties because the asking price is generally widely publicized, A.S. 40.17.040 requires the State Recorder's Office to maintain an index of property records by parcel and by grantor/grantee, lenders record deeds of trust that publically identify the loan amount, uninvolved real estate professionals have access to the actual sale price, and private appraisers commonly produce reports that include comparable property sales (*see Studley v. Alaska Public Offices Commission*, 389 P.3d 18 (AK 2017)); and

WHEREAS, upon balancing the statutory need to assess property at its full and true value, balancing the property tax inequities resulting from the lack of a sale disclosure requirement, balancing the privacy interests of people involved in property transactions, and balancing other public interests, repealing the confidentiality provision and imposing a penalty for non-disclosure results in more benefits to the community.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJC 15.05.105, Transaction disclosures, is amended as follows:

(a) *Disclosure requirement.* When a deed, contract, or other document transferring legal or equitable title to real property is presented for recording with the State of Alaska, the grantee (buyer) shall provide the assessor with a statement under signed oath by the grantee (buyer) or agent that discloses:

- (1) The names of the grantor (seller) and grantee (buyer);
- (2) The date of transfer;
- (3) The date of sale;
- (4) A legal description of the property transferred;
- (5) The actual full amount paid or to be paid for the property;
- (6) The terms of sale; and
- (7) An estimate of the value of any personal property included in the sale.

(b) *Disclosure exemptions.* The disclosure required by subsection (a) does not apply to the following:

- (1) An instrument that confirms, corrects, modifies or supplements a previously recorded instrument without added consideration;
- (2) A transfer pursuant to mergers, consolidations, or reorganizations of business entities;
- (3) A transfer by a subsidiary corporation to its parent corporation without actual consideration or in sole consideration of the cancellation or surrender of a subsidiary stock;

(4) A transfer that constitutes a gift of more than one-half of the actual value;

(5) A transfer with only nominal consideration between immediate family members.

Immediate family members are defined as mother, father, brother, sister, son, daughter, spouse, grandparent, grandchild, brother- or sister-in-law, son- or daughter-in-law, father- or mother-in-law, stepfather, stepmother, stepsister, stepbrother, stepson, and stepdaughter;

(6) An instrument the effect of which is to transfer the property to the same party; or

(7) A sale for delinquent taxes or assessments, or a sale or a transfer pursuant to a foreclosure.

(c) Reserved. *Disclosure confidentiality.* ~~The disclosure required by subsection (a) is not a public record and shall be confidential except that the disclosure required by subsection (a) shall be provided to the property owner of record and authorized agents or may be published in any appeal related to the full and true value of the property. Nothing in this subsection prevents the assessor from compiling the disclosures to determine property assessments.~~

(d) Penalty. Any person (i.e. grantee/buyer) required to disclose a property transfer under subsection 15.05.105(a) and who fails to file the disclosure with the assessor within 90 days of recording the transfer shall be subject to a civil fine as follows:

(1) \$50.00 per day.

(2) Each day that a violation continues is a separate offense.

(3) Any undisclosed property transfer required to be disclosed by subsection 15.05.105(a) (Ordinance 2020-47(am), effective date Nov. 26, 2020) accrues penalties consistent with subsection 15.05.105(d) as of the effective date of Ordinance 2022-13.

Section 3. Amendment of Section. Section 03.30.070 Violations; civil fines, is amended by adding the following:

CBJ	Type of Violation	Civil Fine
15.05.105	Real Estate Transaction Disclosure	
15.05.105(d)	Failure to Disclose within 90 days	50.00

Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.
Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Presented: 02/07/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-04

An Ordinance Amending the Parking Requirements of the Land Use Code.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJ 49.40 Parking and Traffic, Article II Parking and Loading, is repealed and reenacted to read:

ARTICLE II: PARKING AND LOADING

49.40.200 General applicability.

Developers must provide off-street parking spaces for automobiles in accordance with the requirements set forth in this chapter at the time any structure is erected, expanded, or when there is a change in the principal use.

(a) Special Parking Areas.

- (1) *Town Center Parking Area.* The Town Center Parking Area, as depicted in Ordinance 2022-04 is adopted. The Town Center Parking Area consists of the lots within the area bound by West Tenth Street, Egan Drive, West Twelfth Street, D Street, West Ninth Street, C Street and its projection, West Eight Street and its

projection, the rear lot lines of property between 370 through Distin Avenue, Sixth Street and its projection, Harris Street, projection of Third Street, projection of East Street, projection of Second Street, projection of Harris Street, the rear lot lines of property between 143 and 400 Gastineau Avenue, the rear lot lines of property between 511 and 889 South Franklin Street, and Gastineau Channel.

(2) *No Parking Required Area.* The No Parking Required Area, as depicted in Ordinance 2022-04 is adopted. The lots within the area bound by Gastineau Avenue, Second Street, Seward Street, Egan Drive, Ferry Way, South Franklin Street, and Layton Way are excluded from the parking requirements of this chapter. No additional parking is required for development in this area.

(b) *Conforming parking.* The requirements, alternatives and reductions of this chapter can be combined to meet parking requirements of a development.

(c) *Developer responsibility.* Developer must submit documentation to demonstrate that applicable parking code requirements have been met, in conformance with this chapter.

(d) *Owner/occupant responsibility.* The provision and maintenance of off-street parking and loading spaces required in this chapter is a continuing obligation and joint responsibility of the owner and occupants.

(e) *Determination.* The determination of whether the parking requirements of this chapter are satisfied, with or without conditions, and deemed necessary for consistency with this title, must be made by:

- (1) The director for minor development;
- (2) The commission for major development; or

(3) The commission if the development application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.

(f) *Expansion.* In cases of expansion of a structure on or after the effective date of Ordinance 2022-04,

(1) The number of additional off-street parking spaces required must be based on the gross floor area added.

(2) No additional parking spaces are required if the additional spaces would amount to less than ten percent of the total required for the development and amount to two or less spaces.

(3) For phased expansion, the required off-street parking spaces is the amount required for the completed development, as determined by the director.

(g) *Change in use.* In cases of a change in use on or after the effective date of Ordinance 2022-04, the number of spaces required will be based on this chapter.

(h) *Replacement and reconstruction of certain nonconforming structures.* Off-street parking requirements for the replacement and reconstruction of certain nonconforming structures in residential districts must be governed by chapter 49.30.

(i) *Mixed occupancy.* Mixed occupancy is when two or more of the parking uses in 49.40.210 share the same lot(s). For mixed occupancy, the total requirement for off-street parking facilities is the sum of the requirements for the uses computed separately.

(j) *Uses not specified.* The requirements for off-street parking in 49.20.320 are based on the requirements for the most comparable use specified, as determined by the director for minor development or by the commission for major development.

(k) *Location.* Off-street parking facilities must be located as provided in this chapter. If a distance is specified, such distance is the walking distance measured from the building being served to the parking provision. Off-street parking facilities for:

- (1) Single-family dwellings and duplexes must be on the same lot as the building served;
- (2) Multifamily dwellings may not be more than 100 feet distant, unless compliant with section 49.40.215; and
- (3) Uses other than those specified above, may be not more than 500 feet distant, unless compliant with section 49.40.215.

(l) *Off-street parking requirements for a lot accessible by air or water only.* Off-street parking requirements do not apply to a lot if it is accessible only by air or water. If the director determines that public access by automobile to the lot later becomes available, the owner of the property must be given notice and within one year must provide the required off-street parking.

49.40.210 Number of off-street parking spaces required.

(a) *General.* The minimum number of off-street parking spaces required must be as set forth in the following table. The number of spaces must be calculated and rounded down to the nearest whole number:

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
Single-family and duplex	2 per each dwelling unit	1 per each dwelling unit
Multifamily units	1 per one bedroom unit	0.4 per one bedroom unit
	1.5 per two bedroom unit	0.6 per two bedroom unit
	2.0 per three or more bedroom unit	0.8 per three or more bedroom unit
Roominghouse, boardinghouse, single-room occupancies with	1 per 2 bedrooms	1 per 5 bedrooms

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
shared facilities, bed and breakfast, halfway house, and group home		
Single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities	1 per 5 single-room occupancies, plus 1 per each increment of ten single-room occupancies with private facilities.
Accessory apartment	1 per each unit	0 per each unit
Motel	1 per each unit in the motel	1 per each 12 units in the motel
Hotel	1 per each four units	1 per each 12 units
Hospital and nursing home	2 per bed OR one per 400 square feet of gross floor area	2 per bed OR one per 400 square feet of gross floor area
Senior housing	0.6 parking spaces per dwelling unit	0.3 spaces per dwelling unit
Assisted living facility	0.4 parking spaces per maximum number of residents	0.4 parking spaces per maximum number of residents
Sobering center	1 parking space per 12 beds	2 parking spaces
Theater	1 for each four seats	1 for each 10 seats
Church, auditorium, and similar enclosed places of assembly	1 for each four seats in the auditorium	1 for each 10 seats in the auditorium
Bowling alley	3 per alley	1.2 per alley
Bank, office, retail commercial, salon and spa	1 per 300 square feet of gross floor area	1 per 750 square feet of gross floor area
Medical or dental clinic	1 per 200 square feet of gross floor area	1 per 400 square feet of gross floor area
Funeral Home	1 per six seats based on maximum seating capacity in main auditorium	1 per 15 seats based on maximum seating capacity in main auditorium
Warehouse, storage, and wholesale businesses	1 per 1,000 square feet of gross floor area	1 per 2,500 square feet of gross floor area
Restaurant and alcoholic beverage dispensary	1 per 200 square feet of gross floor area	1 per 750 square feet of gross floor area
Swimming pool serving general public	1 per four persons based on pool capacity	1 per 10 persons based on pool capacity
Shopping center and mall	1 per 300 square feet of gross leasable floor area	1 per 750 square feet of gross floor area
Convenience store	49.65 Article V	1 per 750 square feet of gross floor area
Watercraft moorage	1 per three moorage stalls	2 per 15 moorage stalls
Manufacturing uses; research, testing and processing, assembling, industry	1 per 1,000 square feet gross floor area except that office space must provide parking as required for offices	1 per 2,500 square feet gross floor area except that office space must provide parking as provided for offices.
Library and museum	1 per 600 square feet gross floor area	1 per 1,500 square feet of gross floor area

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
School, elementary	2 per classroom	2 per classroom
Middle school or junior high	1.5 per classroom	1.5 per classroom
High school	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom
College, main campus	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater
College, satellite facilities	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater
Repair/service station	5 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked parking configuration.	3 spaces per bay. All but two of the required non-accessible parking spaces may be in a stacked configuration.
Post office	1 per 200 square feet gross floor area	1 per 500 square feet of floor area.
Childcare Home	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Childcare Center	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Indoor sports facilities, gyms	1 per 300 square feet gross floor area	1 per 750 square feet gross floor area
Mobile Food Vendors	No parking requirement	No parking requirement.
Open air food service (TPU 8.3)	1 per 400 square feet of gross floor area.	Zero

(b) *Accessible parking spaces.* Accessible parking spaces must be provided as part of the required off-street parking spaces, according to the following table (Table 49.40.210(b)). Except, Accessible parking spaces are not required for residential uses that require fewer than ten parking spaces and there are no visitor parking spaces.

Table 49.40.210(b)	
Total Parking Spaces in Lot	Required Minimum Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total spaces
1,001 and over	20 plus 1 space for each 100 spaces over 1100 total spaces in lot

(c) *Facility loading spaces.* In addition to the required off-street parking requirements, a development must provide loading spaces as set forth in the following table:

Use	Gross Floor Area in Square Feet		Loading Space Required
	All other areas	Town Center Parking District	
Motels and hotels	5,000—29,999	6,000-60,000	1
	30,000—60,000		2
	Each additional 30,000	Each additional 30,000	1

	Gross Floor Area in Square Feet		
Use	All other areas	Town Center Parking District	Loading Space Required
Commercial	5,000—24,999	6,000-50,000	1
	25,000—50,000		2
	Each additional 30,000	Each additional 30,000	1
Industrial, manufacturing, warehousing, storage, and processing	5,000—24,999	6,000-50,000	1
	25,000—50,000		2
	Each additional 30,000	Each additional 30,000	1
Hospital	5,000—40,000	6,000-40,000	1
	Each additional 40,000	Each additional 40,000	1
School	For every two school buses		1
Home for the aged, convalescent home, correctional institution	More than 25 beds		1

49.40.215 Parking alternatives.

Parking alternatives are methods of accommodating required parking without building parking on site. A developer may apply for one or more parking alternatives. Parking alternatives may be combined with approved reductions.

(a) *Joint use.* Joint use occurs when the same off-street parking space is used to meet the parking requirement of different uses at different times. Joint use of off-street parking spaces may be authorized when the developer demonstrates there is no substantial conflict in the principal operating hours of the structures and uses involved and subject to the following requirements:

- (1) Any structure or use sharing the off-street parking facilities of another structure or use must be located within 500 feet of such parking facilities, unless a lesser radius is identified in this chapter. A developer may apply to provide off-street parking in an area greater than 500 feet distant, if approved by the commission.
- (2) The developer demonstrates with appropriate analysis or data that there is no substantial conflict in the principal operating hours of the structures or users for which joint use of off-street parking facilities is proposed.

The developer must present to the director a written instrument, proposed by the parties concerned, providing for joint use of off-street parking facilities. Upon approval by the director, such instrument must be recorded by the developer and documentation of recording provided to the director.

(b) *Loading spaces off-site.* The required loading space(s) may be met by an alternative private off-site loading parking space, if the alternate space is determined by the director of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(k).

49.40.220 Parking reductions.

A parking reduction reduces the required off-street parking spaces for a development. A developer may apply for one or more parking reductions. Accessible parking spaces must not be

reduced and must be provided in accordance with subsection 49.40.210(b). Loading spaces must not be reduced and must be provided in accordance with subsection 49.40.210(c).

(a) *Parking waivers.* The required number of parking spaces required by this chapter may be reduced if the requirements of this section are met.

(1) *Standards.* Any waiver granted under this section must be in writing and must include the following required findings and any conditions, such as public amenities, imposed by the director or commission that are consistent with the purpose of this title:

- (A) The effect of granting a waiver would result in more benefits than detriments to the neighboring area and community as a whole as identified by the comprehensive plan; and
- (B) The effect of granting a waiver will not materially endanger public health, safety, or welfare.

(2) *Relevant information.* The following information may be relevant for the director or commission's review:

- (A) Analysis or data relevant to the intended use and related parking demands.
- (B) Provision for alternative transportation.
- (C) Traffic mitigation measures supported by industry standards.
- (D) Bicycle and pedestrian amenities.

(3) *Applications.* Applications for parking waivers must be on a form specified by the director and must be accompanied by a one-time fee as provided in 49.85.

(4) *Public notice.* The director must mail notice of any complete parking waiver application to the owners of record of property located within a 250-foot radius of

the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications should be made concurrently in accordance with CBJ 49.15.230.

(5) *Expiration.* An approved parking waiver expires upon a change in use.

(b) *Town Center Parking Area, Fee-In-Lieu of off-street parking spaces.* In the Town Center Parking Area, a developer may pay a one-time fee in lieu of providing off-street parking spaces to satisfy the minimum parking requirements of this chapter. Fee in lieu can be used in any combination with other parking provisions of this chapter. Any fee in lieu due must be paid in full prior to the issuance of a temporary certificate of occupancy.

49.40.225 Dimensions and signage for Required Off-Street Parking Spaces.

(a) *Standard spaces.*

(1) Except as provided in this section, each standard parking space must consist of a generally rectangular area at least 8½ feet by 17 feet. Lines demarcating parking spaces may be drawn at any angle to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.

(2) Spaces parallel to the curb must be no less than 22 feet by 6½ feet.

(b) *Accessible spaces.*

(1) Each accessible parking space must consist of a generally rectangular area at least 13 feet by 17 feet, including an access aisle of at least 5 feet by 17 feet. Two accessible parking spaces may share a common access aisle.

(2) One in every eight accessible parking spaces, but not less than one, must be served by an access aisle with a width of at least eight feet and must be designated “van-accessible.”

(3) Accessible parking spaces must be designated as reserved by a sign showing the symbol of accessibility. "Van-accessible" parking spaces must have an additional sign designating the parking space as "van-accessible" mounted below the symbol of accessibility. A sign must be located so it cannot be obscured by a vehicle parked in the space.

(4) Access aisles for accessible parking spaces must be located on the shortest accessible route of travel from parking area to an accessible entrance.

(c) *Facility loading spaces.*

(1) Each off-street loading space must be not less than 30 feet by 12 feet, must have an unobstructed height of 14 feet 6 inches, and must be permanently available for loading.

49.40.230 Parking area and site circulation review procedures.

(a) *Purpose.* The purpose of these review procedures is to ensure that proposed parking and related site access areas provide for adequate vehicular and pedestrian access and circulation; that parking spaces are usable, safe, and conveniently arranged; that sufficient consideration has been given to off-street loading and unloading; and that the parking area will be properly drained, lighted, and landscaped.

(b) *Plan submittal.* Development applications must include plans for parking and loading spaces. Major development applications must include plans prepared by a professional engineer or architect. These plans may be part of a plan submission prepared in conjunction with the required review of another aspect of the proposed development.

(1) *Contents.* The plans must contain the following information:

- (A) Parking and loading space plans drawn to scale and adequate to show clearly the circulation pattern and parking area function;
- (B) Existing and proposed parking and loading spaces with dimensions, traffic patterns, access aisles, and curb radii;
- (C) Improvements including roads, curbs, bumpers and sidewalks indicated with cross sections, designs, details, and dimensions;
- (D) A parking schedule indicating the number of parking spaces required, the number provided, and how such calculations were determined;
- (E) Topography showing existing and proposed contour intervals; and
- (F) Landscaping, lighting and sign details, if not provided in conjunction with the required review of another aspect of the proposed development.

(2) *Waiver of information.* The director may waive submission of any required exhibits.

(c) *Review procedure.* Plans must be reviewed and approved according to the procedures of this chapter and chapter 49.15.

(d) *Public improvements required.* As a condition of plan approval, the department may require a bond approved as to form by the municipal attorney for the purpose of ensuring the installation of off-site public improvements. As a condition of plan approval, the applicant is required to pay the cost of providing reasonable and necessary public improvements located outside the property limits of the development but necessitated by construction or improvements within such development.

49.40.230 Parking and circulation standards.

(a) *Purpose.* Provisions for pedestrian and vehicular traffic movement within and adjacent to the site must address layout of parking areas, off-street loading and unloading needs, and the

movement of people, goods, and vehicles from access roads, within the site, and between buildings and vehicles. Parking areas must be landscaped and must feature safely-arranged parking spaces.

(b) *Off-street parking and loading spaces; design standards.*

- (1) Access. There must be adequate ingress and egress from parking spaces. The required width of access drives for driveways must be determined as part of plan review depending on use, topography and similar considerations.
- (2) Size of aisles. The width of aisles providing direct access to individual parking stalls must be in accordance with the following table. Other angles may be approved by the director that satisfy the needs of this chapter.

Parking Angle	0°	30°	45°	60°	90°
One-way traffic aisle width	13'	11'	13'	18'	24'
Two-way traffic aisle width	19'	20'	21'	23'	24'

- (3) Location in different zones. No access drive, driveway or other means of ingress or egress may be located in any residential zone if it provides access to uses other than those permitted in such residential zone.
- (4) Sidewalks and curbing. Sidewalks must be provided with a minimum width of four feet of passable area and must be raised six inches or more above the parking area except when crossing streets or driveways. Guardrails and wheel stops permanently anchored to the ground must be provided in appropriate locations. Parked vehicles

must not overhang or extend over sidewalk areas, unless an additional sidewalk width of two feet is provided to accommodate such overhang.

(5) Stacked parking. Stacked parking spaces may only be counted as required parking spaces for single-family residences, duplexes, and as otherwise specified for specific uses. In the case of single-family residences and duplexes with or without accessory uses and child care homes in a residential district, only a single parking space per dwelling unit may be a stacked parking space.

(6) Back-out parking. Parking space aisles must provide adequate space for turning and maneuvering on-site to prevent back-out parking onto a right-of-way. If the director or the commission, when the commission has authority, determines back-out parking would not unreasonably interfere with the public health and safety of the parking space aisles and adjacent right-of-way traffic, back-out parking is allowed in the following circumstance:

- (A) In the case of single-family dwellings and duplexes with or without accessory uses located in residential and rural reserve zoning districts;
- (B) Where the right-of-way is an alley; or
- (C) In the case of a child care home in a residential district.

(c) *Drainage.*

(1) Parking areas must be suitably drained.

(2) Off-site drainage facilities and structures requiring expansion, modification, or reconstruction in part or in whole as the result of the proposed development must be subject to off-site improvement requirements and standards as established by the city.

(d) *Lighting.* Parking areas must be suitably lighted. Lighting fixtures must be “full cutoff” styles that direct light only onto the subject parcel.

(e) *Markings and access.* Parking stalls, driveways, aisles and emergency access areas and routes must be clearly marked.

(f) *General circulation and parking design.*

(1) Parking space allocations must be oriented to specific buildings. Parking areas must be linked by walkways to the buildings they serve.

(2) Where pedestrians must cross service roads or access roads to reach parking areas, crosswalks must be clearly designated by pavement markings or signs. Crosswalk surfaces must be raised slightly to designate them to drivers, unless drainage problems would result.

Section 3. Amendment of Section. CBJ 49.65.530 Standards, is amended to read:

49.65.530 Standards.

(a) Stores may be approved in each of the areas shown on the convenience store use area maps A—B.

(b) Video rentals, a laundromat, and an automatic teller machine may be permitted as accessory uses. Automobile fuel sales may be permitted as an accessory use in locations with adequate space for queuing. The retail area for liquor sales may occupy no more than 50 percent of the gross floor area. Automotive service and exterior merchandising shall not be permitted. Drive-up window service may be permitted only if vehicle queues will not extend into adjacent streets.

(c) Except as authorized by the bonus provisions of this article, gross floor area shall be limited to 3,000 square feet.

(d) Vehicle access must be directly from an arterial or collector, and not from a local street.

(e) Height shall be limited to one story except that a second story may be allowed for residential use and for accessory office and storage uses, provided that any storage use must relate directly to the primary permitted use.

(f) The site perimeter and parking area shall be landscaped and screened with live material installed within ten months of the date of final construction permit approval or issuance of a certificate of occupancy, whichever is the later. The commission may authorize a bond or other security or collateral required pursuant to CBJ 49.15.330(g)(5) a provision specifying that the bond shall be forfeited if landscaping is not complete by the time required or if any plants dying within one year of installation are not replaced. Development abutting a lot zoned for residential use shall include landscaped strips or landscape boxes at least five feet wide unless the applicant demonstrates that a narrower landscape strip meets the intent of this section. The strips shall be covered with ground cover and shall be maintained throughout the year such that:

- (1) On a property line shared with the residential lot the strip shall include a continuous shrub screen, fence, or both, six feet high and 95% opaque. The screen shall include one tree at least six feet high at installation per 30 lineal feet;
- (2) On a property line adjacent to a street the strip shall include a continuous low shrub screen on a berm or other raised facility which is at least five feet wide, landscaped at a slope not greater than the natural angle of repose, and consistent with sight distance requirements for vehicle egress. The strip width may be reduced

to not less than 18 inches to accommodate planter boxes and sight obscuring fences.

The screen shall include one tree per 30 lineal feet;

- (3) On all other property lines except those along driveways the strip shall include a continuous low shrub screen with one tree per 30 lineal feet at least six feet high at installation.

- (g) Outside of the Town Center Parking Area, the minimum off-street parking requirement shall be one space per 250 square feet of gross floor area.

- (h) Exterior bear-resistant public litter cans shall be provided.

- (i) The exterior building appearance, including siding, roofline, windows, paint colors, and building massing shall be compatible on all sides with surrounding uses.

- (j) Exterior lighting may not shed light or glare above the roofline of the building or beyond the property line of the site.

- (k) The building shall be set back from any property line shared with a residentially zoned parcel by a distance of 20 feet or the distance required by the underlying zoning district, whichever is greater.

- (l) No more than 80 percent of the lot shall be covered by an impervious surface.

- (m) The layout of the store shall provide for views from the cash register of bicycle racks, telephones, seating areas, and other exterior public amenities.

- (n) The parking lot shall be paved and striped with spaces and a circulation pattern.

- (o) Headlight glare shall not be permitted onto residentially-zoned lots adjacent to the site.

- (p) Liquor sales shall not be permitted from drive-in window(s).

Section 4. Amendment of Section. CBJ 49.80.120 Definitions, is amended to include the following new definitions in alphabetical order, to read:

49.80.120 Definitions.

The following words, terms and phrases, when used in this title, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

...

Mobile food vendor means a type of food service that is located in a vehicle, trailer or cart, and is capable of moving easily daily. Unless a push cart, these units must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

...

Open air food service means a food service located in a structure or area that does not have a permanent means of heat. (Note that woodstoves are not considered a permanent means of heat by the building code official). The director can extend the operation period for cause, such as extended tourist season, community event, or emergency provisions.

...

Walking distance is the distance measured by the shortest route, using pedestrian facilities, from the public entrance of the building in which a use occurs to the outer boundaries of another use.

...

Section 5. Amendment of Section. Section 49.85.100 is amended to read:

49.85.100 Generally.

Processing fees are established for each development, platting and other land use action in accordance with the following schedule. If a public notice sign is required by the director, the fee is \$150 for the first sign, and \$25 for each additional sign. One hundred dollars of the sign fee can be refunded if the sign is returned within two (2) weeks of the decision being issued.

...

(21) Parking waiver, \$400. If the application is filed in conjunction with a major development permit the fee shall be reduced by 20 percent.

(22) Fee in lieu, \$10,000 per off-street parking space required.

Section 6. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

AME20210003

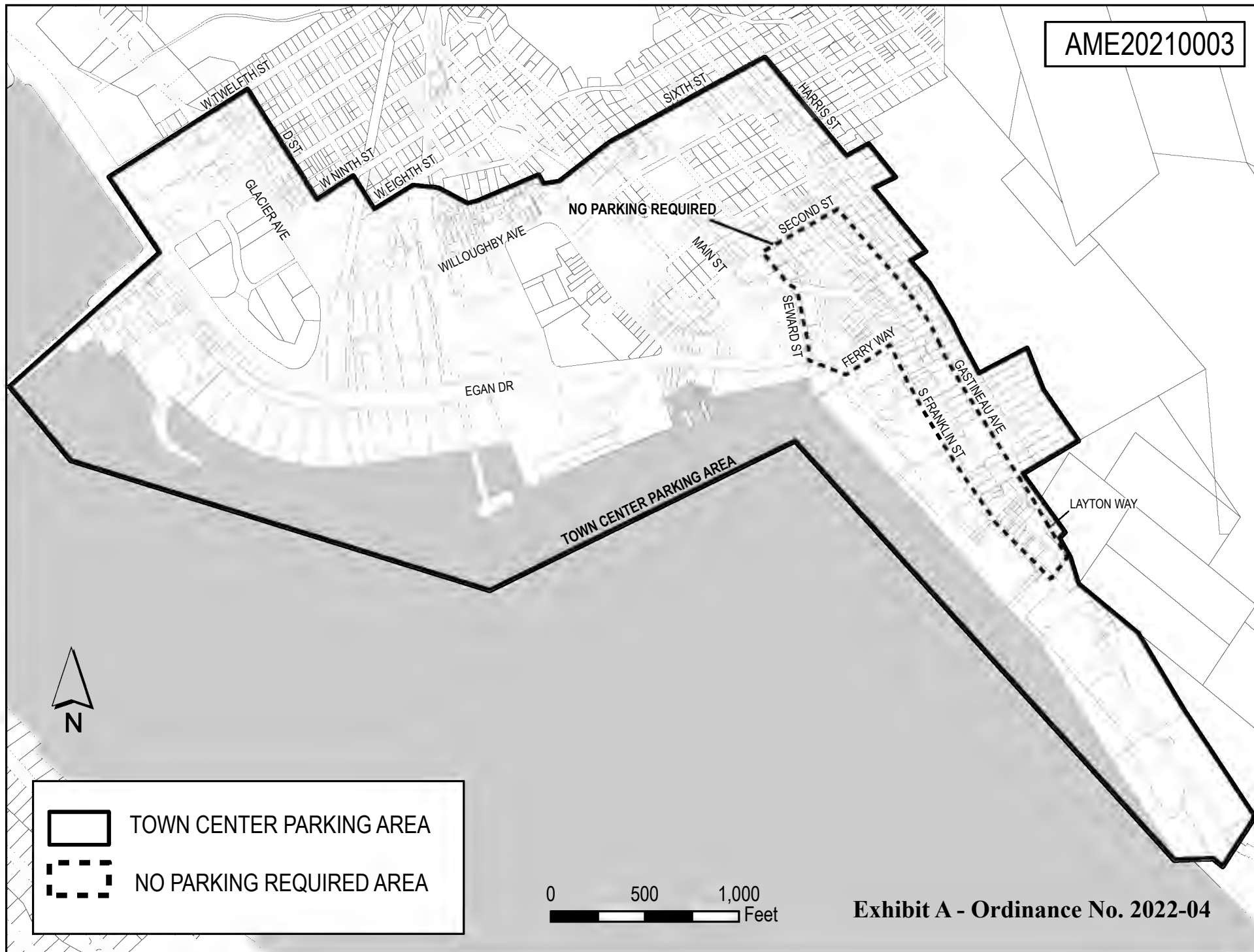


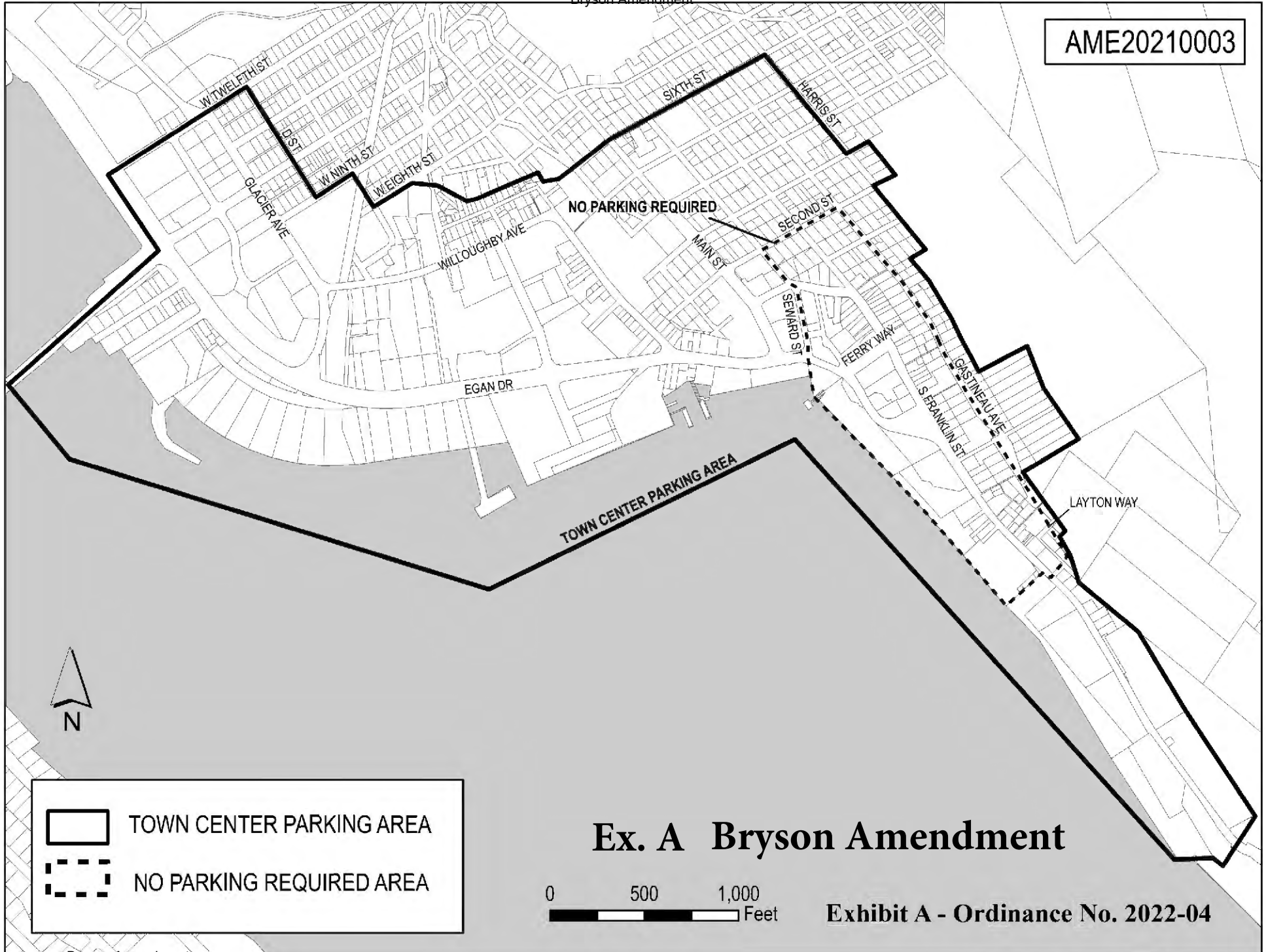
Exhibit A - Ordinance No. 2022-04

Ord 2022-04 Amendment _____ (via Assemblymember Bryson)

Motion: I move to amend Ordinance 2022-04 as follows (two parts), which would extend the No Parking Required Area down South Franklin about two blocks:

1. Amend 42.40.200(a)(2), lines 7-12 of page 2 of the ordinance:
“(2) *No Parking Required Area.* The No Parking Required Area, as depicted in Ordinance 2022-04 is adopted. The lots within the area bound by Gastineau Avenue, Second Street, Seward Street, Gastineau Channel ~~Egan Drive, Ferry Way~~, 490 South Franklin Street, and Layton Way are excluded from the parking requirements of this chapter. No additional parking is required for development in this area.”
2. Amend Exhibit A of Ordinance as depicted in the “Bryson Amendment”

AME20210003



Presented by: The Manager
Presented: 02/07/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-11

**An Ordinance Amending the Street Vending Requirements of Title 62
Regarding Parking.**

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJC 62.10.050 Street vending; permit required, is amended at subsection (e), to read:

62.10.050 Street vending; permit required.

...

(e) Vending carts and vending vehicles may not be located in any on-street vehicle parking space in the No Parking Requirement Area (NPRA) ~~PD-2-zoning~~ parking district. Carts and vehicles with a valid permit may park in a single space within the Town Center Parking Area ~~PD-1-zoning~~ parking district or outside the NPRA ~~PD-2-zoning~~ parking district. The manager may place additional parking and location restrictions on a permit if the manager determines that the size, location, and operation of the cart or vehicle will create a safety hazard. Overnight parking is prohibited.

...

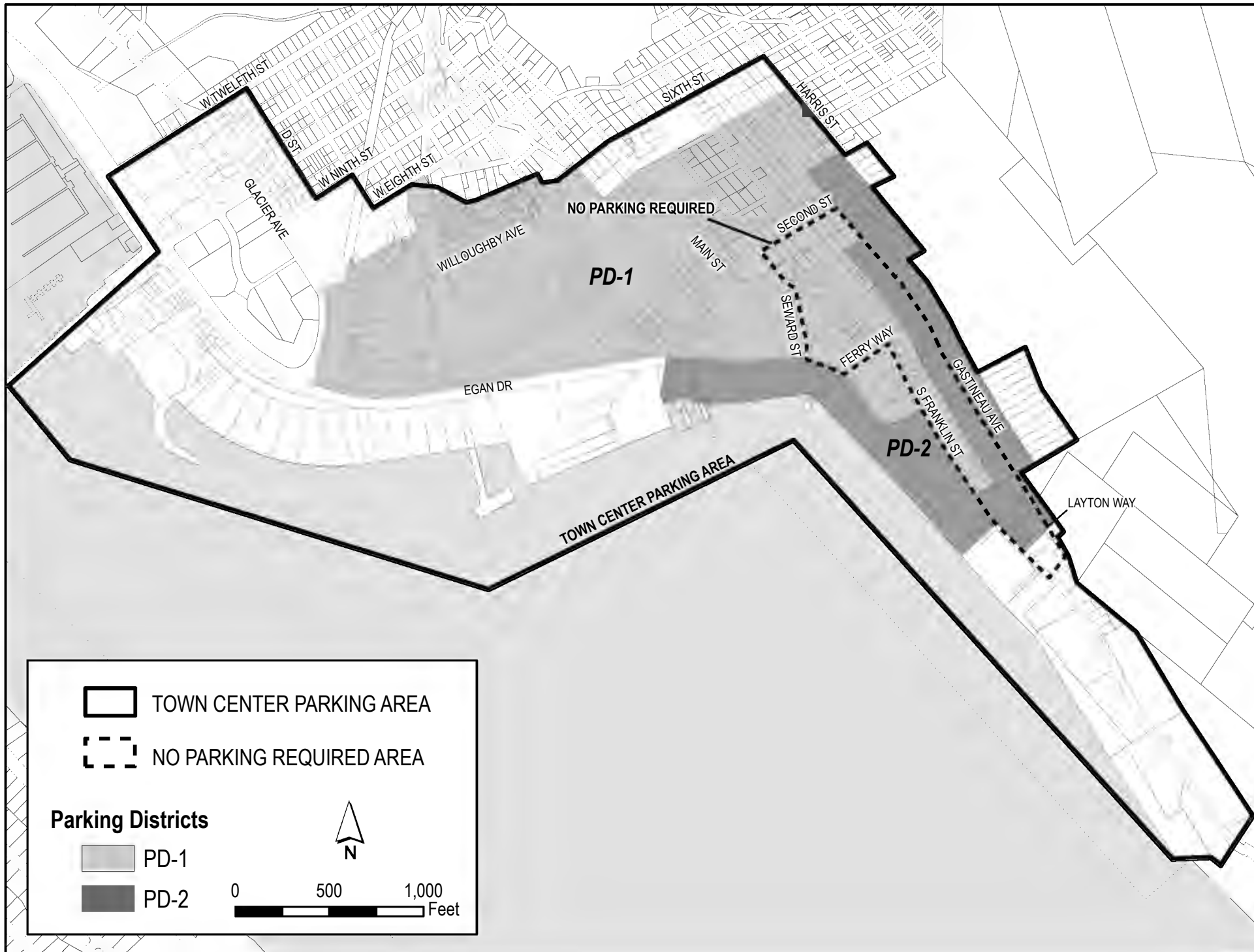
Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



Presented by: The Manager

Presented: 02/07/2022

Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-10

An Ordinance Amending the Land Use Code Regarding Marijuana Establishment Requirements.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJC 49.65.1245 Marijuana establishment conditional use permits, is amended to read:

49.65.1245 Marijuana establishment conditional use permits.

(a) In addition to the permit application and supporting materials required by CBJ 49.15.330(c), an applicant for a conditional use permit for a marijuana establishment must submit the following additional materials:

- (1) A site plan of all buildings on the property where the marijuana use will be located, including, but not limited to: A floor plan showing how the floor space is or will be used to include, but not limited to, restricted access areas and the total floor area of the building(s);
- (2) A security plan indicating how the applicant will comply with the requirements imposed by state law;

- 1 (3) A waste disposal plan indicating how the applicant will comply with the
2 requirements imposed by state law;
- 3 (4) A screening plan illustrating the applicants compliance with AS 17.38.070 making
4 it unlawful to display marijuana or marijuana products in a manner that is visible
5 to the general public from a public right-of-way;
- 6 (5) If the establishment is to be served by a private septic system, certification from a
7 registered, qualified engineer licensed by the State of Alaska that the system has
8 adequate capacity for the proposed use, or will with improvements;
- 9 (6) Marijuana cultivation facility license applicants must provide a ventilation and
10 filtration plan describing the systems that will be used to ensure compliance with
11 CBJ 49.65.1260 and whether the applicant intends on using carbon dioxide. The
12 applicant shall specify if carbon dioxide enrichment will be used in cultivation and
13 by what means the carbon dioxide will be produced. Plans should indicate the
14 storage area for fuels used to produce carbon dioxide;
- 15 (7) Marijuana product manufacturing facility license applicants, marijuana cultivation
16 facility license applicants, and marijuana testing facility license applicants must
17 specify all means to be used for cultivating, growing, extracting, heating, washing
18 or otherwise changing the form of the marijuana plant, along with proposed
19 ventilation and safety measures to be implemented for each process;
- 20 (8) Marijuana cultivation facility license applicants and marijuana product
21 manufacturing facility license applicants must specify the methods to be used to
22 prevent the growth of harmful mold and compliance with limitations on discharge
23 into the wastewater system; and
24
25

(9) Any additional documentation determined by the director to be necessary for the commission to make a decision whether to approve or deny the permit, or approve with conditions, to ensure compliance with this chapter or CBJ 49.15.330(f).

(b) If a licensee desires to modify the licensed premises by changes to equipment, increased use, such as in accordance with an approved state license endorsement, or any approved plan, an amendment to the original application and required fee shall be submitted for review and approval.

(c) In addition to any conditions imposed under CBJ 49.15.330(g), the commission may impose any conditions necessary to ensure compliance with this chapter or state law or designed to mitigate impacts of the development on surrounding residences.

(d) The commission shall impose as a condition of any permit issued by the commission under this title a requirement that the applicant submit a complete copy of the applicant's approved state license application to the department for review prior to operating. If the director determines there are substantive inconsistencies between the state license application and the conditional use permit application, the commission shall review the development for consistency with this title.

(e) Conditional use permits issued to marijuana establishments shall expire 180 days after issuance if (i) the developer takes action consistent with an intent to abandon the conditional use permit or (ii) the developer ceased operating the marijuana establishment and has not substantially restarted operations. Determination of expiration shall be made by the director and supported by written findings. An expiration determination may be reconsidered within 20 days of the date of the determination.

(1) A director's determination of abandonment is rebuttable and may be overcome upon a finding that the information submitted establishes all of the following:

- (A) The developer has been maintaining the land and structure(s) in accordance with applicable building, fire, and other codes and regulations;
- (B) The developer has been maintaining or pursuing applicable permits and licenses;
- (C) The developer has filed applicable taxes and documents; and
- (D) The developer has been engaged in activities that are consistent with or would affirmatively prove there was no intent to abandon, such as actively and continuously marketing the land, business, or structure for sale or lease.

- (2) The burden of proof for overcoming a presumption of abandonment is on the developer.

~~Conditional use permits issued to marijuana establishments under this chapter shall be subject to review by the commission every five years from the date of issuance. Such review shall be subject to CBJ 49.15.330 except that the commission may only amend or add conditions if necessary to ensure compliance with this title. If an appeal challenging the amendments to a conditional use permit is filed, the new conditions shall be stayed and the existing permit shall govern the operations of the marijuana establishment until the conclusion of the appeal. The scope of review on appeal is restricted solely to the amended conditions.~~

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Attest:

Beth A. Weldon, Mayor

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
 Introduced: February 7, 2022
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-08(b)(am)(W)

An Ordinance Transferring \$720,000 from CIP B55-078 RRC Detox Additions, CIP B55-082 Hospital Deferred Maintenance, and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-141 Hospital Drive and Site Improvements.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Transfer of Appropriation. It is hereby ordered by the Assembly of the City and Borough of Juneau, Alaska, that \$720,000 be transferred:

From: CIP

B55-082	Hospital Deferred Maintenance	(\$ 580,000)
W75-061	Douglas Hwy. Water – David to I St.	(\$ 120,000)
B55-078	RRC Detox Addition	(\$ 20,000)

To: CIP

R72-141	Hospital Drive and Site Improvements	\$ 720,000
---------	--------------------------------------	------------

Section 3. Source of Funds.

Hospital Funds	\$ 600,000
Water Funds	\$ 120,000

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



MEMORANDUM

DATE: February 24, 2022

TO: Borough Assembly

FROM: Alexandra Pierce, Tourism Manager

SUBJECT: Long Range Waterfront Plan Amendment Update

This memo provides some context around the recent dialogue regarding the Long Range Waterfront Plan, the public process, and a larger picture of complex and related issues. Public comments from the January 11 public meeting can be found at juneau.org/tourism. A recording of the meeting can be found at <https://youtu.be/phuKrsLCyDk>.

Public Process & Discussion of Assembly Questions

The Visitor Industry Task Force (VITF) discussed the Subport dock concept at length and recommended approval with eight criteria. It was noted at the COW meeting that the Subport proposal was not an original VITF charging question. Early on in the process the VITF determined that it was appropriate and necessary to make a recommendation on the dock proposal. The purpose of the task force was to convene a group of stakeholders informed on the visitor industry, give them all available context for decision making, and ask them to make recommendations on a range of issues with public input. Members of the public who testified before the task force did so trusting that their input would be carried forward through future public processes. Additionally, the draft Blueprint Downtown area plan defers to and supports the VITF outcomes. Therefore, staff believes that the VITF recommendation is a critical consideration for the Assembly. This recommendation should be treated with the same weight as a CBJ advisory committee recommendation.

CBJ contracted McKinley Research to conduct a public survey in 2021. Respondents to the random sample, statistically valid phone survey were asked whether they support development of a large cruise ship dock at the Subport. 56% of respondents were supportive or very supportive, 33% were opposed or very opposed, 10% replied that they don't know. Because of the random sample methodology, the survey data is a gauge of community opinion. The original survey from the LRWP in 2003 was not a random sample survey. As decision makers, we hear a lot from engaged citizens. This is a positive thing, but it is sometimes difficult to accurately gauge broader public perception. Random sample surveys are valuable tools to more accurately gauge community attitudes on a given issue. We believe that the

survey should be treated as a form of public comment; the purpose of public comment and the survey is the same – find out what the public thinks.

CBJ staff held a public meeting on January 11, 2022, presented the proposed amendment, took questions, and requested public comments via email by January 31. There were 50 people in attendance. The public comments received are linked above. There are a few common themes in the comments that represent some misconceptions that should be clarified.

There is a perception that this is a binary decision between a marina and a cruise ship dock. When the LRWP was developed in 2004, future ownership of the Subport was uncertain. All other parts of the plan consider the land ownership in the area and plan accordingly. In modifying the LRWP, CBJ staff is suggesting that it remains important to consider land ownership in infrastructure planning.

The LRWP amendment criteria are written with the notion that future amendments to the Plan would create the opportunity for a cruise ship dock at the Subport. The amendment criteria on Page 63 state, *“...amendments to the Long Range Waterfront Plan, including the addition of cruise ship docks, should be approved only after undergoing a process similar to that which was undertaken during the development of the plan. Specifically public workshops identifying the need for the facility and development of alternatives that mitigate the negative impacts identified in the Community opinion survey should be held.”* As envisioned in 2004, this process was begun by the Visitor Industry Task Force and the outcome was eight recommended criteria for development of an additional dock, which are included in the proposed amendment. Further public process, including surveys and meetings, meet the requirements of the amendment criteria.

Additionally, there is a persistent criticism that by approving this amendment, the Assembly would be pandering to the cruise industry. The VITF was presented with a great deal of background information on Juneau’s history of working to mitigate the impacts of tourism. We have general consensus that the community’s hospitality is the industry’s product, tourism is a significant and valuable part of our local economy, and unmitigated growth is unacceptable. The decision on constructing a dock to replace Juneau’s anchorage is a small piece within a larger local and regional discussion on mitigation, limits, and infrastructure improvements and does not necessarily translate to increased visitation.

Another perception worth addressing is the idea that hot berthing is beneficial to the business community and should be supported. We have heard differing information from local tour operators and business owners. Their concern is that the passengers are rushed while in town and despite a high volume and turnover, merchants see reduced sales on hot berthing days.

The Committee of the Whole expressed an interest in progress on the MOA with CLIAA and on the proposed five ship limit. CBJ is reviewing revised MOA language and we believe it will be signed shortly. Also, staff is researching legislative options and other communities’ models for creating limits and will report back on findings. Establishing a five ship limit is critical for managing our port, both in terms of volume and operations, and ensures that the recommendations of the VITF, Blueprint Downtown, and the LRWP are properly implemented.

Next Steps

At the January 24, 2022 Committee of the Whole, the Assembly moved to add an opportunity for public testimony at an upcoming meeting prior to a public hearing and vote on the amendment. This testimony is scheduled for February 28, 2022. The public hearing will be held on March 14, 2022.

Presented by: The Manager
Presented: 02/07/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-12

An Ordinance Amending the Comprehensive Plan Related to the Long Range Waterfront Plan.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJC 49.05.200 Comprehensive plan, is amended to read:

49.05.200 Comprehensive plan.

(a) The City and Borough Comprehensive Plan is designed to lessen congestion in the streets; secure safety from fire, panic, and other dangers; promote health and the general welfare; provide adequate light and air; prevent the overcrowding of land; avoid undue concentration of population; and facilitate adequate and cost-effective provision for transportation, water, sewerage, schools, parks, and other public requirements.

(b) The comprehensive plan adopted by the assembly by ordinance contains the policies that guide and direct public and private land use activities in the City and Borough. The implementation of such policies includes the adoption of ordinances in this title. Where there is a conflict between the comprehensive plan and any ordinance adopted under or pursuant to this title, such ordinance shall take precedence over the comprehensive plan.

- (1) Plan adopted. There is adopted as the comprehensive plan of the City and Borough of Juneau, that publication titled The Comprehensive Plan of the City and Borough of Juneau, Alaska, 2013 Update, including the following additions:

...

- (C) The Long Range Waterfront Plan for the City and Borough of Juneau, dated January 22, 2004, as amended including by Ordinance 2022-12;

...

Section 3. Amendment of Long Range Waterfront Plan. The Long Range Waterfront Plan, CBJC 49.05.200(b)(1)(C), is amended to read as follows:

- (a) **Page 47. Amend the text of Section 3.3 Area B: Subport as follows:**

...

Upon adoption of Ordinance 2022-12, the CBJ Assembly amended the tidelands portion of Area B (Figure 33, B2) to allow for creation of a dock facility capable of accommodating one large cruise ship as well as docking facilities for government agencies, like the U.S. Coast Guard and NOAA vessels. Criteria for this development is described in Appendix B. All other Area B recommendations and design criteria remain unchanged, including uplands development and park facilities. ~~This Subport plan also retains its maritime roots, offering facilities for local and transient vessels and small cruise vessels at the Gold Creek Marina facility (see Figure 33, Feature B2). The Plan calls for the creation of a floating marina facility capable of accommodating forty five, 50 to 60 foot vessels and upwards of 60, 20 to 30 foot vessels. Also provided is a +/- 1,000 foot floating exterior dock designed to support operations by small cruise ships, large transit yachts, visiting military vessels, and other vessels contributing to an~~

~~active and diverse working waterfront.~~ Located to the north of this facility is the proposed Gold Creek Waterfront Park, a new, two acre recreational area oriented to families and children (see Figure 33, Feature B1). Gold Creek Park provides an important area attraction and asset as well as a visual and functional transition point into Downtown.

...

Page 47. Repeal and replace Figure 33: Area B (Overall) 2025 Concept Plan as follows:



(Existing) ~~Figure 33~~



(New) Figure 33

(b) Page 41. Amend the text of Section 3.1 Long Range Plan Overview as follows:

...

- **Expanded Recreation and Open Space Area.** The Plan supports substantial expansion of recreation and open space areas through the creation of a 1.8 mile coastal seawalk running the length of Juneau's Downtown waterfront. The seawalk is accentuated by a series of parks, each a special destination for active and passive recreational pursuits. A total of 6.1 net new acres of recreation and open spaces

stretching from the Juneau-Douglas Bridge to the South Franklin Street Dock is provided in the Plan. Increased water recreation areas are also offered, including the introduction of ~~two~~ new marina facilities, small boat and kayaking zones, and an environmental education/enhancement area.

...

(c) Page 50. Amend the text of Section 3.3 Area B: Subport as follows:

...

- **Transparency and Views.** Views along the internal streets of the Subport should be preserved, with consideration provided to use the public area, and building façade articulation to accentuate view corridors and anchor visual interest in key locations. Views from the Gold Creek Park across the ~~marina and~~ Gold Creek Protection Zone should also be maintained.

...

(d) Pages 68-69. Amend Table 8: Long Range Waterfront Master Plan: Near-, Mid-, and Long-Term Development Initiatives Master Sheet as described below and depicted in Exhibit A:

- (1) Strike NT15,
- (2) Strike MT6,
- (3) Amend MT7, and
- (4) Amend MT9.

(e) After Page 77. Insert Appendix B as described below:

Appendix B – 2022 Amendment to Area B

This amendment applies only to the tidelands portion of Area B: Subport to allow a large cruise ship dock that accommodates one large cruise ship and provides moorage for government agencies like the Coast Guard and NOAA vessels. The LRWP Concept Plan for the uplands portions of Area B remains unchanged. In 2011, the Subport property was rezoned to Mixed Use 2 per the LRWP's guidance.

The 2022 amendments are described in Ordinance 2022-12.

This amendment discusses the criteria developing Area B, especially the criteria for constructing a fifth cruise ship dock at the Subport established by the CBJ Visitor Industry Task Force (VITF) in 2020. It is important to note that many of these criteria apply to the uplands portion of Area B and are excluded from the amendment. The upland provisions in the LRWP are valid and appropriate to this new tidelands use. However, the uplands-related criteria in both the LRWP and VITF final report are related to managing the impacts of a large cruise ship dock and the associated increase in pedestrian and bus traffic and should be considered strong recommendations for uplands development. Criteria excluded from this amendment are identified below.

VITF Recommendation on LRWP Update

The VITF considered whether the CBJ should undertake a complete update to the LRWP. It was determined that the CBJ Assembly should not prioritize a LRWP complete update and should instead maintain focus on better tourism management. It was determined that an amendment to the tidelands portion of Area B was warranted with the below criteria and the CBJ should continue to implement the existing plan, prioritizing Seawalk development.

VITF Criteria for Subport Dock Construction

In 2020, the CBJ VITF established the following criteria for constructing a cruise ship dock at the Subport. This amendment supports the VITF's criteria and any application for development needs to be evaluated consistent with the following:

1. One larger ship per day using one side of the facility;
2. Maximum of five larger ships in port per day;
3. No hot berthing at the new facility;
4. No larger ships allowed to anchor as the sixth ship in town. Larger ships may anchor but the number of larger ships in port would still be limited to five (CBJ to consider legal ramifications of limiting size of ships at anchor);
5. CBJ manages dock to some extent through a public private partnership or management agreement;
6. Dock is electrified;

The following criteria are related to uplands development and remain strong recommendations for uplands-related proposals:

7. High quality uplands development for community and visitors;
8. Year round development orientation.

Long Range Waterfront Plan Amendment Criteria

Section 3.9 of the LRWP establishes a framework for amendment, presented below. The manner in which each component is addressed is described in italics:

It is important that Long Range Waterfront Plan—which is a product of an extensive and thorough public process—maintain a substantial commitment for its implementation from the community. Therefore, amendments to the Long Range Waterfront Plan, including the addition of cruise ship docks, should be approved only after undergoing a process similar to that which was undertaken during the development of the Plan. Specifically, public workshops identifying need for the facility and development of alternatives that mitigate negative impacts identified in the Community opinion survey should be held.

On behalf of CBJ, McKinley Research (formerly McDowell Group) conducted a statistically valid public opinion survey of Juneau residents in October 2021. It found that 56% of Juneau residents were supportive or very supportive of constructing a large cruise ship dock at the Subport and 33% were opposed or very opposed. 10% of respondents didn't know if they were supportive or opposed. Furthermore, those that said they were opposed or very opposed to a subport dock were asked whether a list of factors would increase their level of support:

- 1. A cap of five large ships per day in Juneau's harbor: 42% yes, 54% no*
- 2. Public park: 40% yes, 55% no*
- 3. Interpretive ocean center: 38% yes, 53% no*
- 4. Seawalk connection: 34% yes, 53% no*
- 5. Shore power: 33% yes, 59% no*
- 6. Housing: 27% yes, 63% no*
- 7. Underground parking: 26% yes, 68% no*
- 8. Retail and restaurants: 21% yes, 76% no*

In addition to the survey, the Visitor Industry Task Force took public testimony on tourism issues and received over 200 comments. A cruise ship dock at the subport was a major topic of discussion.

The CBJ conducted public meetings on this amendment on the following dates [insert].

With respect to cruise ship traffic, which impacts the entire City and Borough, the Assembly concludes:

- 1. No cruise ship berthing or lightering facility should occur within the City and Borough outside of the area encompassed by the plan, before adoption of the borough-wide study of cruise ship alternatives or January 2007, whichever occurs first.
Accomplished by time-frame*
- 2. The capacity within the area encompassed by the plan should not exceed five large ships (greater than 750 feet in length) whether at berth or at anchor.*

Included in VITF criteria above. The 2021 survey also supports a maximum of five ships per day in Juneau's harbor. The United States Coast Guard has not yet made a formal determination that a new dock would preclude a sixth ship at anchor.

3. In addition, any proposals to develop additional berths within the area encompassed by the plan should include a design for the dock and related facilities that address the following issues with regard to the specific site and also in the context of the entire downtown waterfront planning area:
 - a. Impacts to navigation and anchorage in Juneau Harbor.
Criteria for development, evaluated through Conditional Use Permit process
 - b. Impacts to view planes.
Criteria for development, evaluated through Conditional Use Permit process
 - c. Environmental impacts, including consideration of shore power to mitigate potential air pollution.
Criteria for development, evaluated through Conditional Use Permit process. Shore power is included in the VITF criteria above.

The following criteria are related to uplands development and remain strong recommendations for uplands-related proposals:

- d. Vehicular Traffic, including necessary signalization.
- e. Staging for buses and other tour vehicles in the most efficient manner possible to provide for diverse use of uplands.
- f. Pedestrian access.
- g. Sidewalks.
- h. Extension of Seawalk from downtown to the proposed dock.
- i. Extension of bus shuttle service.

Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

No.	Category	Priority	Project	Description	Responsibility	Funding Source	Duration**	Critical Path	Est. Project Cost*
NT15	Study	High	Gold Creek Marina Design and Permitting	Design Gold Creek Marina and obtain regulatory permits.	CBJ	CBJ/Port Revenues	12 Months	none	\$ 225,000
MT6	Project	High	Gold Creek Marina Development	Creation of a 80-105 vessel marina and 1,000 foot floating exterior dock. Project includes dredging, with fill used for creation of Gold Creek Park and uplands for Subport Phase 2 development.	CBJ	CBJ/Port Revenues	30 Months	NT15	TBD
MT7	Project	High	Gold Creek Park Development	Creation of a 2 acre park adjacent to the Subport Gold Creek Marina and Egan Drive. Project includes all programmed park facilities as well as the Seawalk linkage from the Subport to Gold Creek.	CBJ	CBJ/Port Revenues	12 Months	NT15	TBD
MT9	Project	High	Subport Interior Access Roads and On-Street Parking Facilities	Extend internal street network and parking facilities into the Subport Phase 2 and Gold Creek Marina development.	Private (Subport Developer) / CBJ	CBJ / Private (Subport Developer)	12 Months	NT18, Parallel to MT8, 10	\$ 550,000

REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Amendment of Title 05, Chapter 15 FEES AND CHARGES

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS:

Section 1. Authority. These regulations are adopted pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100.

Section 2. Amendment of Section. 05 CBJAC 15.030 is amended to read:

05 CBJAC 15.030 Dockage Charges.

- (a) *Definition.* The charge assessed to vessels for berthing at the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float (IVF), the Port Field Office Float (PFO), and the Inside of the Cruise Ship Terminal (ICT)
- (b) *Basis for computing charges.* Dockage charges are assessed upon length-over-all (LOA) of the vessel. Length-over-all is defined as the linear distance, in feet, from the forward most part at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel.

Length-over-all of the vessel, as published in "Lloyd's Register of Shipping" will be used and, when not published, the Port reserves the right to measure the vessel or obtain the length-over-all from the vessel's register.

- (c) *Dockage period; how calculated.* The period of time which dockage will be assessed shall commence when the vessel is made fast to an allocated berth or moored, or comes within a slip and shall continue until such vessel casts off and has vacated the position allocated. All time is counted and no deductions shall be allowed because of weather or other conditions, except when the Port Director provides for such allowance for good cause shown.
- (d) *Charges when a vessel shifts to different berth.* When a vessel is shifted directly from one position to another berth or slip, the total time at such berths or slips will be considered together when computing the dockage or charge.
- (e) *From May 1 to September 30, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f) and (h), will be assessed for each 24-hour period or portion thereof as follows:*
 - (1) ~~\$1.50~~ \$3.00 per foot for vessels less than 65 feet in length overall;
 - (2) ~~\$2.50~~ \$5.00 per foot for vessels with a length overall from 65 feet up to 200 feet; and

- (3) \$3.00 per foot for vessels greater than or equal to 200 feet in length overall.
- (f) From May 1 to September 30, fishing vessels will be assessed dockage at ~~\$0.75~~ \$1.50 per foot of length overall for each 24-hour period or portion thereof, except there will be no charge to vessels staging to offload at Taku Dock, provided the duration of staging is less than four hours.
- (g) From October 1 to April 30, dockage will be assessed as set out in 05 CBJAC 20.030 and 05 CBJAC 20.040.
- (h) From May 1 to September 30, vessels loading passengers as part of a for-hire tour or experience with a duration less than 24 hours shall comply with the requirements set out in 05 CBJAC 20.080(c) and shall pay passenger-for-hire fees as set out in 05 CBJAC 20.080(d).
- (i) *Dockage specials.* The Docks and Harbors Board may after public hearing establish special and promotional rates of a temporary nature in order to encourage use of facilities, to respond to unusual economic circumstances, or to promote revenue development.

Section 3. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on January 31, 2022, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchtyl
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Its consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

Robert H Palmer III
Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

Elizabeth J. McEwen, Clerk

Filing with Clerk

I certify, as the Clerk of the City and Borough of Juneau, that the following statements are true:

- (1) These regulations were accepted for filing by the office of the clerk at ____:____ a.m./p.m. on the _____ day of _____, _____.
- (2) After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
- (3) A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
- (4) Effective date: _____.

Date: _____

Elizabeth J. McEwen, Clerk

REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Amendment of Title 05, Chapters 15, 20, 30 & 40

FEES AND CHARGES – APPLICATION OF CONSUMER PRICE INDEX

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS:

Section 1. Authority. These regulations are adopted pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100.

Section 2. Amendment of Section. 05 CBJAC 15.030 is amended to read:

05 CBJAC 15.030 Dockage charges.

...

- (j) CPI Adjustment. For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 3. Amendment of Section. 05 CBJAC 15.040 is amended to read:

05 CBJAC 15.040 Port maintenance fee.

...

- (f) CPI Adjustment. For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 4. Amendment of Section. 05 CBJAC 15.060 is amended to read:

05 CBJAC 15.060 Vessel lightering fee.

...

- (f) CPI Adjustment. For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 5. Amendment of Section. 05 CBJAC 15.080 is amended to read:

05 CBJAC 15.080 Loading permit fee.

...

- (d) CPI Adjustment. For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 6. Amendment of Section. 05 CBJAC 15.110 is amended to read:

05 CBJAC 15.110 Boom truck usage fee.

...

- (c) CPI Adjustment. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 7. Amendment of Section. 05 CBJAC 20.020 is amended to read:

05 CBJAC 20.020 Special annual moorage fee for skiffs.

- (a) An owner with an open-hulled vessel 21 feet or less in length, excluding engines, may apply to the Harbormaster for moorage in the limited access areas of Aurora Harbor, Don D. Statter Harbor Facility, and Mike Pusich Douglas Harbor. The Harbormaster will assign moorage in these areas on a first-come, first-serve basis. If assigned moorage by the Harbormaster, all requirements pertaining to annual moorage apply, except the annual moorage fee that the owner shall pay.
- (b) The annual moorage fee shall be \$300.00 per calendar year (January 1 through December 31).

- (c) *CPI Adjustment.* The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 8. Amendment of Section. 05 CBJAC 20.030 is amended to read:

05 CBJAC 20.030 Daily moorage fees.

...

- (d) *Daily moorage fees.* Except as provided for reserved daily moorage, daily moorage fees will be assessed for each 24-hour period or portion thereof as follows:
- (1) From July 1, 2021 ~~2013~~ through June 30, 2022 ~~2014~~, \$0.58 ~~\$0.53~~ per foot; and
 - (2) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.
 - ~~(2) — Each moorage year after June 30, 2013, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest cent, unless the docks and harbors board takes action to keep the fee the same as the previous year.~~

Section 9. Amendment of Section. 05 CBJAC 20.035 is amended to read:

05 CBJAC 20.035 Monthly moorage fees.

...

- (d) *Monthly moorage fee.* Monthly moorage fees will be assessed for each calendar month or portion thereof as follows:
- (1) *Downtown harbors.* From July 1, 2021 ~~2016~~ to June 30, 2022 ~~2017~~: \$4.40 ~~\$4.25~~ per foot.
 - (2) *Statter Harbor.* From July 1, 2021 ~~2016~~ to June 30, 2022 ~~2017~~: \$7.30 ~~\$7.15~~ per foot.

- (e) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.
- (e) ~~*Moorage fee adjustment.* Each moorage year, beginning July 1, 2017, the moorage rates at the Statter and Downtown Harbors will be adjusted by an amount equal to the change in the Downtown harbors moorage rate when adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the moorage year, rounded to the nearest five cents, unless the Docks and Harbors Board takes action to keep the fee the same as the previous year.~~

Section 10. Amendment of Section. 05 CBJAC 20.045 is amended to read:

05 CBJAC 20.045 Fee for tenders.

...

- (d) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 11. Amendment of Section. 05 CBJAC 20.050 is amended to read:

05 CBJAC 20.050 Residence surcharge.

...

- (e) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 12. Amendment of Section. 05 CBJAC 20.060 is amended to read:

05 CBJAC 20.060 Recreational boat launch fees.

...

- (i) *CPI Adjustment.* The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 13. Amendment of Section. 05 CBJAC 20.070 is amended to read:

05 CBJAC 20.070 Fees for commercial use of boat launches.

...

- (f) *CPI Adjustment.* The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 14. Amendment of Section. 05 CBJAC 20.080 is amended to read:

05 CBJAC 20.080 Passenger-for-hire fee.

...

- (d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:
 - (1) Calendar year 2022 permit: \$569.80 per vessel plus \$1.65 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
 - (2) Each calendar year after 2022, a fee equal to the previous year's fee adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the ~~moorage year~~ seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.
- (e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:

- (1) Calendar year 2022 permit: \$171.60 per vessel plus \$1.65 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
- (2) Each calendar year after 2022, a fee equal to the previous year's fee adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the ~~moorage year~~ seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.
- (3) No charge for non-profit use when approved by the Harbormaster on a case-by case basis.

Section 15. Amendment of Section. 05 CBJAC 20.090 is amended to read:

05 CBJAC 20.090 Statter Boat Harbor Lower Parking Lot permit fee.

...

- (d) CPI Adjustment. The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 16. Amendment of Section. 05 CBJAC 20.100 is amended to read:

05 CBJAC 20.100 Grid usage fees.

...

- (e) CPI Adjustment. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 17. Amendment of Section. 05 CBJAC 20.110 is amended to read:

05 CBJAC 20.110 Crane use fees.

...

- (d) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 18. Amendment of Section. 05 CBJAC 20.130 is amended to read:

05 CBJAC 20.130 Storage fees.

...

- (d) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 19. Amendment of Section. 05 CBJAC 20.140 is amended to read:

05 CBJAC 20.140 Staff labor fees

...

- (4) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 20. Amendment of Section. 05 CBJAC 20.150 is amended to read:

05 CBJAC 20.150 Reserved moorage waitlist fee.

- (a) A person applying for placement on the reserved moorage waitlist shall pay an initial sign-up fee of \$50.00 and an annual fee of \$10.00 payable by March 1 of each year that the person wishes to remain on the waitlist.
- (b) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 21. Amendment of Section. 05 CBJAC 20.210 is amended to read:

05 CBJAC 20.210 Auke Bay Loading Facility—Float Moorage.

- (a) The fee to use the Auke Bay Loading Facility Float shall be as follows:
- (1) No cost for the first two hours using the float.
 - (2) \$0.75 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.
 - (3) \$1.50 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.
 - (4) \$3.00 per linear foot per calendar day for using the float for seven calendar days or more.
- (b) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 22. Amendment of Section. 05 CBJAC 20.220 is amended to read:

05 CBJAC 20.220 Auke Bay Loading Facility Float—Mechanical Work Zone.

- (a) The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:
- (1) \$0.75 per linear foot per calendar day for the first three days.
 - (2) \$1.50 per linear foot per calendar day for days four through seven.
 - (3) \$3.00 per linear foot per calendar day in excess of seven days.
- (b) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 23. Amendment of Section. 05 CBJAC 30.010 is amended to read:

05 CBJAC 30.010 Shorepower access fees.

...

- (i) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

~~Shorepower cost adjustment. The shorepower access fees should be reviewed and adjusted annually.~~

Section 24. Amendment of Section. 05 CBJAC 40.010 is amended to read:

05 CBJAC 40.010 General moorage management policy

...

- (i) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 25. Amendment of Section. 05 CBJAC 40.065 is amended to read:

05 CBJAC 40.065 Vessel anchoring requirements.

...

- (e) CPI Adjustment. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 26. Notice of Proposed Adoption of a Regulation.

The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on February 3, 2022, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchytel
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Its consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

Benjamin Brown
Assistant Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____
Elizabeth J. McEwen, Clerk

Filing with Clerk

I certify, as the Clerk of the City and Borough of Juneau, that the following statements are true:

- (1) These regulations were accepted for filing by the office of the clerk at ____:____ a.m./p.m. on the _____ day of _____, _____.
- (2) After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
- (3) A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
- (4) Effective date: _____.

Date: _____
Elizabeth J. McEwen, Clerk

EAGLECREST SKI AREA



ORDINANCE 2021-08(b)(am)(Z) INFORMATION PACKET



1: INTRODUCTION

EXECUTIVE SUMMARY





Gondola Information Packet for Ordinance 2021-08(b)(am)(Z)

DATE: February 27th 2022

TO: CBJ Assembly

FROM: Dave Scanlan, General Manager Eaglecrest Ski Area

SUBJECT: Gondola Information Packet for Ordinance 2021-08(b)(am)(Z)

Greetings CBJ Assembly Members,

We are grateful to have been given the opportunity to present you with a very unique opportunity to provide a pathway forward to execute on concepts that have been contemplated in Eaglecrest Planning documents for nearly 40 years. Moving forward with a major shift in the way Eaglecrest operates brings up many questions and should be carefully considered. The current approach to summer development and growth and sustainability of our winter experience has the unique ability to allow CBJ / Eaglecrest to continue to maintain control and guidance over the future operations without the necessity for a large corporate partner. Our original development plans from 2019, with a much higher development cost, would likely have necessitated an outside financial partner as well as requiring much higher visitation to hit breakeven case.

In the pages below you will find our technical information on the Gondola that is currently available for purchase from Galsterberg Ski Area in Austria through the company Pro-Alpin and BRC Lifts. You will find a qualifications letter from Pro-Alpin and BRC lifts as well as a list of projects that Pro-Alpin has completed. The SE Group, our previous Ski Area Master Planning firm, has also provided an analysis and opinion letter. SCJ Alliance, ski lift engineering company, has provided an opinion letter about the expected installation costs, preliminary design criteria and potential hourly capacity that can be achieved through the retrofitted installation at Eaglecrest. They have also been able to make a determination that the motor room, or drive terminal, will be able to be located at the bottom of the Gondola, which will allow for easy connection into AELP grid power, negating the need for Diesel Generation.

The next segment provides survey results from various planning documents and public outreach that have been done over the last decade that all point to the same finding that the community would like to see expanded activities at Eaglecrest. Also included is a map, all the way back to a 1983 Master Plan, that shows a future ski lift placement in the exact location that we are currently contemplating.

In the Financial Analysis section, you will find a narrative summary of the preferred development alternative that would have Eaglecrest / CBJ owning and operating the Gondola, Mountain Coaster, Food Service and a Retail Shop. Also provided is a financial analysis of an

alternative business case that would have CBJ / Eaglecrest only owning and operating the Gondola with all other activities being run by private concessionaires. The Juneau Economic Development Council performed a review of the full development financial case and provided a memo of their finding. The Public Works department was asked to review construction costs and provide recommendations into reasonableness of our construction costs. Their recommendations have been taken into account and included in the capital costs that are provided in the financial modeling.

Eaglecrest has been pursuing various grant funds through the EDA to assist with funding the various stages of this project. An Environmental Analysis and completion of the EDA Environmental Narrative Questionnaire is necessary to meet NEPA requirements and receive Federal Grant Funds. Cox Environmental has been working on this document, which is included for review and reference.

The final section includes letters of support from companies that are existing concessionaires, have connections to the tour industry or are engaged with other important community groups. I know the Assembly has been receiving many meaningful letters of support and I wanted to highlight a select few here.

We appreciate the daunting task in front of the Assembly, as you chart the pathway forward, leading the community out of the effects of the Pandemic, weighing the myriad of beneficial project ideas that all have large funding needs. We appreciate the consideration of how Eaglecrest development can fit into larger community goals and potentially bring added value and solutions to wider ranging problems within the community.

How does this tie to Eaglecrest? Mountain Resort Communities around the world, use close proximity to recreation and ski area infrastructure, as drivers of their economies. Since the Pandemic, with the ability to remote work, mountain towns have seen an explosion of interest. It would be reasonable to assume that a vibrant four season Eaglecrest will have the ability to attract middle age working class families to want to move to Juneau and fill the plethora employment opportunities currently available. I am sure you all have read countless emails over the last 10 days from people that are either for or against this Eaglecrest Expansion that talk about the fact that Eaglecrest is the reason why they moved to Juneau and choose to stay living here.

Investment in Eaglecrest has the ability to pay incremental dividends directly and indirectly through all aspects of Juneau's economy. I thank you again for the opportunity to bring this project to you for consideration and appreciate all of the support that the Assembly continues to provide to Eaglecrest.

Respectfully,
Dave Scanlan
General Manager
Eaglecrest

2: TECHNICAL INFORMATION

SPECIFICATIONS SHEET



Offer Liftsystem "15 GEUB"



Dear Customer!
We offer right now for delivery 2022

Group cabin system - fix grip cabin system

The ropeway system is right now in operation in Austria and the system will be dismantled in March/April 2022 by Pro-Alpin.
We hope to offer an interesting system and we are ready to discuss each question.

With kind regards



Mario Müller
CEO



Birgit Seemann
Project Managment

Betriebsdatenblatt Erstinstallation– Projekt 15 GEUB

Technical data sheet project 15 GEUB – first installation

Seilbahntyp <i>type of ropeway</i>	Fixgeklemmte Gruppenumlaufbahn 15 Personenkabinen <i>Fix gripped group sysetm with 15 person cabins</i>
Hersteller <i>manufacturer</i>	Doppelmayr
Baujahr <i>year of construction</i>	1989

Aktuelle Liftlänge <i>current length of ropeway</i>	2430 m
Aktueller Höhenunterschied <i>current altitude difference</i>	505 m
Auffahrt <i>driveway</i>	rechts <i>right</i>
Spurweite <i>track gauge</i>	5,20 m
Stützentyp <i>type of tower</i>	Rundrohrstützen, verzinkt, verschraubt <i>Round towers, galvanized, screwed</i>
Stützenanzahl <i>number of towers</i>	15 fire galvanized
Anzahl Gehänge / Kabinen <i>number of hangers / cabins</i>	12 cabins – 6 group of cabins per cabin 15 person capacity

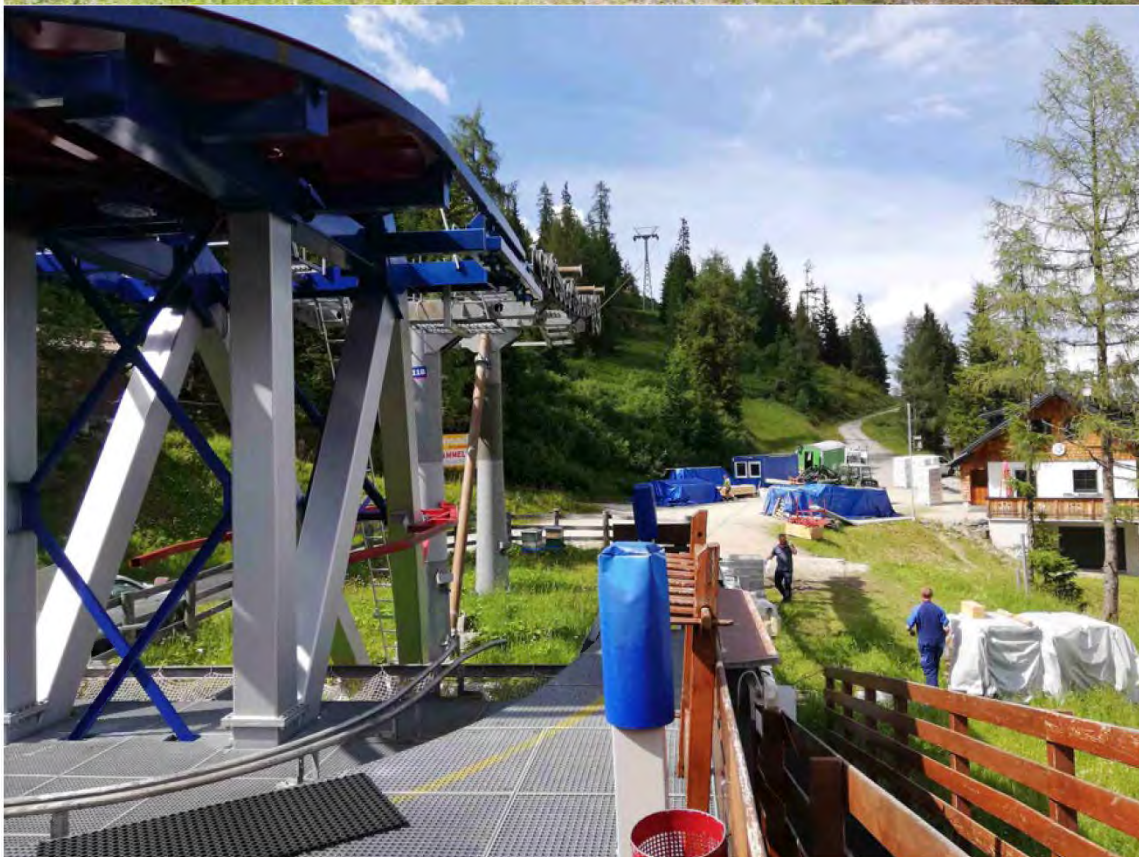
Abspannung <i>tensioning</i>	Bergstation, hydraulisch <i>Top station, hydraulic</i>
Antriebsort <i>main drive</i>	Bergstation <i>Top station</i>
Antriebsart <i>mode of drive</i>	Elektrisch <i>electrical drive</i>
Antriebsleistung aktuell <i>driving power – acutal</i>	750 / 890 kW
Fahrgeschwindigkeit pro Sekunde <i>driving speed per second</i>	up to 7 meter per second
Elektrische Steuerung / Baujahr <i>electrical equipment/ year of construction</i>	Siemens
Förderleistung pro Stunde <i>capacity per hour</i>	Up to 600 person per hour
Seildurchmesser / Einbaujahr <i>rope diameter / year of installation</i>	45 mm
Letzte Revision <i>last revision</i>	2021
Bemerkungen <i>remarks</i>	Seilbahnanlage bis Frühling 2022 im Betrieb System till spring 2022 in operation in Austria

Änderungen Vorbehalten! All information with reservation!

15 person cabins – 6 groups with 2 cabins driving around



Bottom station – simple station construction



Top station – drive unit and tensioning

Whole drive unit is shifting for hydraulic tensioning rope of system

Simple and effective drive unit under drive wheel

No detachable grip technology !



2: TECHNICAL INFORMATION

QUALIFICATIONS PRO-ALPIN



Bludesch, Austria, June 2019

Dear Customer

The Pro Alpin Ropeway Services GmbH Company is an independent company located in western part of Austria. The main part of our business is providing ropeway installations around the world based on second hand ropeway systems. We buy installed, operating ropeways in Austria, Germany, Switzerland and Italy from Alpine resort operators or the Doppelmayr Company in Austria and relocate them to the best profile and purpose locations world wide.

Our key markets which we service directly are Eastern Europe, Scandinavia, South America and some alpine countries in Asia. In several other areas we operate together with our agents and partners. For North American markets we partner closely and exclusively with The BRC Company and Zrinko Amerl covering full aspects of projects, from sales of lifts to complete turn key installations.

All systems we buy and sell are professionally dismantled by our company, thus having a guarantee of quality and professional removal. Depending on the new installation project and subject to the customer's needs we can also perform partial or full refurbishments of systems, NDT and other testing and can provide maintenance to the complete ropeway prior to the delivery.

Our involvement in a project might include any steps in the process and as new installation customer needs. They are, but not limited to: selling of the lift hardware, providing complete electric systems, logistics to the new installation place, engineering with survey for the new location, an installation with the start up, all aspects of operations and training and finally operational support. All of this is offered via our own company and in coordination with our local partners. The new installation process is based on Austrian best practices in ropeway installations, following proven process and taking care we follow the same installation process compared to new lift installation.

We mainly supply Doppelmayr lift material that is in current operations. We are able to offer full support with Doppelmayr material as well as Doppelmayr technical support from Doppelmayr Austria factory. Our support and material handling will be done directly with the Doppelmayr factory in Austria based on our agreements. We have a general agreement with the Doppelmayr factory to install second hand lifts based on Austrian processes and factory approved practices and rules.

For further information, please check our references in our reference document. As well, you are welcome to contact Doppelmayr management in Austria to confirm validity of our credentials, professional approach and the above information.

Sincerely yours



Mario Müller
CEO

2019 – Montageworks

- Skiwelt Brixen, Austria, Tyrol, dismantling detachable 4seater chairlift
- Bergbahnen Lofer, Austria, Salzburg, dismantling fix gripped 4seater chairlift
- Bergbahnen Schladming-Planai, Austria, Styria, dismantling 6seater gondola system and building demolition
- Bergbahnen Hochsölden, Austria, Tyrol, dismantling 2seater chairlift

2019 – Projects

- **Las Leñas - Argentina**
Sale of 6 seater gondola system, transport and loading + organisation, Planning and Engineering, Maintenance, Supervising montage & project leading
- **Lago Hermoso – Argentina**
4 seater chair lift
Delivery, Logistic, Engineering and planning, measurement works, Montagesupport - Supervising
- **Parque Farellones – Chile**
4seater chairlift
Delivery, Logistic, Engineering and planning, measurement works, Montagesupport – Supervising
- **Zoo Cali – Colombia**
Gondola system – infrastructure project
Project 2019 and 2020
Delivery, Logistic, Engineering and planning, measurement works, Montage support – Supervising – operation support
- **Hlidarfall - Island**
4seater chairlift, fix gripped
Planning and Engineering, Montagesupport
- **Russia - Moskau**
2seater chairlift
Sale, transport and loading + organisation

2018 – Montageworks

- Bergbahnen Innsbruck Patscherkofel, Austria, Tyrol, dismantling gondola system
- Bergbahnen Katschberg, Austria, Salzburg, dismantling 2seater chairlift
- Bergbahnen Leogang, Austria, Salzburg, dismantling gondola/chair system
reinstallation in Vent / Tyrol
- Bergbahnen Ischgl, Austria, Tyrol, dismantling 4seater chairlift
- Bergbahnen Königsleiten, Austria, Salzburg, dismantling 4seater chairlift
- Bergbahnen Damüls, Austria, Vorarlberg, dismantling 2seater chairlift
- Bergbahnen Vent, Austria, Tyrol, dismantling surface lift
- Bergbahnen Montafon, Austria, Vorarlberg, dismantling 2seater chairlift
- Bergbahnen Katschberg, Austria, Salzburg, rope installation (8 MGD)
- Bergbahnen Damüls, Austria, Vorarlberg, rope installation (6 CLD-B)
- Bergbahnen Montafon, Austria, Vorarlberg, rope installation (6CLD)
- Bergbahnen Vent, Austria, Tyrol, rope installation (6 CLD)

Page 2

2018 – Projects

- **Parque Farellones – Chile**
4seater chairlift + 2 seater chairlift
Sales, Full Engineering, measurement works
transport and loading + organisation, montage support
- **Parque del café - Colombia**
6seater gondola
Engineering and project organisation, geometer/surveyor works, montage & support
Start up and operation training 2018
- **Hlidarfall - Island**
Fix gripped 4seater chairlift
Engineering and montage support, Spare part support, Electric project
- **Kasachstan**
4seater chairlift & surface lift (T-bar)
Sale, loading and logistic works
- **Sheregesh Skiresort – Russland**
Spare part support & organisation and logistics
- **Russia - Moskau**
2seater chairlift
loading and organisation

2017 – Montageworks

- Bergbahnen Zell am See, Austria, Salzburg, dismantling gondola system
- Bergbahnen Innsbruck Patscherkofel, Austria, Tyrol, dismantling 4seater chairlift and surface lift
- Bergbahnen Ischgl, Austria, Tyrol, dismantling 4seater chairlift
- Bergbahnen Pettneu, Austria, Tyrol, dismantling surface lift and steel hall of gondola system, ropeworks in general
- Bergbahnen Wildschönau, Austria, Tyrol, dismantling gondola system
- Arlberger Bergbahnen, Stuben, Austria, Vorarlberg, dismantling double chairlift
- Bergbahnen Galtür, Austria, Tyrol, dismantling double chairlift
- Bergbahnen Sölden, Austria, Tyrol, dismantling 4seater chairlift
- Bergbahnen Sölden, Austria, Tyrol, dismantling 4seater chairlift, ropeworks on surface lift
- Bergbahnen Steinach am Brenner Bergeralm, Austria, Tyrol, dismantling double chairlift
- Bergbahnen Silvretta Montafon, Austria, Vorarlberg, dismantling 3seater chairlift
- Bergbahnen Zell am See, Schmittenhöhe, Austria, Salzburg, rope installation on 10 MGD New
- Bergbahnen Warth, Austria, Vorarlberg, rope installation on 8 MGD New

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2017 – Projects

- **Parque del café - Colombia**
6seater gondola system
engineering and project organisation, geometer/surveyor works
- **Sheregesh Skiresort – Russia**
detachable 4seater chairlift
sale, loading + organisation and project support, electrical start-up
- **Epleny Skiarena - Hungary**
double chairlift
sale, transport and loading + organisation
- **El Colorado Skiresort– Chile**
snow guns
sale, transport and loading + organisation
- **Oradea – Romania**
double chairlift
sale, transport and loading organisation
- **Stonewater - Canada**
4seater chairlift
sale, transport and loading + organisation

2017 – Projects

- **Skiresort Ruka - Finland**
4seater chairlift
Sale and loading
- **Skiresort – Kazakhstan**
3seater chairlift
Sale and loading, partial engineering
- **Hlidarfall - Island**
Fix gripped 4seater chairlift
Sale, transport and loading + organisation
- **Sheregesh Skiresort – Russland**
Groomer with Service
Sale and loading organisation

2016 – Montageworks

- Bergbahnen Sölden, Austria, Tyrol, dismantling steel hall and gondola system
- Bergbahnen Hochfügen, Austria, Zillertal, dismantling 4seater chairlift
- Bergbahnen Ischgl, Austria, Ischgl, dismantling 4seater chairlift, detachable
- Bergbahnen Ötz, Austria, Tyrol, dismantling gondola system
- Doppelmayr, ropeworks 10 MGD gondola system, Zürs-Arlberg, Austria
- Silvretta Montafon, Austria, Vorarlberg, dismantling double seater chairlift
- Bergbahnen Lech-Oberlech, Austria, Vorarlberg, dismantling gondola system
- Bergbahnen Söll, Austria, dismantling double chairlift
- Doppelmayr, Austria, montage 8 seater chairlift, Kaprun

2016 – Projects

- **Abzakovo Skiresort - Russia**
detachable 4seater chairlift
sale, engineering, transport- and loading + organisation
- **Glencoe Mountain Skiresort – Scotland**
3seater chairlift
sale, engineering, transport- and loading + organisation, geometer/surveyor works
- **Sheregesh Skiresort – Russia**
detachable 4seater chairlift
sale and loading + organisation
- **LCS – Cable Crane**
Project side controlling of ropeworks (material ropeway) in Peru – South America
- **Elpak Skiresort - Ungarn**
2seater chairlift
sale, transport and loading organisation
- **Parque del café – Colombia (Turnkey-Project)**
6seater gondola system
sale, engineering and project organisation, geometer/surveyor works
- **Company Doppelmayr - China**
project side controlling 3S gondola system
- **Tau Sport Almaty – Kazachstan**
2seater chairlift
sale and loading + organisation
- **Nevados de Chillan – Chile**
2seater chairlift & surface lift
sale, transport and loading organisation

2015 – Montageworks

- Skiwelt Brixen, Tyrol, dismantling 4seater chairlift
- Company Doppelmayr, Kitzsteinhorn, Salzburg, ropeworks 3 surface lifts
- Bergbahnen Scuol, Switzerland, dismantling 2 surface lifts
- Bizau, Vorarlberg, dismantling toboggan run
- Fa. Getzner, Vorarlberg, Montagearbeiten
- Kitzsteinhorn, Salzburg, Rückbau 4 Schlepplifte, 4er Sessellift
- Fa. Doppelmayr, China, Montagearbeiten
- Bergbahnen Mellau, Vorarlberg, Rückbau Gondelbahn
- Fa. Doppelmayr, Vietnam, Montagearbeiten
- Skigebiet Hebalm, Rückbau 4er Sessellift und 5 Schlepplifte

2015 – Projects

- **Skiarea Frösön –Sweden**
surface lift parts
sale, transport – and loading organisation
- **Skiarea EKO Mojkovas – Montenegro**
surface lift
sale and loading organisation
- **Masterski – Poland**
4seater chairlift
sale and loading organisation
- **Sweden/Austria**
4seater chairlift
sale
- **Erian Holding – Hungary**
2seater chairlift
loading- and transport organisation
- **Kyrgyzstan – Orlovka**
toboggan run
sale and loading organisation

2014 – Montageworks

- Skiworld Brixen, Tyrol, dismantling surface lift
- Skiarea Ischgl, Tyrol, dismantling 4seater gondola
- Tarasp, Switzerland, dismantling 2 surface lifts and 2 babylifts
- Skiarea Zauchensee, Salzburg, dismantling 2seater chairlift
- Skiarea Mayrhofen, Tyrol, dismantling 2seater chairlift
- Skiarea Sölden, Tyrol, turnkey dismantling 3seater chairlift
- Silvretta Montafon, Vorarlberg, dismantling 2seater chairlift
- Alpbacher Bergbahnen, Tyrol, dismantling 3seater chairlift
- Bad Ischl, Upper Austria, dismantling snowmaking equipment

2014 – Projects

- **New Zealand - Ski Porters**
surface lift parts
sale, loading- and transport organisation
- **El Colorado – Farellones – Chile**
2seater chairlift
Sale, engineering, transport- and loading organisation
- **China**
4seater gondola system
Sale, loading and transport organisation
- **Minka d.o.o. – Macedonia**
groomer and babylift
sale and loading organisation
- **Vintertec Offshore Oy**
surface lift and babylifts
sale and loading organisation
- **LLp Altyn Zholy – Ust Kamenogorsk**
chairlift parts
sale and loading organisation

2013

- Company Doppelmayr Wolfurt
- Bergbahnen Gunzesried/Ofterschwang, Germany
Double chairlift, 2 surface lifts
- Bergbahnen Lenzerheide, Switzerland, detachable double chairlift, surface lift
- Zillertal Arena, Gerlos, double chairlift
- Muttersberg, Bludenz, Assembly service for company Doppelmayr
- Installation service for company Gaerner
- Bergbahnen Mellau, double surface lift
- Nepal, double chairlift
- Bergbahnen Andelsbuch, repair double chairlift
- Bergbahnen Mayrhofen, double chairlift

2012

- Pitztaler Gletscher, Tirol, Gruppenbahn
- Nový Bohumin, Tschechien, Doppelsessellift
- Bergbahnen Golm Montafon, Vorarlberg, Doppelsessellift
- Bergbahnen Sölden, Tirol, 4-er Sessellift
- Wildhaus, Switzerland, surface lift
- Gries im Ötztal, Tyrol, surface lift
- Hinterstoder Bergbahnen, Schlepplift
- Neukirchen am Großvenediger, Schlepplift
- Ski Karlov, 4er Sessellift kuppelbar
- Dolni Lomna, Tschechien, Doppelsessellift
- Stare Mesto, Tschechien, Doppelsessellift
- Snowtech, Tschechien, Schlepplift
- Tegernsee, Deutschland, Rückbau Schigebiet

2011

- Bergbahnen Lofer Salzburg – deconstruction gondola
- Königsleiten Bergbahnen GmbH, A-5741 Wald im Pinzgau, Tirol, 4seater chairlift
- Lech Arlberg, 4seater chairlift
- Silvretta Nova Montafon, deconstruction double chairlift
- Bad Ischl Katrin Seilbahn AG, double chairlift
- Bergbahnen Destination Gstaad AG, Schwitterland, double chairlift
- Goldeck Bergbahnen Spital an der Drau, surface lift
- Bergbahnen Obsteig; chairlift
- Sarajevo Olympiski 84, surface lift
- Ski resort Bramas Sweden, 4seater chairlift
- Ronny Ski Elc Czech Republic, 4seater chairlift and surface lift
- Esfahan Iran, reversible ropeway
- Ski Karlov SRL Czech Republic, chairlift
- Doppelmayr, assembly - ropeway systems

2010

- Bergbahnen Pendicularas Motta Naluns, CH-Scuol, H.P. Pleisch, double chairlift
- Königsleiten Bergbahnen GmbH, A-5741 Wald im Pinzgau, Tyrol, 2 double chairlifts
- Schilift-Zentrum Gerlos GmbH, 6281 Gerlos, Tyrol, 4seater chairlift
- Bergbahn AG Kitzbühel, 6370 Kitzbühel, Tyrol, 3 double chairlifts
- Bergbahnen Destination Gstaad AG, Schweiz, double chairlift Chalberhöni
- Bergbahnen Brandnertal GmbH, 6709 Brand, Vorarlberg, Palüdbahn, double chairlift
- Plose Ski AG – S.p.A., St. Andrä / Brixen, 3seater chairlift Rossalmift

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2009

- Bergbahnen Pendicularas Motta Nalus, CH-Scuol, 2 gondolas 4 EUB
- Alpengasthof Enzianhof, Gerlosberg, Tyrol, 2 surface lifts
- Bergbahnen Flachau, Salzburg, 4seater chairlift + demolition station building
- Freizeitpark Fort Fun, DE-Bestwieg, rope pulling works and new chairs
- Grieser Bergbahnen, Tyrol, 2 surface lifts
- Lienzer Bergbahnen, Tyrol, double chairlift + rebuilding of the station building
- Eggalm Bahnen Tux Lanersbach, Tyrol, double chairlift
- Bergbahnen Hohe Tauern, Matrei, Tyrol, 2 double chairlifts
- Bergbahnen Pillersee, St. Ulrich, Tyrol, surface lift
- Bergbahnen Zell am See, Tyrol, 3 seater chairlift
- Ski Zürs AG, Vorarlberg, double chairlift
- Bergbahnen Flachauwinkl-Zauchensee, Salzburg, gondola 4 EUB + 3seater chairlift
- Schiliftzentrum Gerlos GmbH, 6281 Gerlos, Tyrol, double chairlift

2008

- Bergbahnen Brigels, Switzerland, surface lift
- Berg- & Skilift Hochsöll GmbH & Co KG, Söll, Tyrol, 3seater chairlift and reversible ropeway
- Bergbahnen Kühtai GmbH, Kühtai, Tyrol, surface lift
- Zillertaler Gletscherbahn GmbH & Co KG, Hintertux, Tyrol, 4seater gondola „Gletscherbus 1“
- Skiliftgesellschaft Sölden Hochsölden GmbH Ötztal, Tyrol, 3seater chairlift
- Bergbahnen Mauterhorn, Tyrol, double chairlift „Goldried 1“
- Bergbahnen Brixen im Thale, Tyrol, surface lift

2007

- Bergbahnen Adelboden, Switzerland, disassembly, detachable 3seater-chairlift
- Silvrettaseilbahn AG, Ischgl, Tyrol, disassembly, gondola „Fimba“
- Bergbahnen Zell am Ziller, Tyrol, double chairlift
- Bergbahnen Gerlosstein, Gerlos, Tyrol, surface lift
- Bergbahnen Brandnertal GmbH, Vorarlberg, Niggenkopf, double chairlift
- Rofanlifte Steinber-Achensee, Achenkirch, Tyrol, double chairlift
- Mayrhofner Bergbahnen AG, Mayrhofen, Tyrol, Ahornbahn, surface lift
- Ifen Bergbahn GmbH, Hirschegg, Vorarlberg, Heuberglift, 1seater chairlift

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2006

- Bergbahnen Malbun, Liechtenstein, 1 double chairlift und 3 surface lifts
- Pitztaler Gletscher, Tyrol, 1 double chairlift und 1 surface lift

To obtain references, we and our customers are always at your disposal.

Pro-Alpin
...fast...perfect...reliable

2: TECHNICAL INFORMATION

SE GROUP TECHNICAL REVIEW



**MEMORANDUM**

4609 South 2300 East, Suite 204 Salt Lake City UT 84117

www.segroup.com

TO: Dave Scanlan, General Manager Eaglecrest Ski Area
FROM: Chris Cushing, Principal SE Group
CC:
DATE: February 14, 2022
RE: Pulse Gondola Proposal

The City & Borough of Juneau (CBJ) and Eaglecrest Ski Area (ESA) are considering the purchase of a previously owned gondola lift, that is currently operating in Austria, through the Austrian firm Pro-Alpin Ropeway Services GmbH (Pro-Alpin). The CBJ and ESA have requested that SE Group review the specifications, functionality and optional planned installation alignments of the subject lift and provide an opinion about the advantages, disadvantages, and advisability of CBJ and ESA moving forward with the transaction.

BACKGROUND

Eaglecrest Ski Area currently operates primarily in the winter as a local and regional ski area and has limited operations during the summer. Meanwhile, the cruise ship business to Juneau is rebounding from the COVID downturn and is projected to return to or surpass previous peak passenger levels of 1.3+ million within the next year or two. Many of the local tourist operations and attractions that have contracted with cruise ship tour operators in the past were not able to sustain their businesses through COVID, so there is a perceived shortage in the variety of activities currently available for cruise ship excursions. Both CBJ and ESA recognize the opportunity that could be realized if ESA were able to capitalize on burgeoning cruise ship tour business to expand the ski area operations into the summer months. There is little doubt that a scenic gondola ride to the upper ridge line of ESA would be a very popular attraction for cruise ship tour groups and operators.

When contemplating the installation of costly lift installations, particularly gondolas, it is preferable that the functionality of the system allows operations and revenue during many months of the year. As described above, a gondola installation at ESA extending from the base area to the upper ridge line would have great appeal for summer scenic rides. Additionally, a base-to-summit gondola installation at ESA would augment the current lift system at the ski area winter operation by providing additional uphill capacity, and by accessing terrain that has historically not been lift-served for skiing. Depending on the location of the gondola top terminal (two options are currently being considered,) the extent to which lift-served skiing terrain could be expanded varies. The western alignment (Option 1 - Heavenly) would access more terrain that is currently not lift-served for skiing than the eastern option (Option 2 - High Point.)

LIFT SPECIFICATIONS

Following are the specifications of the subject gondola lift in its current operating condition in Austria.

Lift Type:	6 x 2 Pulsed Gondola; 15-person cabins (6 groups of 2 cabins each)
Total Gondola Cabins:	12 Cabins
Manufacturer:	Doppelmayr

Year of Manufacture: 1989
 Slope Length: 7,975 feet (2,430 meters)
 Vertical Rise: 1,657 feet (505 meters)
 Number of Towers: 15
 Drive Location: Top Station
 Tension Location: Top Station (Hydraulic)
 Drive Type: Electric motor w/Gearbox
 Power Load: 890 kW start-up; 750 kW
 Maximum Rope Speed: 1,380 feet/minute; 7 meters/second
 Approx. Ride Time: 7 minutes
 Maximum Capacity: 600 people/hr.

Following are the specifications for planned alignment Option 1 (Heavenly).

Lift Type: 4 x 3 Pulsed Gondola; 15-person cabins (4 groups of 3 cabins each)
 Total Gondola Cabins: 12 cabins
 Slope Length: 6,985 feet (2,130 meters)
 Vertical Rise: 1,600 feet (490 meters)
 Number of Towers: NA
 Drive Location: Top Station
 Tension Location: Top Station (Hydraulic)
 Drive Type: Electric motor w/Gearbox
 Power Load: Less than 890 kW start-up; 750 kW
 Maximum Rope Speed: 1,380 feet/minute; 7 meters/second
 Approx. Ride Time: Less than 7 minutes
 Maximum Capacity: More than 600 people/hr.

Notes:

- 1) When the gondola is reinstalled at ESA, it will be reconfigured to have 4 groups of 3 cabins, rather than 6 groups of 2 cabins. This will result in the lift slowing only once during a trip for intermediate loading/unloading, rather than twice in the 6 x 2 mode. This will also make a mid-load/unload station possible at the mid-point of the lift, which will service planned Nordic ski trails, snow-tubing, mountain coaster and other activities.
- 2) Because the planned Option 1 gondola alignment at ESA is shorter than the current lift alignment in Austria, and has less vertical rise, the power load will be less.
- 3) With the planned 4 x 3 configuration only requiring the lift to slow once for intermediate load/unload, and having a shorter travel distance, the total travel time from the bottom to top of the lift will be shorter, which will increase the hourly capacity.

Following are the specifications for planned alignment Option 2 (High Point).

Lift Type: 4 x 3 Pulsed Gondola; 15-person cabins (4 groups of 3 cabins each)
 Total Gondola Cabins: 12 cabins
 Slope Length: 6,870 feet (2,095 meters)
 Vertical Rise: 1,685 feet (515 meters)

Number of Towers:	NA
Drive Location:	Top Station
Tension Location:	Top Station (Hydraulic)
Drive Type:	Electric motor w/Gearbox
Power Load:	Less than 890 kW start-up; 750 kW
Maximum Rope Speed:	1,380 feet/minute; 7 meters/second
Approx. Ride Time:	Less than 7 minutes
Maximum Capacity:	More than 600 people/hr.

Notes:

- 1) When the gondola is reinstalled at ESA, it will be reconfigured to have 4 groups of 3 cabins, rather than 6 groups of 2 cabins. This will result in the lift slowing only once during a trip for intermediate loading/unloading, rather than twice in the 6 x 2 mode. This will also make a mid-load/unload station possible at the mid-point of the lift. However, this mid-load/unload for Option 2 would not service the flat ground that is well suited for Nordic ski trails, snow-tubing, mountain coaster and other activities, and there is no other direct benefit of having a mid-load/unload at this location.
- 2) Because the planned Option 2 gondola alignment at ESA is significantly shorter than the current lift alignment in Austria (although slightly more vertical,) the power load will be less.
- 3) With the planned 4 x 3 configuration only requiring the lift to slow once for intermediate load/unload, and having a shorter travel distance, the total travel time from the bottom to top of the lift will be shorter, which will increase the hourly capacity.

This assessment of the existing gondola specifications and planned specifications for the gondola when it is installed at ESA demonstrates that the subject lift is well suited for the planned installation and closely matches the planning criteria at ESA.

GONDOLA FUNCTIONALITY

Gondola lifts, with enclosed cabin carriers, are typically applied where pedestrian travel is desired and/or when travel time for skiers riding the lift is very long. Gondolas also provide the advantage of sheltered transport in areas that have frequent inclement weather, like ESA.

There are two primary configurations for gondolas: the most common is the detachable-grip, continuous loop gondola, and the second is the fixed-grip, pulsed gondola like the equipment that CBJ and ESA are considering for purchase. The benefit of the detachable gondola is that it can deliver a higher hourly capacity than a pulsed gondola, but the costs of a detachable gondola (both capital and operating costs) are more than double the costs of a pulsed gondola. The delivered hourly capacity of a pulsed gondola varies depending on the application, but it is generally about one quarter the potential hourly capacity of a detachable gondola. The hourly capacity of the planned gondola at ESA would be about 600 people/hr. whereas a detachable gondola could deliver up to 3,000 people/hr.

For non-ski use, an hourly capacity of 600 people/hr. is typically adequate for general tourist and sight-seeing use. During peak-day operations, longer lineups may occur, but in general, wait times of up to 10 minutes would be anticipated.

During the ski season, the gondola would augment the uphill capacity of the existing lift network. The lift would also provide access to undeveloped ski terrain that has historically not been lift-served. In order to maintain a more remote, “off-piste” experience on the newly lift-accessible terrain, a lower lift hourly capacity is desirable.

Based on the planned functionality of the subject gondola at ESA, a lower capacity pulsed gondola is an appropriate application for the projected levels of use and visitation. A higher capacity detachable gondola would accommodate higher volumes of visitation, which could lead to higher revenue streams throughout the year. However, the higher capital costs of a detachable gondola for initial installation, as well as higher long-term maintenance and operations costs, may offset the additional revenue that a detachable gondola could generate.

RELIABILITY OF PREVIOUSLY OWNED EQUIPMENT

The gondola that the CBJ and ESA are considering for purchase was originally built in 1989, meaning the original components are nearly 33 years old. Pulsed gondolas are a relatively simple lift technology because the gondola cabins are attached to the rope with a fixed grip that does not detach from the rope in the terminals like a detachable gondola. This design eliminates the maintenance and wear-and-tear of multiple detachable grips along the line and the grip attaching and detaching mechanisms and carrier transport systems in the terminals. The combined drive and tensioning terminal of this lift is also very simple, with minimal moving parts. As a result, the primary components of the lift that require regular maintenance and/or periodic replacement are the wire rope, the electric motor, the gearbox, main bullwheel bearings at the top and bottom terminals, bearings on the tower and terminal sheave assemblies, and the rubber sheave liners. Based on discussion with Dave Scanlan, the budget for this project includes additional costs that have been estimated for rebuilding the electric motor and gearbox and replacing all bullwheel and sheave bearings. The specification sheet for the lift indicates that it had been “revised” in 2021, but it is unclear what the revision addressed. The photographs of the lift included with the specifications sheet show that the terminals have been very well maintained and appear to be in excellent condition. There were no photos of the gondola cabins, and the interior of the cabins can become worn out if not regularly maintained and occasionally refurbished with new windows and upholstery. It would be wise to inquire about the condition of the gondola cabins.

An important component of pulsed gondolas is the control system that regulates the speed, timing, and safety aspects of the lift operation. No data was received regarding the quality or condition of the lift’s control system, or if it would need to be updated as part of the reinstallation. The upgrade of a pulse gondola control system can be a very expensive project cost. We recommend inquiring into the status of the lift control system and whether it would require any modification for the reinstallation (if that has not already been done.)

Based on the high-level observations made for this assessment, and discussions with Dave Scanlan, it is estimated that the subject gondola, with planned refurbishments, could operate for another 20 years with minimal maintenance capital expenditures.

It is our understanding that the cost of the gondola equipment, delivered to ESA by Pro-Alpin, is \$2,000,000, and the estimated costs for power supply, road construction, lift line clearing, foundations, refurbishment of lift components, lift installation, etc. is estimated to be \$4,500,000 for a total project cost of \$6.5 million. We would suggest adding a project contingency of 15-20%, bringing the total project cost to \$7.5 million. To measure the level of cost savings for installing the previously owned gondola, we would recommend obtaining a cost estimate from a lift manufacturer for new equipment with the same specifications as the equipment that would be acquired through Pro-Alpin. This would enable a cost vs. benefit analysis of new vs. previously owned equipment. With the recent extreme escalation in costs for new lift installations in North America, and the

lengthening lead time and high demand for new lifts across the continent, it is anticipated that significant benefits can be realized by undertaking this project using previously owned equipment. Furthermore, it is very uncommon to find a previously owned gondola that is so well-matched with the planning criteria for the ESA installation, and that has been very well-maintained and is in excellent operating condition.

ASSESSMENT OF OPTIONAL TERMINAL LOCATIONS AND ALIGNMENTS

For the Heavenly and High Point optional alignments, the base terminal is planned to be positioned in the same location, about 250 feet southeast of the day lodge. Ideally, the base of the gondola would be located directly adjacent to the day lodge building, with a level and accessible pedestrian connection from the day lodge to the gondola load/unload platform. However, it is recognized that there may be topographical or resource issues that cause the terminal to be located as planned by ESA.

With the planned gondola bottom station being positioned in the same location for both optional alignments, the top terminal locations unique to each option define the lift's alignment for each option.

There are myriad considerations for establishing the optimum alignment for a gondola lift. Based on our initial assessment of the two options being considered, it is our opinion that the Heavenly alignment offers many additional benefits over the High Point alignment. These benefits include:

- Significant opportunities for year-round activities at the mid-station, including Nordic skiing, snow-tubing, summer tubing, lake activities, alpine coaster, etc. (the mid-station on the High Point alignment is on a very steep slope, from which it would be very difficult to access the mid-mountain bench and lake.)
- Provides better access to the West Bowl area and more terrain that is currently not lift-served.
- The Heavenly mid-station is in a location that has advanced slopes above and lower ability slopes below, which creates a good segregation of skier ability levels served on the upper leg vs. the lower leg. The High Point mid-station is on a steep slope that would be difficult to navigate for lower-level skiers.
- The Heavenly mid-station is on very flat terrain that facilitates on-loading and off-loading pedestrians and skiers of all ability levels. It is also at the snow line and accessible from the Black Bear chairlift, making it functional for downloading when there is rain in the valley and snow on the upper slopes. The upper leg of the Heavenly alignment would also provide additional lift capacity during valley rain/upper mountain snow events.

SUMMARY

The CBJ and ESA requested that SE Group review the specifications, functionality and optional planned installation alignments of the subject lift and provide an opinion about the advantages, disadvantages, and advisability of CBJ and ESA moving forward with the project. Both CBJ and ESA recognize the opportunity that could be realized if ESA were able to capitalize on burgeoning cruise ship tour business to expand the ski area operations into the summer months. A gondola installation at ESA extending from the base area to the upper ridge line would have great appeal for summer scenic rides. Additionally, a base-to-summit gondola installation at ESA would augment the current lift system at the ski area winter operation by providing additional uphill capacity, and by accessing terrain that has historically not been lift-served for skiing. This assessment of the existing gondola specifications and planned specifications for the gondola when it is installed at ESA demonstrates that the subject lift is well suited for the planned installation and closely matches the planning criteria at ESA. Based on the planned functionality of the subject gondola at ESA, a lower capacity pulsed gondola is an appropriate application for the projected levels of use and visitation. Based on the high-level

observations made for this assessment, and discussions with Dave Scanlan, it is estimated that the subject gondola installation, with planned refurbishments, could operate for another 20 years with minimal maintenance capital expenditures. With the recent extreme escalation in costs for new lift installations in North America, and the lengthening lead time and high demand for new lifts across the continent, it is anticipated that significant benefits can be realized by undertaking this project using previously owned equipment. Based on our initial assessment of the two optional alignments being considered for the gondola, it is our opinion that the Heavenly alignment offers many additional benefits over the High Point alignment.

ABOUT THE SE GROUP

Practice, passion, and forward thinking made us experts in our fields.

Resort planning and design is the cornerstone of SE Group. Our unique legacy dates back to 1958 when the sport and lifestyle of alpine skiing emerged as a growing business opportunity. As the first consulting firm to focus on the planning, design and operation of ski areas, the company evolved into an internationally recognized innovator and leader in the mountain resort industry.

As we have throughout our history, SE Group continues to chart a purposeful evolution of our team of specialists: landscape architects, recreation planners, trail designers, community engagement experts, graphic designers. Together, we deliver comprehensive planning and design services within our core area of focus: places that exist at the intersection of recreation, tourism and outdoor lifestyles.

We benefit from 60 years of experience in working with, creating and maintaining some of the world's most beautiful places. Through those years, we've honed our skills and developed the insight that comes from working with diverse constituencies, fragile environments, and challenging conditions.

Our depth of experience working in these contexts has taught us that the key to project and long-term success is collaboration—with our clients, our partners and community. We excel at partnering, knowing it yields results for the project team, our clients and those who will use the space in the long term.

While we are a firm with national exposure we are committed to a strong local presence. Our team's opportunity to work in other regions informs our work and benefits our local projects and clients. Other communities, environments and settings broaden our perspective, help us learn and shape our world view.



No one is better at navigating through the challenging interface between operations and development, tourism visitation and community use, day visitors and overnight guests. SE Group understands the seasonal challenges of operating a year-round business with complexities that change throughout the year.

Robert Apple, Planning Director
Spruce Peak Realty





OUR APPROACH

WE BEGIN WITH THE END IN MIND.

The look, feel, and function of the finished product, and the realities of the construction process are always part of the discussion. This results in master plans and conceptual designs that save our clients time and money, as they can be implemented without extensive reconsideration or rework.

WE DESIGN FOR ALL SEASONS.

Snow changes the outdoor environment, creating a temporary surface and hiding everything below. What a winter guest experiences is vastly different than what one may experience in the summer. When considering year-round operations, enhancing the customer's experience through thoughtful design is paramount. And your guests won't just come to ski. We consider recreational opportunities for all seasons, and all users.



WE KNOW HOW MOUNTAIN RESORTS SHOULD WORK.

We seamlessly integrate mountain terrain with development. We are not afraid of difficult gradients. Our process addresses the challenges inherent in the interface between operations and development, between tourism visitation and community use. We consider the business complexities that change throughout the year, and understand the need for consistent operational efficiencies.



WE MAXIMIZE VALUE THROUGH FLEXIBLE DESIGN.

Quality does not have to mean high cost. Budget constraints are often a limiting factor when determining the feasibility of guest service facilities projects. We quantify potential for increased yields, and can provide cost-benefit analysis for upgrading or expanding guest service facilities. We create indoor and outdoor spaces that are flexible and efficient.



WE KNOW RESORT REAL ESTATE.

As we move into the next decade, we are actively exploring new product types that provide our clients value, while minimizing investment risks. Efficient layouts; unique, multi-level unit types; shared amenities; creative phasing; and other innovative approaches are a part of our planning and design arsenal.

PHASING IS CRITICAL.

We understand the need to carefully plan and phase new improvements so that improvements may be constructed over time. Our team balances the needs for access, parking, multiple ownership, construction, future flexibility and phasing requirements, allowing the projects to look finished at every stage in the game.

STRATEGY FIRST, RESULTS THAT LAST.

We are strategists. We firmly believe that any planning process must begin with a vision that is grounded in operational, financial and market realities. This allows concept development to be responsive to the needs of the client, and based on a solid foundation of programming.



2: TECHNICAL INFORMATION

SCJ ENGINEERING TECHNICAL REVIEW





February 26, 2022

Dave Scanlan, General Manager
Eaglecrest Ski Area
Juneau, Alaska

Re: Proposed Fixed-Grip Pulse Gondola
SCJ Project #22-P00179

Dear Mr. Scanlan:

Per your request, SCJ Alliance has conducted a review of the initial gondola concept and find the project feasible based on the following criteria:

Technical Feasibility

- Bottom drive station with bottom tension on utility power.
- Approximately 6,900 ft slope length based on the preliminary alignment from Area.
- Initial cabin count of 12 provides capacity of up to 560 pphpd. Potentially upgradable to 750 pphpd with the use of a 16 cabin configuration.
- Operating speed of 7m/s.
- New mid-station at midline to access new ski area features.
- Enclosure for top terminal machinery.

(continued on next page)



Opinion of Probable Cost

- It is the opinion of SCJ Alliance that the proposed gondola system in its current format can likely be constructed for approximately \$7 million dollars. This figure includes a 20% contingency and does not include the \$2 million dollars assumed for the purchase/transport of the gondola equipment, initial engineering, ground survey, preliminary geotechnical engineering and initial tree removal.
- The above figure includes and is limited to:
 - Relocation engineering including line calculations, foundation design and miscellaneous mechanical improvements;
 - Permitting* (estimated by Area to be \$600,000);
 - Final geotechnical investigation and analysis*;
 - Additional tree removal*;
 - Road construction* (estimated by Area to be \$900,000);
 - Simple Enclosures* for upper, lower, and mid-station;
 - Earthwork for gondola foundations and enclosure foundations;
 - Foundations for gondola and enclosures;
 - Lift mechanical upgrades* (estimated by Area to be \$400,000); and
 - Erection, testing and commissioning of gondola system (including \$250,000* for helicopter time).

**Not validated by SCJ Alliance.*

Note: Pricing may vary depending on the final design and the geotechnical investigation.

Respectfully,
SCJ Alliance



Jim Fletcher, PE
Senior Consultant



Stephen W. Dorau
Senior Project Manager



February 26, 2022

Dave Scanlan, General Manager
Eaglecrest Ski Area
Juneau, Alaska

Re: Proposed Fixed-Grip Pulse Gondola
SCJ Project #22-P00179

Dear Mr. Scanlan:

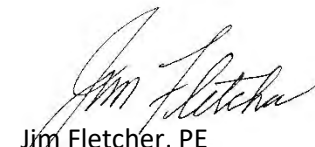
SCJ Alliance respectfully submits this expression of interest for engineering services related to the proposed pulse gondola at the Eaglecrest Ski Area. SCJ Alliance is an employee-owned engineering and planning firm based in Washington State. SCJ Alliance has more than 110 staff members and 11 offices located in the Western U.S. The firm was founded in 2006 and prides itself on creating unique solutions to some of the most challenging ropeway transportation projects. Understanding the complexity and nuances of gondola relocations is the focus of SCJ Alliance's Cable-Propelled Transit (CPT) Group. SCJ's CPT team actively participates in the ANSI B77.1 ropeway standards committee, helping to write the standards for the passenger ropeway industry.

With over 130 years of combined experience planning, designing, inspecting and commissioning chairlifts and gondolas, SCJ's CPT group has the skills and experience required to complete the Eaglecrest gondola relocation design and commissioning. SCJ has developed proprietary profile calculation software that will be used to evaluate the gondola system, clearances and system capacity for this project. SCJ operates independently of all ski lift manufacturers and represents the interests of ski areas and owners when working on a project. SCJ can support Eaglecrest and Juneau in a manner that no other U.S. consulting firm can.

SCJ recently completed a similar chairlift relocation project for a resort in Washington State and would be happy to provide a reference upon request.

SCJ would appreciate the opportunity to work with Eaglecrest and Juneau. We believe you will find our qualifications well suited to this project and we look forward to hearing from you.

Respectfully,
SCJ Alliance



Jim Fletcher, PE
Senior Consultant



Stephen W. Dorau
Senior Project Manager

2: TECHNICAL INFORMATION

MOUNTAIN COASTER COST ESTIMATE



Cost estimate Mountain Coaster



Customer: Eaglecrest Ski Area

Project: Juneau Alaska

Date: 27.07.2021

Dave Scanlan
General Manager
Eaglecrest Ski Area
Juneau, Alaska

Subject: Quotation Sunkid Mountain Coaster

Dear Mr. Scanlan,

we hereby refer to your discussion with our Sales Partner Mr. Larry Hays and would like to thank you for your interest in our products.

Summer toboggan runs of the brand Sunkid are among the bestselling toboggan runs worldwide. Since 1996, more than 55 systems have been installed in numerous countries around the world.

The trademark of the Mountain Coaster is the unique monorail system. This not only offers unforgettable ride dynamics, but is also particularly safe, cost-efficient and easy to dismantle due to its sophisticated design.

The low weight of the toboggans also allows easy mountain transport using existing infrastructure such as drag and chair lifts, gondolas or our own mountain conveyor. This not only leads to significant savings in construction costs, but also enables the year-round use of existing infrastructure.

A further advantage of the Mountain Coaster is also the particularly sustainable and environmentally friendly construction and maintenance of the entire facility.

Below we are pleased to provide you with a detailed cost estimate.

We hope that our offer will meet your expectations and are always available for further questions.

With kind regards

Marko Filipsky
Product Manager Mountain Coaster

THE MOUNTAIN COASTER – THE SUMMER TOBOGGAN RUN

ADVANTAGES AT A GLANCE

- Globally unique monorail system
- Great fun factor & unique driving experience
- A system that has been tried and tested over many years
- Best price-performance ratio
- Low maintenance costs
- Environmentally friendly
(no foundation work necessary)
- Existing lift infrastructure can be used
- Suitable for almost any terrain
- Easy and quick to disassemble –
suitable for ski slopes
- Countless individual theming possibilities
- Everything from one source

START PLANNING NOW!

info@sunkidworld.com / +43 (0)5412 68131

parkscout plus
Award

Germany's Best New Coasters in 2019



1. Basic Technical Details



Place	Eaglecrest Ski Area
Track length – descent / track	Approx. 1.310m (4297ft)
Elevation difference	Approx. 184m (603ft)
Average declination - downhill	Approx. 14 %
Gondola– Length	Approx. 1050m (3444ft)
Operator – Mountain Conveyor	Customer
Speed (mountain conveyor system)	1,5 m/s
Number of vehicles	Approx. 32 pcs.
Capacity with 50 % double seats	Approx. 280 pph
Speed / Downhill	Max. 40 km/h

i Subject to regulatory approval or any cost due to regulatory authority deviating from the ISO standard are not included.

! All indicated data are still estimated and can only be confirmed by a final planning / engineering.

2. Overview prices for surveying and concept planning

2.1. Topographic Surveys

Piece	Responsible	Description
1	Customer	Carrying out the survey, for the final determination of the horizontal and vertical positions of the existing natural landscape features (x,y,z coordinates), such as soil profile, water bodies, vegetation lines (forest). Determination of structural object coordinates, such as buildings, roads, paths, bridges and functional facilities. The survey area refers to the functional area necessary for construction, including the normative safety space.

2.2. Deliverables - Survey

Piece	Responsible	Description
1	Customer	- Topographic model and contour line plan - Height Profile Cuts 2D - general plan with orthophoto layer

2.3. Site Consultancy & On Site Inspection

Piece	Responsible	Description
1	Sunkid	Assessment of the local topography, terrain forms, terrain profile, infrastructures and their influence on the route planning. Travel costs are included. Marking out the course of the railway using survey pegs to visually fix all important technical planning coordinates in the terrain and to guarantee error-free planning.

2.4. Layout – Track & Field Marking

Piece	Responsible	Description
1	Sunkid	In close cooperation with the customer, the designer will develop an ideal track design with a maximum number of exciting ride elements. Special attention will be paid to the optimized technical feasibility of the track design to guarantee cost optimization for the execution. Track Layout Staking marks the precise locations of all important points of the first phase of the track layout.

2.5. Concept Planning – Mountain Coaster

Piece	Responsible	Description
1	Sunkid	- Concept – Study - Tech. Feasibility – Study - Design - Phase 1 (Preliminary Design) - The overall scope of the studies includes a detailed technical description of the route, 2D, renderings and aerial photography. Thus, they include all important and decision-relevant data for the client in order to enable a secure final planning.

Price for above mentioned services

EUR 15.800, --

Accommodation and food during site visit by customer!

3. Overview prices – Mountain Coaster

3.1. Sunkid Mountain Coaster	Non-binding cost estimate
• According to drawing no. pr21-80-043 • Detailed planning and projecting • Track downhill straight, curves and waves incl. Accessories • 32 x sledge including back rest, braking system and skids • 18 carriages for transport of carts with gondola "Model Les Angles" • Setting up the construction site and clearing the construction site • Head-assembly incl. travel cost for 2x supervisors • Rental fee of tool container incl. specialized tools for welding • Signs • Traffic lights at the start • Maintenancekit & Toolkit • Documentation in English language • Statics for our scope of works	Price 930.000 €
3.2. Options	Non-binding cost estimate
• Automatic storage line for 32 carts	Price 165.500 €

3. Conditions

! Our General Terms and Conditions (in short "GTC"), which can be accessed on <https://www.sunkidworld.com/en/legal-information>, shall apply exclusively. We herewith expressly object to the use of any customer general terms and conditions and/or general terms and conditions of purchase. The following conditions are agreed upon deviating from or supplementing these:

PAYMENT:	40 % down payment after signing the contract 30 % down payment before delivery 30 % final payment after completion of the installation against irrevocable confirmed Letter of Credit
DELIVERY:	EXW Rußbach (Austria) (Incoterms 2020)
INSTALLATIONS SUPERVISOR:	Transfers, overnight stays and meals by the customer.
DOCUMENTS FOR SUBMISSION TO AUTHORITIES:	The seller supplies standard manufacturer's documentation in English. Special documents or calculations will be charged separately according to expenditure. The buyer is responsible for obtaining all necessary official permits and approvals.

i **Delivery conditions COVID 19:**
 Due to legislative measures to combat the COVID-19 virus, there may be delays in deliveries and shipments. Delivery dates are without exception subject to change.

3. Conditions

PRICE DOES NOT INCLUDE:	• All costs related to electrical connection, lightning protection, earthing, salvage platforms, planning, calculations of terrain and foundations as well as terrain, foundation and concrete work • Infrastructure (bridges, tunnels, buildings, fences, substructures) • Storage system for sledges • Theming of vehicles and track environment (e.g.: tunnel) • Exit and entry platforms • Accommodation and meals for technicians • Local and / or official permits / inspections / certifications required for public operation • Surveillance equipment (cameras, ...) • Lighting / decoration and / or show control systems • Fences, safety walks and information boards (if required by authorities) • Felling and clearing of trees in a forest aisle in a width of at least 1.5 meters on either side of the trajectory • 6 assistants with technical training, 1 of them welders (at least aluminum protective gas), 1 electrician • 1 unit 15kVA for welding equipment or supply line to the railway at any point • Tubular construction wood 24x 100mm x 500mm long boards, pegs DM60 x 1150 • 2 Quads with loading area or similar (mowing truck) • Repair painting of steel structures after installation • Warning signs, safety instructions and emergency signs (except the package offered) • Field drawings and actual construction drawings with local heights and coordinates; These and also the foundation details must be designed and drawn according to local requirements and regulations. • Electrical, hydraulic, pneumatic and/or other connecting lines between the individual units, cables, lines, pipes, accessories etc. are not included in the scope of delivery. The connection and installation must be carried out by the buyer in accordance with local regulations and standards • Spare parts • Transport of the equipment from the place of unloading to the place of installation (if not already regulated by Incoterms)
CHOICE OF LAW AND JURISDICTION:	The exclusive place of jurisdiction is agreed to be the competent court at the seller's registered office. However, the seller can sue the buyer at another domestic or foreign court of jurisdiction. For all disputes arising from the deliveries / services of the seller, the applicability of Austrian substantive law is agreed, excluding the provisions of Austrian international private law and the UN Convention on Contracts for the International Sale of Goods. The application of Austrian law shall also be deemed to have been agreed for the use of services by foreign customers.

3. Conditions

RETENTION OF TITLE:	• All goods and products of the Seller shall remain the property of the Seller until full payment of the agreed price and all associated costs. • In the event of seizure or other claims, the Buyer undertakes to draw attention to the right of ownership and to notify the Seller immediately. • It is expressly stated that all products of the Seller are movable goods within the meaning of § 293 ABGB.
EXCLUSION OF WARRANTY / LIABILITY:	• Excluded are warranty claims that are due to incorrect and improper operation or use or to natural wear and tear. Warranty is also excluded if the Company is commissioned to make changes or conversions to already used items or to carry out work on third-party products. • In the case of compensation, the Company is only liable for damages caused by it or a person for whom it is responsible, whether intentionally or through gross negligence. Liability for slight negligence is excluded, as is compensation for indirect damage, consequential damage and financial losses (e.g. for business interruptions), loss of interest, loss of profit, expected but not incurred savings and damage arising from third-party claims against the contracting party. • Any liability of the Company is limited to the contract value of the sum insured specifically paid by the business liability insurance. Any further liability of the Company is excluded. • Liability for information provided by telephone or verbally shall only be assumed - without prejudice to the agreed limitations of liability - if the information has been confirmed in writing by the Company. • It is stipulated that the contractual partner shall only employ qualified specialist personnel for the commissioning, installation and operation of the system and for all work on the system (whether maintenance, servicing or repair work), otherwise the Company shall not be liable. The contractual partner will also only use qualified specialist personnel for telephone enquiries to the Company. • In any case, the Contractual Partner shall ensure, if necessary by means of suitable measures, that the operation and all work according to the manufacturer's instructions, the assembly instructions, is carried out in accordance with the respective original operating instructions and the supplementary instructions of the Company, taking full account of the respective local conditions and special features, otherwise any liability of the Company shall be excluded.

3. Conditions

DATA PROTECTION AND DATA PROCESSING:

- If personal data is made available to the seller, it will be used to process inquiries and/or bookings, to provide other services and for administrative purposes.
- The buyer agrees that the seller may process the personal data transmitted by him or collected by the seller himself. The Buyer's personal data will be treated as strictly confidential in accordance with EU and national data protection regulations. This consent may be revoked at any time in writing (including electronic form) with effect for the future, unless the Seller has an overriding legitimate interest or the data is required to fulfil the contract or the Seller is legally obliged to process the data.
- Personal data will neither be sold to third parties nor marketed in any other way. The personal data will only be passed on to third parties or otherwise transferred if this is necessary for the business transaction, if it is in the predominant interest of the seller or if the seller has previously consented to this; a granted consent regarding the transfer of personal data to third parties can be revoked at any time in the future in written (also electronic) form, provided that no predominant legitimate interest of the seller exists. It may also be necessary to disclose personal data due to legal regulations or legal processes.
- If the seller supplies cameras, monitoring systems or similar, it is not responsible for compliance with data protection regulations; this is the sole responsibility of the buyer. The Buyer shall indemnify and hold the Seller harmless for any claims for violations of the relevant provisions.
- The Buyer agrees that the Seller may process the Buyer's personal data (name, title, address, e-mail address, telephone number) from the current business relationship for the purpose of advertising the Seller's products and services and may inform the Buyer by e-mail or telephone. The buyer can object to the processing of his data for these marketing purposes at any time and revoke his consent to the use of his data with immediate effect. This has no effect on the contractual relationship with the seller (Art. 107 TKG 2003). The objection or revocation of the contractual partner can be sent in writing to the seller, Sunkid GmbH, Industriezone 39, 6460 Imst, or in electronic form by e-mail to info@sunkidworld.com.

4. Options & Customization

Sunkid Mountain Coaster Track elements and options



Jump / Bridge



Twister



Tunnel



Speed track



Photopoint



Theming



Sound & Music



Vortex Tunnel & Lights



Cover for sledge



Camera monitoring

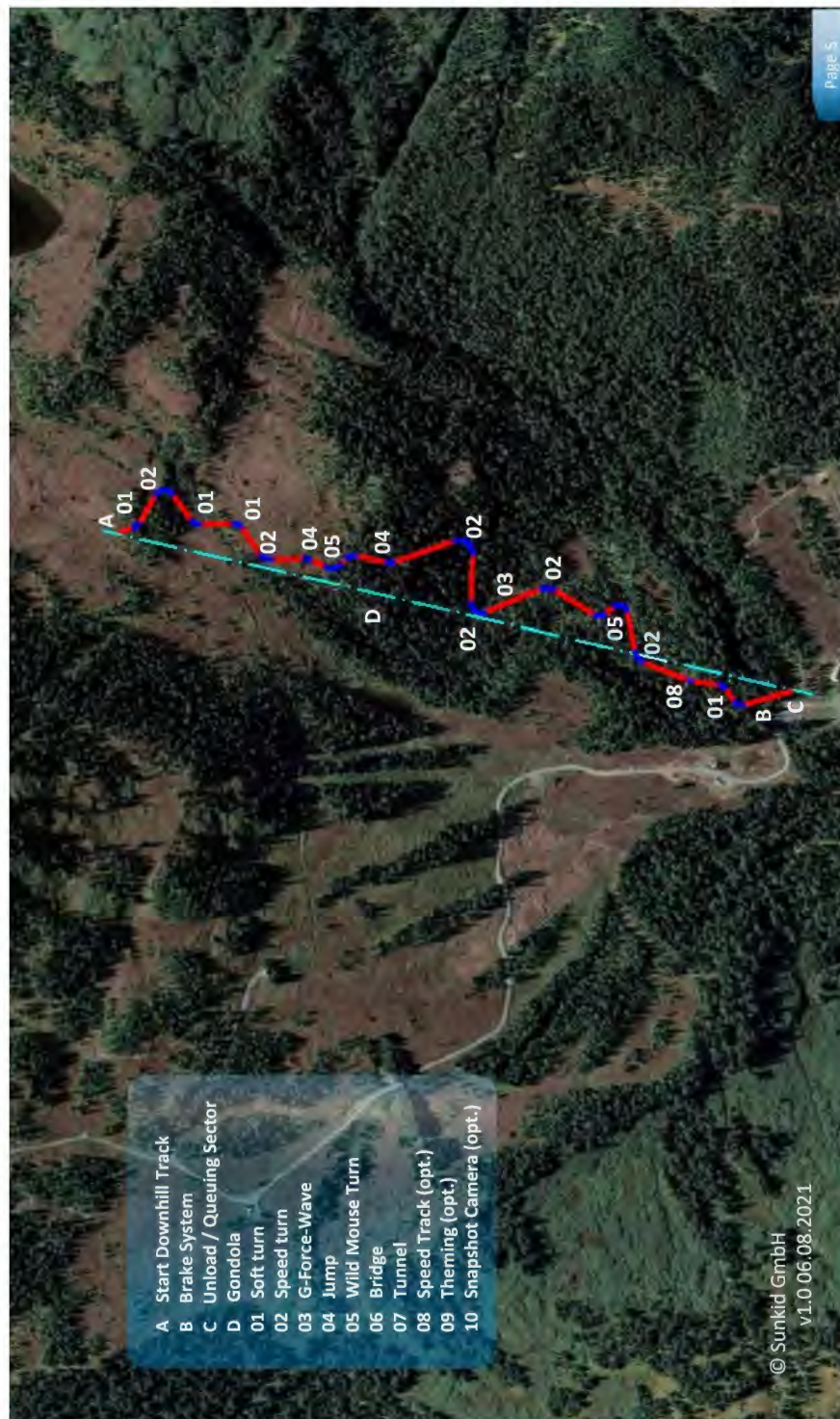


Camera Monitoring Zoom

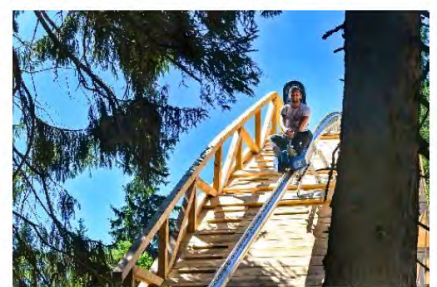
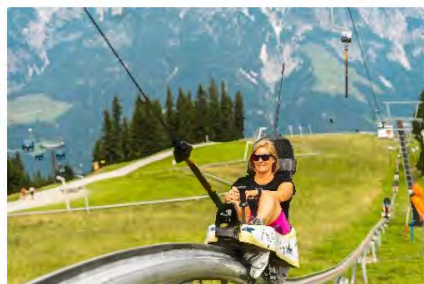
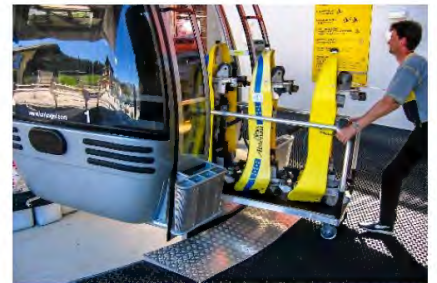


Speaker

5. Marketing drawing / illustration



6. Impressions



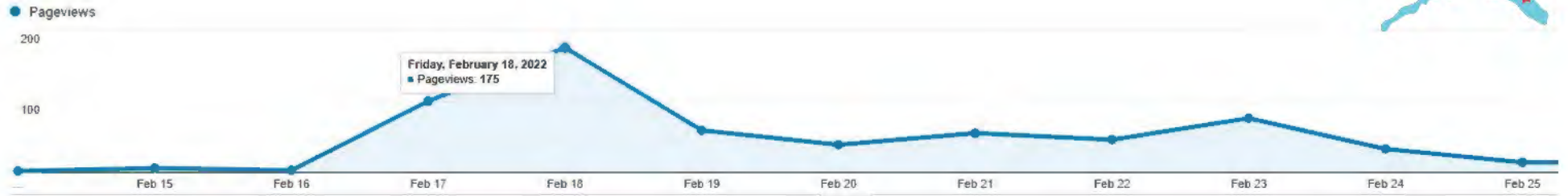
Numerous other reference projects, information, photo & videos can be found at www.sunkidworld.com.

3. COMMUNITY SUPPORT AND PLANNING EFFORTS

RECENT METRICS



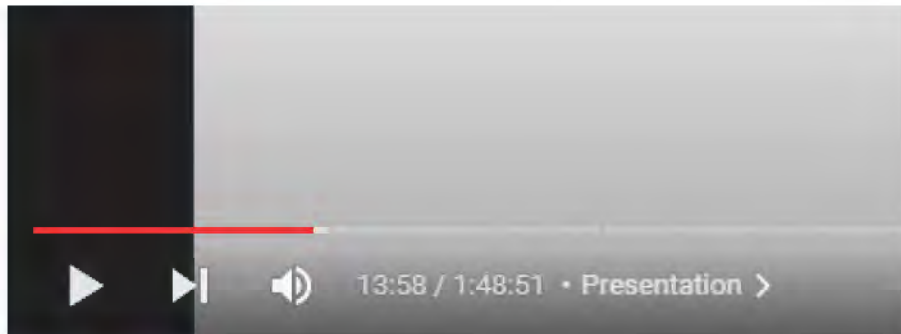
EAGLECREST SUMMER DEVELOPMENT PAGE - RECENT ACTIVITY



Primary Dimension: Page Other >

Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page
	621 % of Total: 1.65% (37,598)	559 % of Total: 1.78% (31,439)	00:03:51 Avg for View: 00:02:11 (75.39%)	328 % of Total: 1.56% (20,978)	76.83% Avg for View: 56.34% (36.38%)	72.95% Avg for View: 55.80% (30.74%)	
1. /summer/	621 (100.00%)	559 (100.00%)	00:03:51	328 (100.00%)	76.83%	72.95%	

WEBINAR RECORDING - VIEWS



Pulse Gondola Webinar + Q&A | 2.23.22

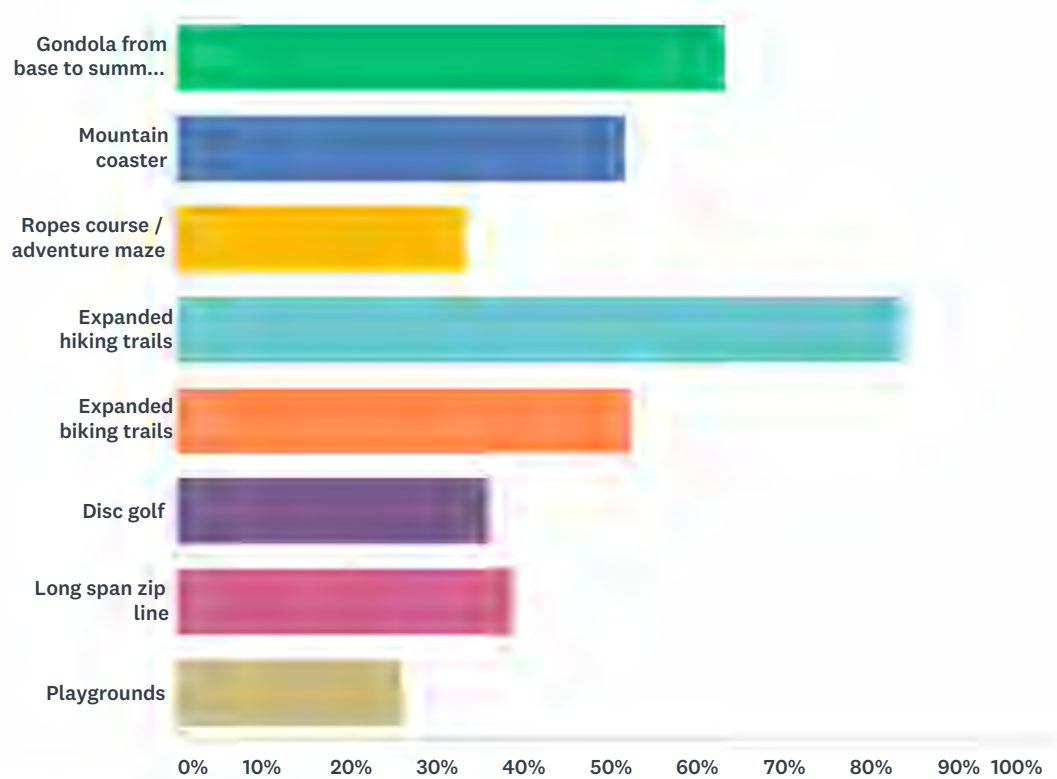
201 views • Feb 25, 2022 • Dave Scanlan presents the case for the

WEBINAR - LIVE VIEWS

During the public webinar + Q&A session, we noticed a peak attendance of 138 participants on zoom; some people left early and others joined the meeting late. While we do not have an exact number, we estimate that between 150-200 Juneau residents tuned in live for at least part of the webinar.

Q5 What summer activities would you explore if offered at Eaglecrest?

Answered: 147 Skipped: 0



ANSWER CHOICES		RESPONSES	
Gondola from base to summit (Pittman's Ridge)		63.27%	93
Mountain coaster		51.70%	76
Ropes course / adventure maze		33.33%	49
Expanded hiking trails		83.67%	123
Expanded biking trails		52.38%	77
Disc golf		36.05%	53
Long span zip line		38.78%	57
Playgrounds		25.85%	38
Total Respondents: 147			

3. COMMUNITY SUPPORT AND PLANNING EFFORTS

2012 MASTER PLAN COMMUNITY SURVEY RESULTS



C. TELEPHONE SURVEY

Survey research in support of the master planning process included a random sample telephone survey of Juneau residents. The telephone survey was conducted from September 30th, 2011 to October 4th, 2011 and included a sample size of 449 adults. The survey is statistically representative of the overall Juneau adult population, with a maximum margin of error of $\pm 4.5\%$ at the 95% confidence level.

The analysis of telephone survey results focuses on two groups: those that used the Eaglecrest Ski Area for the purpose of skiing or snowboarding during the 2010 winter season (113 respondents, termed “ski area users” in this summary), and those that did not use the area (336 respondents, termed “non-users”).

Detailed survey results are included in Appendix 3. A summary of key findings is provided below.

1. Key Survey Results

a. Development Priorities

The Master Plan study team, in consultation with the Eaglecrest Board of Directors, identified a range of development options for consideration in the survey research. Development options included the following:

- Trails for hiking and biking
- Summer tourist attractions to generate revenue
- Additional lighting for night skiing
- Cabins/overnight accommodations
- Ski area boundary expansion
- Terrain park
- Nordic skiing improvements
- New or expanded lodge

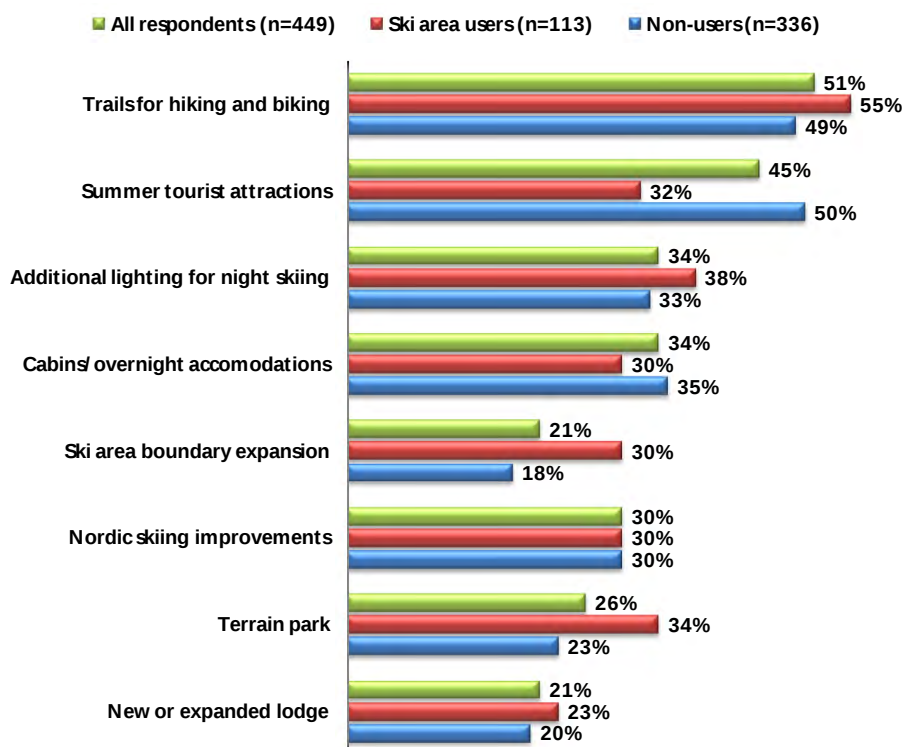
Among this list of development options, the addition of a trail network for hiking and biking at Eaglecrest received the highest ratings. Eighty-seven percent of Juneau residents rank this project as somewhat important or very important. Notably, half (51%) consider it very important.

Trails development is the most popular among both ski area users and non-users, receiving very important ratings from 55% of ski area users and 49% of non-users.

It is important to note that survey research did not address public opinion concerning the proposed Learning Center. The Eaglecrest Board and staff had established the need for the Learning Center, and identified it as a capital improvement priority, prior to launching the master planning process. Measurement of public opinion regarding a “new or expanded lodge” in the telephone and online surveys was intended to gauge perceived importance of replacing or expanding the often crowded main lodge, which according to the Eaglecrest Facility and Programming Study, is significantly undersized in several respects, especially the dining area and public storage (locker space).



Chart 1:
Eaglecrest Development Options – Percent Ranking Very Important

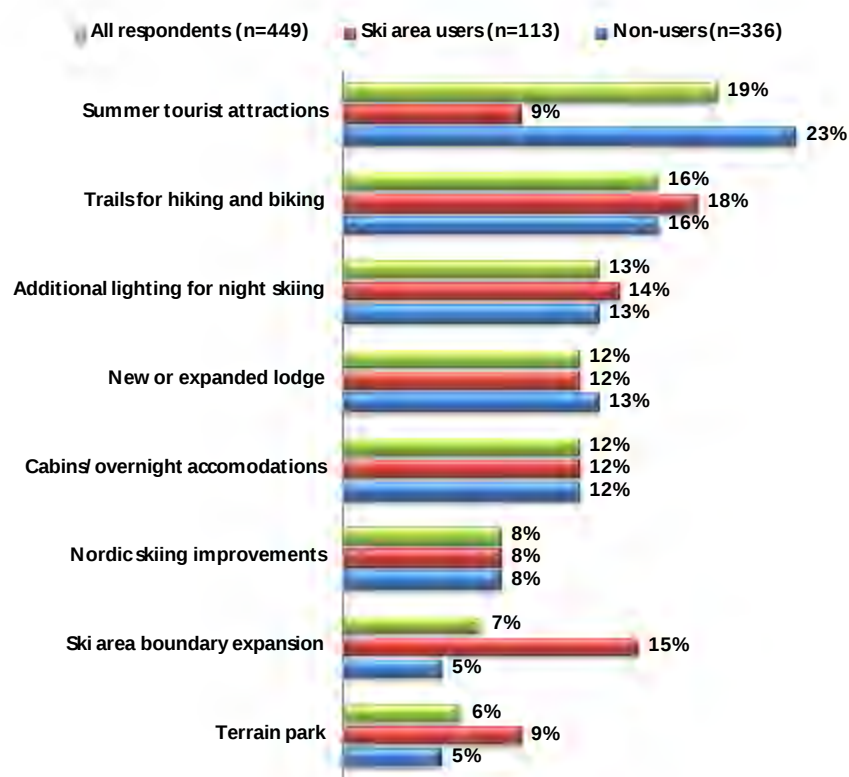


The expansion of summer tourist attractions in order to generate revenue is viewed as very important by 45% of Juneau adults, though there is a split between users and nonusers. Half (50%) of those that did not ski or snowboard at Eaglecrest last season believe this is very important, though just one-third of ski area users consider it very important.

Survey participants were asked which development option they believe to be the single most important for Eaglecrest to pursue. On the whole, responses were consistent with the rankings discussed above, though with some interesting differences.

- The development of summer tourist attractions to generate revenue for Eaglecrest Ski Area is most important for one in five Juneau residents. However, just one in ten of those that skied or snowboarded at Eaglecrest last season are in this group.
- One in six survey participants (16%) believe the addition of trails for hiking and biking in the ski area is the most important development option, with similar responses from both ski area users and non-users.

**Chart 2:
Eaglecrest Development Options – Ranked as Most Important**



Trail development for purposes of mountain biking is also popular. Fifteen percent of survey respondents indicated they would be very likely to use the trail system for biking at Eaglecrest. About the same percentage (14%) said they would be very likely to purchase a \$20 to \$30 summer lift ticket for biking if it provided access to a well-developed network of trails.

In summary, telephone survey results regarding future development options point to broad support for a range of possible developments, led by trails for hiking and biking. In fact, 87% of Juneau adults would favor development of a trail system at Eaglecrest and 44% of survey respondents said they would be very likely to use an Eaglecrest trail system for hiking. Even skiers and boarders apparently place higher priority on trail development for summer time use than they do on any of the winter-related developments (expanded lodge, night skiing, Nordic skiing improvements, or a terrain park).

The message from the community is not quite as clear concerning summer tourism development for purposes of raising revenues to support ski area operations. Non-users actually place this at the top of the priority list, along with trail development. For ski area users, summer tourism-related development is actually near the bottom of the list, in terms of what's most important for the future of Eaglecrest.

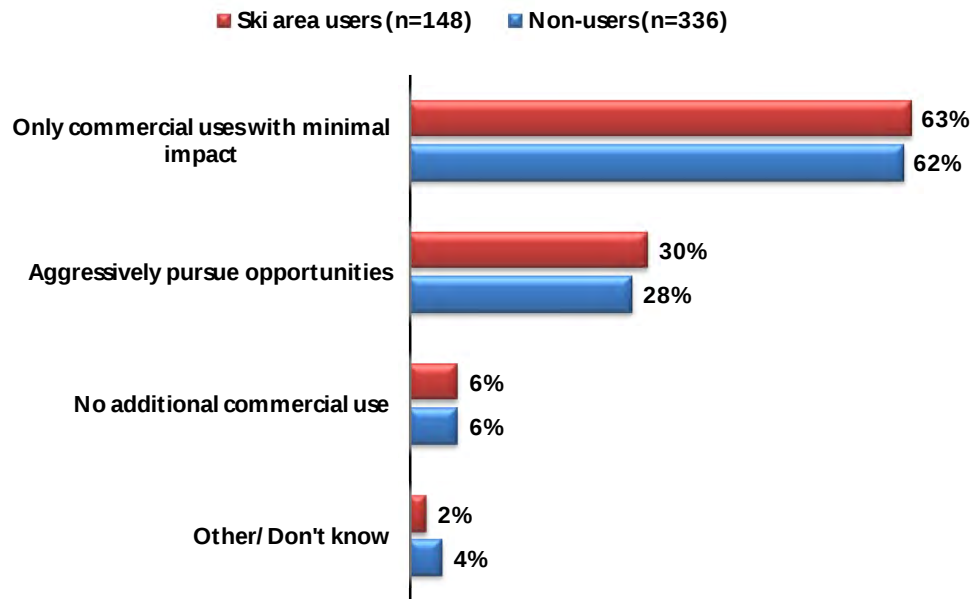
b. Commercial Use

Residents were asked about their opinion of additional commercial use of the Eaglecrest area, for purposes of generating revenue to support operations.



- Responses from Eaglecrest users and non-users were nearly the same, with 63 and 62%, respectively, sharing the opinion that Eaglecrest should only allow commercial uses that have minimal impact on local residents' use of the area.
- One in three ski area users expressed that Eaglecrest should aggressively pursue commercial opportunities in the area, similar to the 28% of non-users that conveyed the same opinion.
- Just 2% and 1% of ski area users and non-users, respectively, felt that Eaglecrest should not pursue any additional commercial use to generate revenue.

Chart 3:
Opinions on additional commercial use of Eaglecrest



c. Motorized Use

Eaglecrest has received proposals to allow recreational and commercial motorized use of the area during the winter and summer seasons. This would require a change in the City and Borough of Juneau ordinance on motorized use of the area. CBJ residents were asked whether they would favor or oppose changing the ordinance to allow these activities.

- The community is divided on the issue of motorized use of Eaglecrest during the winter. Half (49%) of Juneau residents oppose it, while 46% are in favor. The difference is within the survey's margin of error. Eaglecrest users are generally opposed, with more than half (58%) of those that skied or snowboarded at Eaglecrest last season expressing opposition to the use of motorized vehicles in the area during the winter season.

3. COMMUNITY SUPPORT AND PLANNING EFFORTS

**NORDIC MASTER PLAN
CROPLEY LAKE DEVELOPMENT**



EAGLECREST NORDIC DEVELOPMENT PLAN



GETTING MORE PEOPLE ON SKIS MORE OFTEN.

Submitted to the Eaglecrest Board of Directors

April 5, 2017

April 5, 2017

To: Eaglecrest Board of Directors
From: Juneau Nordic Ski Club (JNSC)
Re: Eaglecrest Nordic Development Plan from JNSC

The Juneau Nordic Ski Club (JNSC) respectfully requests the creation, review and adoption of a Nordic Development Plan (NDP) as part of the Eaglecrest Master Plan. The genesis of the NDP comes from requests by Eaglecrest Board members for more information on Nordic skier needs.

The JNSC is committed to assist in the implementation of a Nordic Development Plan in partnership with Eaglecrest and we look forward to developing a more detailed effort and priority list in the future. At this time we think it's premature to include cost estimates for three reasons: Eaglecrest and JNSC could easily be boxed into a corner of expectations neither can fulfill; it reduces flexibility to engage when elements of a project further down the list unexpectedly coalesce to move forward; and we support the upcoming public review process as part of the 5-year Eaglecrest Master Plan update.

Nordic skiing is a part of the total Eaglecrest revenue for operations and nordic revenues generally pay 100%, or more, of nordic operating costs at Eaglecrest. With improved facilities the revenue from Nordic could easily increase. The Juneau community will benefit by further developing the Nordic community credibility as an integral partner in skiing, as a partner in Eaglecrest facilities and in generating more revenue for Eaglecrest as a multidimensional, year-round, facility.

We look forward to discussing, defining and refining this project list with you, as well as establishing a fund-raising campaign to help with projects in need of broader support.

Sincerely,

The Juneau Nordic Ski Club Board

Frankie Pillifant, President
Mike Hekkers, Vice President
Tim Blust, Treasurer
Bart Watson, Secretary

- Jess Brown - Odin Brudie - Ray Imel - Erik Boraas - Wayne Carnes - Fred Hiltner -

- **Add trail lighting when electrifying Black Bear.**

In low snow years when the Lower Loop isn't groomed the Upper Loop has often seen enough snow cover to be set. While headlamps have traditionally been used during the dark, lighting will make the Upper Loop more attractive for evening events and training.

- **Install warming building.**

Creation of a warming and waxing facility is attractive for families, beginners and ADA nordic skiers. A nordic gathering place creates a more attractive location for nordic users. A building in this area could potentially serve as an over-night hut.

CONNECTORS

- **Humpy Trail development.**

The need for a more moderate, multi-use trail that snow-shoers and skiers, and off season bicyclists use is needed. The Humpy route generally parallels the main road on the uphill side up to main parking area and then along edge towards old tubing hill at Eaglecrest. Tasks include determine route and flag trail, reduce canopy, determine additional needs and implement such as culverts, drainage diversion, place culverts, develop drainage ditching, and connector tunnel to the Lower Loop.

- **Cropley Lake connection.**

Cropley Lake connection is a long desired route to additional terrain of beginner to moderate level nordic skiing. Route determination and establishment has several natural opportunities to be determined as part of a larger trail network around the mountain for all seasons. Additionally, this connection would be combined with Eaglecrest effort to have a hardened surface route to Cropley for access to the Brakel cabin, a source of all-season revenue. Hardened surface will create a multi-use route for mountain bikers outside of ski season.

- **Lower/Upper loop connector**

Rerouting for beginner access and trail hardening of this connector will provide additional off-ski-season hiking and mountain biking opportunities. During ski season it will provide an improved base for holding snow and draining during melt sessions. This project will follow an existing switchback trail through the woods that was historically used for nordic access before Trickster was a formalized run. It generally connects to the Trickster slope approximately half-way up. Once on Trickster, both alpine and nordic skiers will benefit from safety/etiquette educational signage along the portion of shared route. The JNSC volunteers can assist with canopy and vegetation management and sign placement.

MULTI-USE, MULTI-SEASON TRAILS

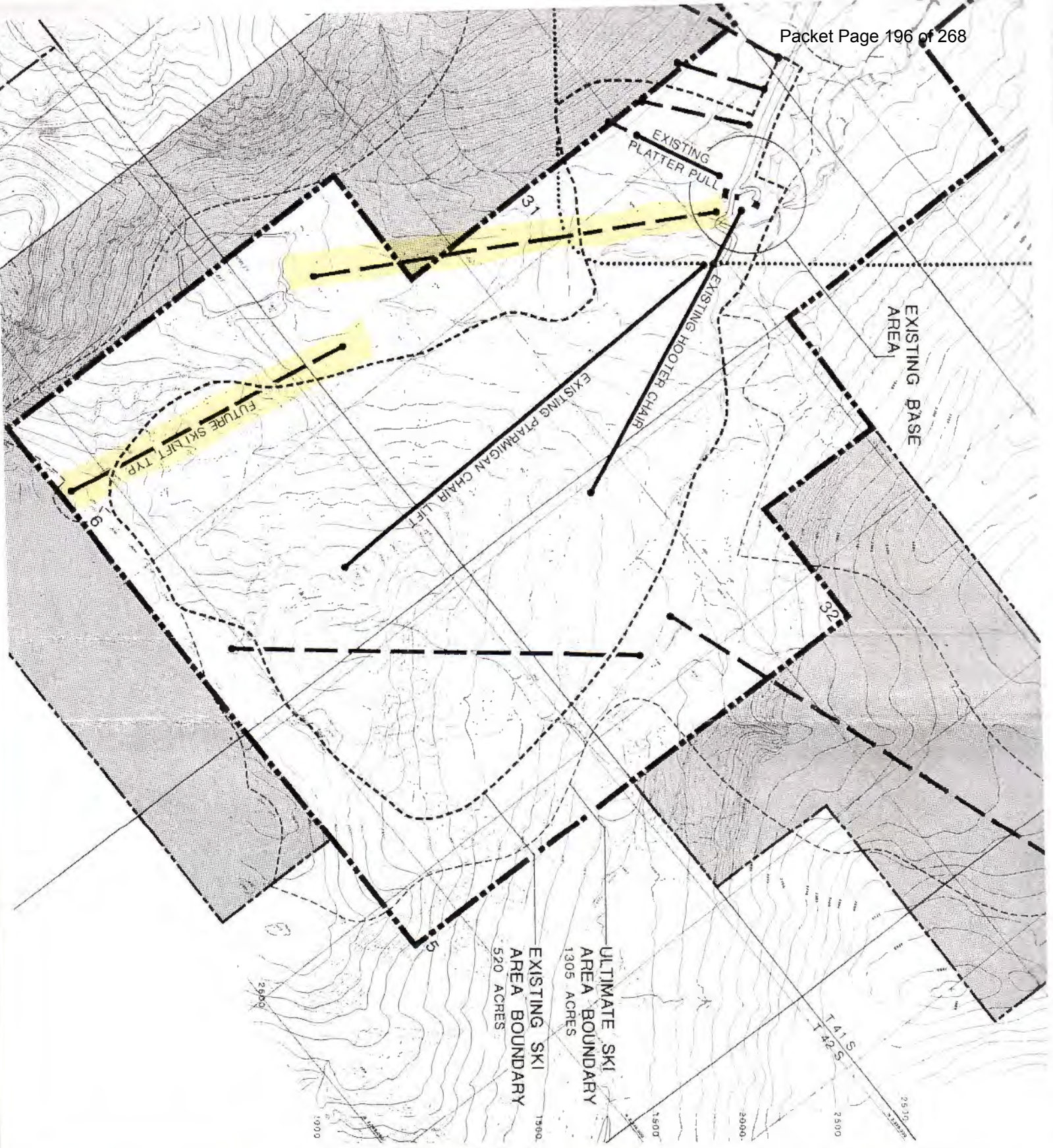
- **Develop the Trail Network Master Plan.**

As identified by the *2012 Eaglecrest Master Plan*, there is an increased opportunity for by developing a trail plan for nordic specific and multi-use. That plan would include a

3. COMMUNITY SUPPORT AND PLANNING EFFORTS

1983 SKI AREA EXPANSION MAP





EAGLECREST SKI AREA

BASE AREA LAND USE STUDY

LANI
OWNERSHI

JULY 1983

3. COMMUNITY SUPPORT AND PLANNING EFFORTS

BUSINESS CASE



Eaglecrest Gondola Project

Financial Considerations and Business Case

Overview:

Eaglecrest has been working on plans to develop summer operations since 2019. Funding Ordinance 2021-08(b)(am)(z) was sponsored by Wade Bryson and brought forward during the Assembly Finance Committee meeting on February 2nd. The Ordinance would allocate \$2 Million dollars for the purchase, transportation and preliminary engineering on a used fixed grip pulse Gondola from Austria. The Gondola would be the keystone of Eaglecrest expanding existing winter operations into a year around operations with summer activities geared toward Juneau's increasing number of summer visitors while enhancing existing summer use by local residents.

The CBJ has had exploration of Eaglecrest Summer Operations in their annual Goals document since 2019. In 2019, 2020 and 2021 the Assembly Goals stated in the Economic Development section "Explore viability of a summer operation plan for Eaglecrest Ski Area." In 2022 Assembly Goals in the Economic Development section, the language was updated to state "Support Eaglecrest Summer Operations Task Force & self-sufficiency of Eaglecrest."

Eaglecrest has developed two primary business cases. The First business case that will be explained in this memo is the business case that we feel brings the greatest positive financial impact to Eaglecrest / CBJ. During consultation with Ski Area Master Planners and ski areas that have successful summer activities, the greatest success is achieved when there is a suite of activities offered. This model contemplates CBJ purchasing and operating the Gondola and a Mountain Coaster ride experience. Eaglecrest has current concessionaires offering a ZipLine excursion and bicycle tours. Both of these concessionaires wish to expand their operations. With the CBJ offering the backbone infrastructure, Eaglecrest will have capacity to allow other tour operators the ability to offer bundled tour packages or develop new unique tour products that take advantage of the expanded core infrastructure.

Project Goals:

- Create a sustainable revenue stream capable of paying staff competitive year around wages
- Create a funding mechanism capable of funding the replacement of other aging ski area infrastructure
- Guarantee winter operations in the face of ongoing climate change
- Retain uniqueness of community ownership model
- Increase accessibility and use of Eaglecrest for non-skiing and snowboarding residents of Juneau
- Create healthy and affordable summer activities for Juneau's youth
- Stabilize Juneau's tourism economy creating more winter employment opportunities
- Fund development through a repayable funding mechanism such as a Central Treasury Loan or Revenue Bond.

- Eliminate ongoing need for CBJ General Fund Support

Financial Assumptions 10 Year Financial Tab:

Revenue & Visitation Forecasting: It is assumed that the Gondola would be purchased and transported to Juneau in CBJ FY 23. Funding for installation and construction of the Mountain Coaster would happen in the second half of FY 23 and the first half of FY24. The Gondola would open for winter operations during the winter of 2023/2024. The start of summer visitation on the Gondola would begin in May of 2024. The summer cruise year is split by the CBJ fiscal year cycle which runs from July 1st to June 31st. In the FY 24 column I have listed total visitation of 450,000 which is the estimated visitation of a partial cruise season that would average 1,350,000

Capture Rate: The financial model is based on an assumed capture rate of total visitors that are coming through cruise visitation and through independent travelers. Eaglecrest is assuming a capture rate of 4% of total cruise visitation. The cruise industry is estimating over 1,500,000 million visitors arriving in Juneau in the summer of 2022 if the ships were at 100% capacity. The industry is currently seeing very strong demand but are unsure of what capacity restrictions might be in place due to COVID considerations. It would be safe to assume that two years from now, when Eaglecrest is ready to operate the new Gondola, COVID concerns will be over and ships will be back to running at full capacity. Eaglecrest has taken a very conservative view forecasting cruise visitation starting at 1,350,000 in FY 24 & FY 25 (2019 actual visitation numbers) and then projecting a 3% annual increase from FY26 forward.

In the 2016 Juneau Visitor Profile and Economic Impact Study from McKinley Research (formerly McDowell Group), referencing the number of visitors participating in hiking, tram rides, zipline rides, and bike tours. The study found the following participation rates in activities through exit surveys of Juneau tourists, abbreviated for this memo. Note that the activities stated are not exclusive categories (i.e., a single visitor may have participated in a nature walk and tramway ride).

	All Visitors	Cruise Passengers	Air Passengers
Day Cruises	31%	31%	21%
City/sightseeing tours	19%	19%	13%
Wildlife Viewing	14%	13%	25%
Hiking/nature walk	15%	14%	31%
Tramway/gondola	15%	15%	21%
Zipline	1%	1%	1%
Biking	1%	2%	1%

Using this as a base line for our capture rate which shows that 32% of all visitors to Juneau area are already partaking in the activities that will be offered at the Eaglecrest Adventure Park. We

feel Capturing 4% of this portion of the visitor market is reasonable. During 2019 there was a documented lack of visitor capacity. The Glacier Visitor Center was at capacity and no longer issuing commercial tour permits, the Mt Roberts Tramway would often have an hour and a half wait and the Whale Watching Tours were selling out.

Plan B Tour days, this is a term in the Juneau tour industry that refers to days when all air born excursions are grounded due to fog and a low cloud deck. During these days available tour option decrease by a large increment putting additional pressure on Juneau resources. Many of these days the Eaglecrest Gondola and Mountain Coaster would still be operational. It would be reasonable to forecast an additional capture rate on these plan B days. In an effort to be conservative we have kept our capture rate flat over the projected years even though we feel it is likely that the percentage of capture rate may grow as visitation grows as other popular activities hit capacity limits.

Mixed –Age Visitors and Adventure Travelers. Juneau has very few tour options for kids. Eaglecrest would have strong appeal to the growing segment of cruisers that are traveling with multiple generations offering activities for Parents, Grandparents and Kids all at one destination.

Independent Visitor Capture Rate: As you will see our capture rate for independent travelers is higher. In the chart above broken down by visitor type, 31% of air travelers do nature hikes and walks and 21% ride the tram. Being that independent travelers will be staying in Juneau for multiple days, they have time to participate in the main attractions and will be likely to visit Eaglecrest to take in the mountain top vistas and trial experiences across the mountain. We are assuming a 15% capture rate on this group of visitors.

Average Visitor Spending: The average visitor spending assumes that the cost of an Al Carte scenic Gondola Ride is \$35, a match to the Mt Roberts Tram. We then assume that another \$10 will be earned through a combination of food sales and retail items. The mountain coaster will be an extra charge a \$15 for the first ride and \$10 for an additional ride. We will come up with an all inclusive adventure park pass that would allow unlimited coaster rides for an additional price. These rates are assumed “window or walk up local rate”. We intend to partner with Alaska Coach Tours as a primary transportation partner that would broker the product as a bundled package through their existing relationships with all of the primary cruise lines. We have had an active relationship doing existing bundled tours during the summer of 2021 and continuing into the summer of 2022. When sold “onboard” the cruise lines will mark up the cost to achieve their desired margins as they do with most products.

Throughput: The Gondola has an hourly capacity of 600 passengers per hour. The configuration of the Gondola will have three fifteen passenger cabins traveling in a clustered pod. Conservatively, each pod will be moving 45 guests up the mountain every 4 minutes. Another way to visualize this is that every four minutes we would have the capacity to move a full sized greyhound style Charter bus full of people up the mountain. The Mountain Coaster is designed to have a peak throughput with 50% of the carts having double rider capacity of 280 passengers

per hour. The Mountain Coaster Cart is equipped with a rain cover to keep customers relatively dry allowing the coaster to operate in any weather which will assist Eaglecrest on the Plan B tour days described above. With an estimated total daily visitation of 475 to 500 visitors per day we are well within these capacity parameters.

Total drive time on a charter buss from the port to Eaglecrest including time to disembark from the buss and arrive at the base station of the Gondola is estimated at a comfortable 35 minutes. Total ride time to the top of the mountain in the Gondola is 7 minutes. Using these estimates, it would be safe to assume that Eaglecrest could provide a quality experience during shorter port calls when visitors may only have a total of 3 to 4 hours away from the Boat. In a two hour time frame 300 people could conservatively be turned through the mountain coaster and over 500 people through the top of the mountain for site seeing and ridge walking. It is assumed the independent travelers will arrive by their own means likely a rental car.

Mountain Bike Revenue: In the year 2026, as the summer model begins to mature and additional trail infrastructure is completed and visitation on the Gondola increases the concept of running the Hooter Chair Lift on weekends specifically for mountain bikes is brought into the model. This will primarily be focused on the local and youth market. Expenses for running the Hooter Chair, mountain bike instructors and a mountain bike shop are brought into the equation.

Winter Revenue Lines 17 – 37

Historically winter revenue has taken major swings due to the winter weather that might be happening in a particular season. We have made substantial investments and into our snowmaking system to help mitigate the swings that come along with warm winters. Our users have now gained confidence that they will have a full winter of skiing and snowboarding due to the increased dependability from our new expanded snowmaking capacity. This has greatly increased our Annual Revenue, in line 20, which is comprised of seasons passes multi visit cards and our flex passes. These sales all happen prior to the start of the winter. An average of 30% of our Snowsports revenue also happens before we open the mountain from families registering in our multi week lesson programs. COVID helped Eaglecrest to bring many new skiers into the sport that we have retained into FY22.

The sales reflected in these lines are only related to winter revenue. Food concessions and retail soft goods sales for summer are wrapped up in the average daily spending metric.

The new Gondola and expanded winter ski terrain combined with cross marketing to our summer users allow us to estimate growth in all of our winter revenue centers. These growth rates reflect volume growth with flat pricing. One of our goals with summer operations is to allow summer revenue to keep skiing and snowboarding affordable for Juneau residents. The chart below shows the percentage increments that each revenue center will increase by.

Revenue Center	Percentage Increase
Snow Sports School	5%
Ski Lift Fees (Day use lift tickets)	10%

Annual Fees (Seasons Passes & Multi Visit)	5%
Food Service	10%
Ski Repair	5%
Ski Rental	5%
Winter Retail	10%

CBJ General Fund & Road Service: This is shown in line 38. The higher amount shown in FY 23 reflects that amount that will be requested during this year's budget cycle which reflects increases in insurance rates, inflation on materials and commodities and increased wages. The financial model contemplates CBJ continuing to contribute the historic amount of general funds that was allocated in FY22 for the duration of the debt repayment cycle shown in lines 74 to 76. Once the debt is repaid in FY 29 all general fund support for Eaglecrest is eliminated.

Permit Revenue: Eaglecrest currently has numerous commercial use permits with independent concessionaires. The revenue on the contract revenue lines increase as each vendor will be able to grow their respective business models based off the increase traffic and marketability of their expanded offerings.

Cabin and Facility Rental Revenue: These revenues increase with the addition of our second overnight cabin and increased opportunity for rental activities at the top of the mountain or Cropley Lake.

Expense Characteristics of Eaglecrest:

This section will outline which expense items are impacted by increased visitation and how these have been shown in the Expense Detail tab which rolls up into the 10 year financial tab. In a general sense, running a ski area is like running a big physical plant with many large fixed costs that are independent of visitation. The staffing expense only increases in a few areas to meet increased visitation. These area are in Food Service and Cashiers. The assumption is that the bulk of the visitation will come through the cruise lines which would allow ticket sellers to preload digital scanning tickets prior to arrival eliminating the need for many of the cruise visitors to visit a cashier upon arrival for a Gondola or Mountain Coaster ride.

Staffing Cost Assumptions.

The FY22 personnel costs reflect the projected year end actuals after the 7.5% pay increase that happened in January 2022. The FY 23 personnel costs reflect an additional 12% correction to the pay scale to bring all wages in every pay class up to a competitive level within the ski industry and ensures all employees are paid above Alaska Minimum wage. Performance increases are applied yearly to the year around staff starting in FY25. An additional 2% cost of living increases are applied to the entire pay scale in FY26, FY28 and FY30. Staffing levels increase in proportion to expanded summer and winter operations to ensure that proper staffing levels can be accounted for to ensure a proper guest experience.

Expense Lines Tied to Visitation Expense Detail Tab:

Line 17 Contractual Services is linked to visitation. This encompasses our Snow Bus contract, our software agreement for our ticket scanning gates and our media stock for our scanning gates. This category seems to tend on a ratio of \$1.8% of revenue

Bank Card Fees:

Line 20 encompasses Bank Card Fees. Rolled up in this category is the cost of our point of sale annual agreement, which is based on 1.59% of sales. In addition to this is our fees for our payment processor and payment gateway. This all adds up to a total of 3% of gross revenue.

Insurance Fees:

Line 23 Spec and Prop line is related to our ski area liability and property insurance. This policy is also tied to revenue at a rate of 2.7% of gross revenue

Fleet Replacement: on line 27 has been doubled by FY26

Materials and Commodities: on line 34 administration Materials & Commodities has been doubled.

Ski Patrol: in addition to the extra staffing added for summer operations and bringing Heavenly valley inbounds, an additional \$35,000 has been added in minor equipment in years FY24 & FY25 to account for new avalanche blasting equipment. Materials and commodities have been also increase by \$30,000 to pay for addition explosives and summer material for summer first aid operations.

Lift Operations: In addition to staffing for the Gondola and running Hooter on weekends for mountain biking starting in FY26 there has been an increase in Materials and Commodities by \$20,000. Uniforms and safety equipment has been raised by \$7,000.

Mountain Maintenance: The big increases in the Mountain Maintenance are in the following. Fleet gasoline has been tripled to pay for addition summer travel in mountain trucks and four wheelers. The Gasoline and Oil line refers to Diesel Fuel needed to run the generator to power the Gondola for the first couple of years until it can be connected to grid power. This line has been increased by \$130,000. Materials and Commodities has been raised by \$35,000 doubling the existing budgeted amount.

Lodge Operations: The increases in lodge operations will be found in small increments for Electricity for the additional use of Fish Creek Lodge. Larger increases in electricity happen in FY 26 when weekend operations of Hooter are contemplated. Expense for propane is tripled to account for powering the kitchen equipment during the summer months.

Snow Sports School: Summer operations does not have much effect on this department until FY26 when mountain bike instructors come into the mix. Small increases in winter labor are factored in increasing the total hours worked to accommodate for the increase in revenue.

Food service: The big increases here come in the cost of food product that falls in line 137 contractual services. This increases in proportion to visitation with projected food costs staying at an average of 25% of revenue. Materials and commodities also rise follow our increased visitation as miscellaneous food product not sourced through food contracts will fall in this category.

Ski Rental Shop: The big increases here come in Line 225 Rental Inventory. This accounts for increasing the size of the winter equipment fleet and then growing into a fleet of mountain bikes in FY 26. Retail soft goods also increase proportionately with visitation to account for the cost of goods.

Marketing: The big moves in the Marketing department come in an increase of \$30,000 in the advertising budget and an increase in the printing budget by \$15,000.

Building Maintenance: Increases here are seen on line 276 and 278 which account for pumping services from our Septic holding tank, water filters and chemicals for our water treatment plant.

4: *FINANCIAL* ANALYSIS

FULL DEVELOPMENT (PREFERRED OPTION)

REVENUE CAPTURE FROM FOOD SERVICE, RETAIL,
MOUNTAIN COASTER, AND GONDOLA TICKETS



	Construction Summer FY22 projected	FY23 Projected	First winter Gondola FY24 Projected	1/4 year Coaster FY25 Projected	ebike rentals & Coaster FY26 Projected	FY27	FY28	FY29	FY30
Sales	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Summer									
Total Cruise Ship Passengers			450,000	1,350,000	1,390,500	1,432,215	1,475,181	1,519,437	1,565,020
Capture Rate			4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Independent Travelers			70,000	75,000	75,000	80,000	85,000	90,000	95,000
Capture Rate			15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Total Eaglecrest Visits			28,500	65,250	66,870	69,289	71,757	74,277	76,851
Average Visitor Spending			\$45	\$45	\$60	\$60	\$60	\$60	\$60
Average Daily Visitors			204	466	478	495	513	531	549
Mountain Bike Revenue					\$65,000.00	\$68,250.00	\$71,663	\$75,246	\$79,008
Summer Total	\$ -	\$ -	\$ 1,282,500	\$ 2,936,250	\$ 4,077,200	\$ 4,225,566	\$ 4,377,098	\$ 4,531,894	\$ 4,690,056
Ski School Fees	\$ 250,000	\$ 250,000	\$ 275,000	\$ 250,000	\$ 262,500	\$ 275,625	\$ 289,406	\$ 303,877	\$ 319,070
Ski Lift Fees	\$ 330,000	\$ 330,000	\$ 375,000	\$ 400,000	\$ 440,000	\$ 484,000	\$ 532,400	\$ 585,640	\$ 644,204
Annual Revenue (Seasons Pass & multi card)	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,300,000	\$ 1,365,000	\$ 1,433,250	\$ 1,504,913	\$ 1,580,158	\$ 1,659,166
Bus Fees	\$ 11,000	\$ 11,000	\$ 15,000	\$ 16,500	\$ 18,150	\$ 19,965	\$ 21,962	\$ 24,158	\$ 26,573
Tubing Park				\$ 65,000	\$ 68,250	\$ 71,663	\$ 75,246	\$ 79,008	\$ 82,958
USER FEES	\$ 1,791,000	\$ 1,791,000	\$ 1,865,000	\$ 1,966,500	\$ 2,085,650	\$ 2,212,840	\$ 2,348,680	\$ 2,493,832	\$ 2,649,014
Retail - Soft G	\$ 60,000	\$ 60,000	\$ 60,000	\$ 65,000	\$ 71,500	\$ 78,650	\$ 86,515	\$ 95,167	\$ 104,683
Food Service	\$ 170,000	\$ 170,000	\$ 170,000	\$ 187,000	\$ 205,700	\$ 226,270	\$ 248,897	\$ 273,787	\$ 301,165
Ski Repair	\$ 35,000	\$ 35,000	\$ 35,000	\$ 40,000	\$ 42,000	\$ 44,100	\$ 46,305	\$ 48,620	\$ 51,051
SALES	\$ 265,000	\$ 265,000	\$ 265,000	\$ 292,000	\$ 319,200	\$ 349,020	\$ 381,717	\$ 417,573	\$ 456,900
Locker Rental F	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000
Ski Rental	\$ 130,000	\$ 130,000	\$ 130,000	\$ 140,000	\$ 147,000	\$ 154,350	\$ 162,068	\$ 170,171	\$ 178,679
RENTALS	\$ 200,000	\$ 200,000	\$ 200,000	\$ 210,000	\$ 217,000	\$ 239,350	\$ 247,068	\$ 255,171	\$ 263,679
Gift Certificates & Promotions	Packet Page 206 of 268	10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Vending	\$ 4,000	\$ 10,000	\$ 11,000	\$ 12,100	\$ 13,310	\$ 14,641	\$ 16,105	\$ 17,716	\$ 19,487
Cabin / Facility Rentals	\$ 50,000	\$ 65,000	\$ 65,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000
Permit Revenue	\$ 30,000	\$ 80,000	\$ 85,000	\$ 157,300	\$ 173,030	\$ 190,333	\$ 209,366	\$ 230,303	\$ 253,333
CBJ General Fund & Road Service	\$ 875,000	\$ 975,000	\$ 975,000	\$ 975,000	\$ 975,000	\$ 975,000	\$ 975,000		
Donations	\$ 100,000	\$ 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Miscellaneous Base Operation									
Total Other Income	\$ 1,059,000	\$ 1,240,000	\$ 1,196,000	\$ 1,274,400	\$ 1,291,340	\$ 1,309,974	\$ 1,330,471	\$ 378,019	\$ 402,820
Total Sales	\$ 3,315,000	\$ 3,496,000	\$ 4,808,500	\$ 6,679,150	\$ 7,990,390	\$ 8,336,750	\$ 8,685,034	\$ 8,076,489	\$ 8,462,469
Total Sales tax Earned for CBJ		\$ 174,800	\$ 240,425	\$ 333,958	\$ 399,520	\$ 416,838	\$ 434,252	\$ 403,824	\$ 423,123
								Total	\$ 2,826,739
Expenses	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Personnel Costs	7.5% correction	12% correction			2%COL		2%COL		2%COL
Ski Area Administration	\$ 508,100	\$ 602,196	\$ 605,496	\$ 626,715	\$ 638,507	\$ 650,853	\$ 673,679	\$ 686,904	\$ 699,437
Ski Rental, Retail and Repair Shop	\$ 95,690	\$ 100,257	\$ 147,386	\$ 229,711	\$ 292,036	\$ 294,912	\$ 302,883	\$ 305,963	\$ 311,983
Ski Patrol Program	\$ 213,894	\$ 207,276	\$ 381,267	\$ 614,011	\$ 626,256	\$ 701,999	\$ 715,513	\$ 717,262	\$ 731,447
Lift Operation Program	\$ 121,274	\$ 141,317	\$ 230,004	\$ 302,527	\$ 505,121	\$ 474,415	\$ 482,442	\$ 502,024	\$ 511,865
Maintenance Program	\$ 326,100	\$ 371,019	\$ 496,483	\$ 496,483	\$ 539,500	\$ 620,628	\$ 635,037	\$ 639,377	\$ 651,965
Lodge Operations Program	\$ 119,740	\$ 133,678	\$ 199,482	\$ 318,693	\$ 326,610	\$ 325,167	\$ 337,644	\$ 340,658	\$ 347,371
Food Service	\$ 58,486	\$ 72,383	\$ 112,336	\$ 237,417	\$ 283,038	\$ 288,919	\$ 294,215	\$ 301,365	\$ 307,312
Marketing/Special Events	\$ 103,284	\$ 102,656	\$ 104,272	\$ 108,041	\$ 151,578	\$ 156,423	\$ 161,935	\$ 165,710	\$ 168,964
Ski School Program	\$ 177,023	\$ 196,408	\$ 196,408	\$ 212,579	\$ 269,748	\$ 292,522	\$ 327,140	\$ 333,979	\$ 340,559
Total Personnel Costs	\$ 1,723,591	\$ 1,927,190	\$ 2,473,132	\$ 3,146,178	\$ 3,632,393	\$ 3,805,839	\$ 3,930,488	\$ 3,993,243	\$ 4,070,902
Other Expenses									
Ski Area Administration	\$ 660,600	\$ 711,200	\$ 865,785	\$ 1,072,652	\$ 1,276,009	\$ 1,327,002	\$ 1,353,140	\$ 1,307,515	\$ 1,336,479
Ski Rental, Retail and Repair Shop	\$ 56,000	\$ 72,800	\$ 133,800	\$ 160,804	\$ 170,809	\$ 181,814	\$ 193,919	\$ 207,234	\$ 221,880
Ski Patrol Program	\$ 22,000	\$ 50,000	\$ 90,000	\$ 91,004	\$ 66,009	\$ 66,015	\$ 66,021	\$ 66,027	\$ 66,033
Lift Operation Program	\$ 41,000	\$ 51,500	\$ 67,500	\$ 68,504	\$ 78,506	\$ 78,511	\$ 78,516	\$ 78,521	\$ 78,526
Maintenance Program	\$ 129,500	\$ 170,500	\$ 255,500	\$ 315,506	\$ 337,512	\$ 347,517	\$ 347,524	\$ 347,531	\$ 651,965
Lodge Operations Program	\$ 114,500	\$ 127,000	\$ 151,000	\$ 181,004	\$ 194,508	\$ 195,015	\$ 195,023	\$ 195,031	\$ 195,039
Food Service	\$ 70,000	\$ 71,000	\$ 111,000	\$ 202,251	\$ 222,078	\$ 243,888	\$ 267,878	\$ 294,267	\$ 195,039
Marketing/Special Events	\$ 57,500	\$ 78,000	\$ 103,000	\$ 113,003	\$ 113,008	\$ 113,012	\$ 113,016	\$ 113,020	\$ 113,024
Building Maint/Utilities	\$ 89,500	\$ 89,500	\$ 126,500	\$ 136,503	\$ 141,507	\$ 145,752	\$ 150,125	\$ 141,519	\$ 141,523
Ski School Program	\$ 15,600	\$ 27,400	\$ 32,000	\$ 44,003	\$ 42,010	\$ 44,017	\$ 44,024	\$ 44,031	\$ 44,038
Vehicle Maintenance	\$ 70,000	\$ 100,000	\$ 100,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
Total Other Expenses	\$ 1,326,200	\$ 1,548,900	\$ 2,036,085	\$ 2,505,234	\$ 2,761,956	\$ 2,862,543	\$ 2,929,185	\$ 2,914,696	\$ 3,163,546
Fiscal year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Total Ski Operations Annual Expenses	\$ 3,049,791	\$ 3,476,090	\$ 4,509,217	\$ 5,651,412	\$ 6,394,350	\$ 6,668,382	\$ 6,859,673	\$ 6,907,938	\$ 7,234,448
Total Ski Operations Revenue	\$ 3,315,000	\$ 3,496,000	\$ 4,808,500	\$ 6,679,150	\$ 7,990,390	\$ 8,336,750	\$ 8,685,034	\$ 8,076,489	\$ 8,462,469
Total net from ski operations	\$ 265,209	\$ 19,910	\$ 299,283	\$ 1,027,738	\$ 1,596,040	\$ 1,668,368	\$ 1,825,361	\$ 1,168,551	\$ 1,228,021
Total Capital load before yearly revenue			\$ 7,000,000	\$ 7,140,000	\$ 5,955,779	\$ 4,478,854	\$ 2,900,064	\$ 1,132,704	
Cost of Capital			\$ 140,000	\$ 142,800	\$ 119,115.58	\$ 89,577	\$ 58,001	\$ 22,654.08	
Debt after revenue applied to be carried forward			\$ 7,140,000	\$ 5,955,779	\$ 4,478,854	\$ 2,900,064	\$ 1,132,704	\$ (13,193)	

Cost Timeline for 4X3 Gondola

Item	Amount	
Fixed Grip Pulse Gondola Ski Lift	\$ 1,360,000.00	
Transportation	\$ 450,000.00	
Initial engineering	\$ 80,000.00	
Ground Survey	\$ 15,000.00	
Preliminary Geotech	\$ 75,000.00	
Initial tree removal for ground survey and Geotech	\$ 20,000.00	
Total CBJ General Funds	\$ 2,000,000.00	Amount of Funding ordinance

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Final Tree Removal and Line prep	\$ 50,000.00	
Final Engineering & Geotech	\$ 600,000.00	
Road Construction	\$ 900,000.00	
Concrete foundation prep, excavation, forming & rebar	\$ 1,200,000.00	
Micro piles for foundations (unknown if needed)	\$ 150,000.00	
Lift upgrades & refurbishment	\$ 400,000.00	
Terminal enclosures	\$ 950,000.00	
Electrical Transformer and connection to AELP	\$ 300,000.00	
Towers and line Gear Installation	\$ 250,000.00	
Permitting and other soft costs	\$ 600,000.00	
Contingency	\$ 1,600,000.00	
Total Installation Costs		\$ 7,000,000.00
Total Project Costs	\$ 9,000,000.00	

Mountain Coaster	1,500,000
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5490-0000	Materials and commodities	5,000	10,000	15,000	15,001	15,002	15,003	15,004	15,005	15,006
.	Total Commodities & Services	89,500	111,000	126,500	136,503	141,507	141,511	141,515	141,519	141,523
	Capital Outlay									
	Debt Service									
	Transfers Out									
	Reimbursable Expenses									
.	Total Expenditures	89,500	111,000							

		FY22	FY23							
235281201	Eaglecrest-Vehicle Maint	Requested	Requested							
Account	Description	-----	-----							
	Administration									
	Commodities & Services									
5363-0000	Equipment maint - non-fleet	70,000	100,000	100,000	120,000	120,000	120,000	120,000	120,000	120,000
5490-0000	Materials and commodities									
.	Total Commodities & Services	70,000	100,000	100,000	120,000	120,000	120,000	120,000	120,000	120,000
	Capital Outlay									
	Debt Service									
	Transfers Out									
	Reimbursable Expenses									
.	Total Expenditures	70,000	100,000	100,000	120,000	120,000	120,000	120,000	120,000	120,000

Eaglecrest Annual Expenses	Projected		
	FY19 Actual	w/ Summer Ops	% Increase
Personnel	\$ 1,322,958	\$ 3,146,178	137.81%
Ski Area Administration	\$ 415,070	\$ 1,072,652	158.43%
Lodge Operations	\$ 112,283	\$ 181,004	61.20%
Mountain Maintenance	\$ 77,395	\$ 315,506	307.66%
Food Service	\$ 67,380	\$ 202,251	200.16%
Marketing / Events	\$ 40,000	\$ 113,003	182.51%
Building Maintenance	\$ 60,736	\$ 136,503	124.75%
Retail, Rental, Repair Shop	\$ 39,596	\$ 160,804	306.11%
Vehicle Repair	\$ 52,827	\$ 120,000	127.16%
Lift Operations	\$ 31,511	\$ 68,504	117.40%
Ski Patrol	\$ 4,737	\$ 91,004	1821.13%
Snowsports School	\$ 2,466	\$ 44,003	1684.39%
Total	\$ 2,226,959	\$ 5,651,412	153.77%

Debt Service Calculator		Projected Capital Costs
Total Project Cost		\$ 8,500,000
50% portion for CBJ to Finance		*
Interest Rate		6.00%
Loan Period (Years)		20
Total Annual Payment		\$ 741,069 *

Purchase covered by CBJ GF 2,000,000

Winter Operations	Low Projections	Mid Projections	High Projections	2021 winter
Season Pass Products	\$ 750,000	\$ 900,000	\$ 1,400,000	\$ 996,000
Lift Tickets	\$ 175,000	\$ 200,000	\$ 400,000	\$ 320,000
Snowsports School	\$ 125,000	\$ 150,000	\$ 250,000	\$ 226,600
Food Service	\$ 105,000	\$ 135,000	\$ 150,000	\$ 123,700
Rental Shop	\$ 90,000	\$ 120,000	\$ 135,000	\$ 116,400
Ski Shop	\$ 75,000	\$ 100,000	\$ 110,000	\$ 57,800
Lockers	\$ 60,000	\$ 65,000	\$ 70,000	\$ 64,700
(Includes Summer) Facility Rentals	\$ 15,000	\$ 30,000	\$ 65,000	\$ 42,000
Eaglecrest Foundation Contribution	\$ 75,000	\$ 50,000	\$ 50,000	\$ 75,000
Bus Fees	\$ 5,000	\$ 7,500	\$ 10,000	\$ 600
Vending Machines	\$ 2,000	\$ 3,000	\$ 4,000	
Total	\$ 1,477,000	\$ 1,760,500	\$ 2,644,000	\$ 2,022,800

Daily Summer Operations	Low Projections	Mid (2019 levels)	High (forecasted Growth)
Total Cruise Ship Passengers	1,000,000	1,350,000	1,500,000
Capture Rate	4.0%	4.0%	4.0%
Total Eaglecrest Visits	40,000	54,000	60,000
Average Visitor Spending	\$60	\$60	\$60
Average Daily Visitors	286	386	429
Total Spending	\$ 2,400,000	\$ 3,240,000	\$ 3,600,000
Independent Travelers	55,000	80,000	90,000
Capture Rate	15.0%	15.0%	15.0%
Total Eaglecrest Visits	8,250	12,000	13,500
Average Visitor Spending	\$60	\$60	\$60
Average Daily Visitors	59	86	96
Total Spending	\$ 495,000	\$ 720,000	\$ 810,000
Local Population	32,000	32,000	32,000
Capture Rate	10.0%	10.0%	10.0%
Total Eaglecrest Visits	3,200	3,200	3,200
Average Visitor Spending	\$60	\$60	\$60
Average Daily Visitors	23	23	23
Total Spending	\$ 192,000	\$ 192,000	\$ 192,000
Total Visitor Spending	\$ 3,087,000	\$ 4,152,000	\$ 4,602,000
Total Average Daily Visitors	368	494	548

Summer Season Passes	900/500 Sales Each	900/500 Sales Each	900/500 Sales Each
	High Projections	Mid 2019 levels	High Potential Growth
(\$129) Aerial Gondola Season Pass	\$ 116,100	\$ 116,100	\$ 116,100
(\$249) Summer Adventure Park Season Pass			
Total Revenue	\$ 116,100	\$ 116,100	\$ 116,100

Financial Summary	Low Projections	Mid 2019 levels	High Potential Growth
Daily Summer Operations Revenue	\$ 3,087,000	\$ 4,152,000	\$ 4,602,000
Summer Season Passes Revenue	\$ 116,100	\$ 116,100	\$ 116,100
Winter Operations Revenue	\$ 1,760,500	\$ 2,022,800	\$ 2,644,000
Contract Revenue	\$ 200,000	\$ 250,000	\$ 300,000
Proceeds from Real Estate Sales 40 units per year			
Annual CBJ Financial Support	\$ 975,000	\$ 975,000	\$ 975,000
Total Revenue	\$ 6,138,600	\$ 7,515,900	\$ 8,637,100
Total Projected Expenses w/ Normalized Summer Operations	\$ 5,651,412	\$ 5,651,412	\$ 5,651,412
Debt Service (revenue bond 6% interest)	\$ 741,069	\$ 741,069	\$ 741,069
Seven Days A Week Winter Operations			
Eaglecrest Net Income	\$ (253,881)	\$ 1,123,419	\$ 2,244,619

Visitation Summary	Low Projections	Mid 2019 levels	High Potential Growth
Cruise Ship Passengers	40,000	54,000	60,000
Independent Travelers	8,250	12,000	13,500
Local Non-Season Pass Holders	3,200	3,200	3,200
Total Visits	51,450	69,200	76,700
Average Daily Visits	368	494	548

4: FINANCIAL ANALYSIS

BASELINE DEVELOPMENT

REVENUE CAPTURE FROM GONDOLA TICKETS ONLY



[illegible]

Cost Timeline for 4X3 Gondola

Item	Amount	
Fixed Grip Pulse Gondola Ski Lift	\$ 1,360,000.00	
Transportation	\$ 450,000.00	
Initial engineering	\$ 80,000.00	
Ground Survey	\$ 15,000.00	
Preliminary Geotech	\$ 75,000.00	
Initial tree removal for ground survey and Geotech	\$ 20,000.00	
Total CBJ General Funds	\$ 2,000,000.00	Amount of Funding ordinance

Final Tree Removal and Line prep	\$ 50,000.00	
Final Engineering & Geotech	\$ 600,000.00	
Road Construction	\$ 900,000.00	
Concrete foundation prep, excavation, forming & rebar	\$ 1,200,000.00	
Micro piles for foundations (unknown if needed)	\$ 150,000.00	
Lift upgrades & refurbishment	\$ 400,000.00	
Terminal enclosures	\$ 950,000.00	
Electrical Transformer and connection to AELP	\$ 300,000.00	
Towers and line Gear Installation	\$ 250,000.00	
Permitting and other soft costs	\$ 600,000.00	
Contingency	\$ 1,600,000.00	
Total Installation Costs		\$ 7,000,000.00
Total Project Costs	\$ 9,000,000.00	

AGLEEXP		Bi	FY22	FY 23	FY24	FY25	FY26 2% COL	FY27	FY28 2%COL	FY29	FY30 2% COL
			FY22	FY 23	FY24	FY25	FY26	FY27	FY28	FY29	FY30
			Requested	Requested							
Account	Description	-----	-----								
235280101	Eaglecrest-Admin										
	Administration										
5110-0000	Salaries	278,800	354,445	354,445	394,739	412,700	423,017	442,094	453,147	462,210	
5116-0000	Accrued leave										
5120-0000	Benefits	169,000	190,751	190,751	210,180	215,568	218,663	224,386	227,702	232,256	
5130-0000	Workers compensation	60,300	57,000	60,300	70,000	60,302	60,303	60,304	60,305	60,306	
.	Total Personnel	508,100	602,196	605,496	674,919	688,570	701,983	726,785	741,154	754,772	
	Commodities & Services										
5200-0000	Business travel		5,000	5,000	5,001	5,002	5,003	5,004	5,005	5,006	
5201-0000	Mileage		2,000	2,000	2,001	2,002	2,003	2,004	2,005	2,006	
5202-0000	Travel and training	10,000	10,000	10,000	10,001	10,002	10,003	10,004	10,005	10,006	
5390-0000	Contractual services	55,000	62,000	70,000	107,880	111,047	115,397	118,716	122,140	125,675	
5394-0000	Interdepartmental	306,600	328,000	328,000	328,000	328,000	328,000	328,000	328,000	328,000	
5395-0000	Medical professional services	1,000	1,000	1,000	1,001	1,002	1,003	1,004	1,005	1,006	
5397-0000	Bank card fees	65,000	65,000	139,185	179,801	185,079	192,329	197,860	203,567	209,458	
5322-0000	Advertising	1,000	2,000	2,000	2,001	2,002	2,003	2,004	2,005	2,006	
5320-0000	Printing	2,000	3,000	3,000	3,001	3,002	3,003	3,004	3,005	3,006	
5370-0000	Spec & Prop	80,000	81,500	125,267	161,820	166,571	173,096	178,074	183,210	188,513	
5375-0000	General Liab, Auto & EE Pract Ins	1,000	3,200	3,200	3,201	3,202	3,203	3,204	3,205	3,206	
5330-0000	Rents	2,000	1,000	1,000	1,001	1,002	1,003	1,004	1,005	1,006	
5360-0000	Equipment rentals	1,000	1,000	1,000	1,001	1,002	1,003	1,004	1,005	1,006	
5362-0000	Fleet replacement reserve	100,000	100,000	100,000	100,001	100,000	100,000	100,000	100,000	100,000	
5310-0000	Telephone	9,000	9,000	12,500	12,501	12,502	12,503	12,504	12,505	12,506	
5333-0000	Fuel oil & propane	1,000	1,000	1,000	4,000	4,000	4,000	4,000	4,000	4,000	
5380-0000	Dues and subscriptions	4,500	5,500	6,000	6,000	6,000	6,001	6,002	6,003	6,004	
5481-0000	Postage and parcel post	1,000	3,000	3,000	3,001	3,002	3,003	3,004	3,005	3,006	
5480-0000	Office supplies	3,500	4,000	7,000	7,001	7,002	7,003	7,004	7,005	7,006	
5488-0000	Uniforms and safety equipment	1,000	3,000	3,000	3,001	3,002	3,003	3,004	3,005	3,006	
5490-0000	Materials and commodities	13,000	18,000	30,000	30,000	35,000	35,000	35,000	35,000	35,000	
5496-0000	Minor equipment	1,000	1,000	1,000	1,001	1,002	1,003	1,004	1,005	1,006	
5204-0000	Recruiting	2,000	2,000	2,000	2,001	2,002	2,003	2,004	2,005	2,006	
.	Total Commodities & Services	660,600	711,200	856,152	974,217	992,426	1,010,568	1,024,411	1,038,696	1,053,440	
	Capital										

5490-0000	Materials and commodities	5,000	10,000	15,000	15,001	15,002	15,003	15,004	15,005	15,006
	Total Commodities & Services	89,500	111,000	126,500	136,503	141,507	141,511	141,515	141,519	141,523
	Capital Outlay									
	Debt Service									
	Transfers Out									
	Reimbursable Expenses									
	Total Expenditures	89,500	111,000							

		FY22	FY23							
235281201	Eaglecrest-Vehicle Maint	Requested	Requested							
Account	Description	-----	-----							
	Administration									
	Commodities & Services									
5363-0000	Equipment maint - non-fleet	70,000	100,000	100,000	120,000	120,000	120,000	120,000	120,000	120,000
5490-0000	Materials and commodities									
	Total Commodities & Services	70,000	100,000	100,000	120,000	120,000	120,000	120,000	120,000	120,000
	Capital Outlay									
	Debt Service									
	Transfers Out									
	Reimbursable Expenses									
	Total Expenditures	70,000	100,000	100,000	120,000	120,000	120,000	120,000	120,000	120,000

Eaglecrest Annual Expenses	Projected		
	FY19 Actual	w/ Summer Ops	% Increase
Personnel	\$ 1,322,958	\$ 2,804,659	112.00%
Ski Area Administration	\$ 415,070	\$ 974,217	134.71%
Lodge Operations	\$ 112,283	\$ 181,004	61.20%
Mountain Maintenance	\$ 77,395	\$ 312,507	303.78%
Food Service	\$ 67,380	\$ 76,002	12.80%
Marketing / Events	\$ 40,000	\$ 113,004	182.51%
Building Maintenance	\$ 60,736	\$ 136,503	124.75%
Retail, Rental, Repair Shop	\$ 39,596	\$ 75,804	91.44%
Vehicle Repair	\$ 52,827	\$ 120,000	127.16%
Lift Operations	\$ 31,511	\$ 68,504	117.40%
Ski Patrol	\$ 4,737	\$ 31,004	554.51%
Snowsports School	\$ 2,466	\$ 44,003	1684.39%
Total	\$ 2,226,959	\$ 4,937,212	121.70%

Debt Service Calculator	Projected Capital Costs
Total Project Cost	\$ 7,000,000
50% portion for CBJ to Finance	
Interest Rate	1.50%
Loan Period (Years)	10
Total Annual Payment	\$ 759,039

Winter Operations	Low Projections	Mid Projections	High Projections	2021 winter
Season Pass Products	\$ 750,000	\$ 900,000	\$ 1,500,000	\$ 996,000
Lift Tickets	\$ 175,000	\$ 200,000	\$ 400,000	\$ 320,000
Snowsports School	\$ 125,000	\$ 150,000	\$ 250,000	\$ 226,600
Food Service	\$ 105,000	\$ 135,000	\$ 150,000	\$ 123,700
Rental Shop	\$ 90,000	\$ 120,000	\$ 135,000	\$ 116,400
Ski Shop	\$ 75,000	\$ 100,000	\$ 110,000	\$ 57,800
Lockers	\$ 60,000	\$ 65,000	\$ 70,000	\$ 64,700
(Includes Summer) Facility Rentals	\$ 15,000	\$ 30,000	\$ 65,000	\$ 42,000
Eaglecrest Foundation Contribution	\$ 75,000	\$ 50,000	\$ 50,000	\$ 75,000
Bus Fees	\$ 5,000	\$ 7,500	\$ 10,000	\$ 600
Vending Machines	\$ 2,000	\$ 3,000	\$ 4,000	
Total	\$ 1,477,000	\$ 1,760,500	\$ 2,744,000	\$ 2,022,800

Daily Summer Operations	Low Projections	Mid - 2019 levels	High - Projections
Total Cruise Ship Passengers	1,000,000	1,350,000	1,500,000
Capture Rate	4.0%	4.0%	4.0%
Total Eaglecrest Visits	40,000	54,000	60,000
Average Visitor Spending	\$35	\$35	\$35
Average Daily Visitors	286	386	429
Total Spending	\$ 1,400,000	\$ 1,890,000	\$ 2,100,000
Independent Travelers	55,000	80,000	90,000
Capture Rate	15.0%	15.0%	15.0%
Total Eaglecrest Visits	8,250	12,000	13,500
Average Visitor Spending	\$35	\$35	\$35
Average Daily Visitors	59	86	96
Total Spending	\$ 288,750	\$ 420,000	\$ 472,500
Local Population	32,000	32,000	32,000
Capture Rate	10.0%	10.0%	10.0%
Total Eaglecrest Visits	3,200	3,200	3,200
Average Visitor Spending	\$35	\$35	\$35
Average Daily Visitors	23	23	23
Total Spending	\$ 112,000	\$ 112,000	\$ 112,000
Total Visitor Spending	\$ 1,800,750	\$ 2,422,000	\$ 2,684,500
Total Average Daily Visitors	368	494	548

Summer Season Passes	900/500 Sales Each	900/500 Sales Each	900/500 Sales Each
	Low Projections	Mid - 2019 levels	High Potential Growth
(\$129) Aerial Gondola Season Pass	\$ 116,100	\$ 116,100	\$ 116,100
(\$249) Summer Adventure Park Season Pass			
Total Revenue	\$ 116,100	\$ 116,100	\$ 116,100

Financial Summary	Low Projections	Mid - 2019 levels	High Potential Growth
Daily Summer Operations Revenue	\$ 1,800,750	\$ 2,422,000	\$ 2,684,500
Summer Season Passes Revenue	\$ 116,100	\$ 116,100	\$ 116,100
Winter Operations Revenue	\$ 1,760,500	\$ 2,022,800	\$ 2,744,000
Contract Revenue	\$ 200,000	\$ 250,000	\$ 300,000
Proceeds from Real Estate Sales 40 units per year			
Annual CBJ Financial Support	\$ 975,000	\$ 975,000	\$ 975,000
Total Revenue	\$ 4,852,350	\$ 5,785,900	\$ 6,819,600
Total Projected Expenses w/ Normalized Summer Operations	\$ 4,937,212	\$ 4,937,212	\$ 4,937,212
Debt Service (1% sales tax intitiative as possible source)			
Seven Days A Week Winter Operations			
Eaglecrest Net Income	\$ (84,862)	\$ 848,688	\$ 1,882,388

Visitation Summary	Low projections	Mid 2019 levels	High Potential Growth
Cruise Ship Passengers	40,000	54,000	60,000
Independent Travelers	8,250	12,000	13,500
Local Non-Season Pass Holders	3,200	3,200	3,200
Total Visits	51,450	69,200	76,700
Average Daily Visits	368	494	548

4: FINANCIAL ANALYSIS

JEDC REVIEW





To: Rorie Watt, CBJ Manager
 Dave Scanlan, Eaglecrest Manager
 Beth Weldon, Mayor
 Greg Smith, CBJ Assembly, Eaglecrest Summer Development Committee Chair
From: Brian Holst, Juneau Economic Development Council
Date: February 17, 2022
Re: Eaglecrest Ski Area Gondola Purchase Pro Forma Review

On Thursday, February 17, JEDC staff met with Dave Scanlan to discuss the Eaglecrest Summer Development Plan and projected budget for purchasing and installing a used gondola system. We spoke for an hour and a half, where we provided input on Mr. Scanlan's model, and he answered our questions about its development.

Current Model

The model presented to us includes the purchase and installation of the gondola. It estimates that the gondola would be operational by the end of FY 24.

The purchase, shipping, and initial planning of the gondola are expected to cost \$2 million. Installation, other projects, and a contingency fund cost an additional \$7.5 million. The SE Group (referenced below) suggested increasing the contingency fund from \$320,000 to approximately \$1 million. With this adjustment, the purchase and installation of the system would cost approximately \$10.2 million.

This plan includes several additional projects meant to support the financial viability of the gondola by providing additional revenue sources and increasing attraction to Eaglecrest Ski Area (ESA) as a destination. These additions include a 3,000 sq. ft. building (at the peak of the gondola) and a mountain coaster installation.

Cruise Passenger Capture Rate

The current 10-year financial model assumes a 3.5 - 4.0% cruise passenger capture rate, taking from a pool of 1.35 million passengers, the 2019 season total. This totals 47,250 visits from cruise passengers in a fiscal year or 338 visitors per day over a 140-day season.

The model also assumes a 15-25% capture rate of independent travelers, taking from a pool of 70,000 to 95,000 travelers annually. This totals between 11,250 and 23,750 visits from independent travelers in a fiscal year, making up 20-25% of the annual visits and between 80 and 170 visits per day over the season.

The summary proforma assumes a 4.0% cruise passenger capture rate and a 15% independent traveler capture rate. It also includes a 10% local capture rate throughout a season or 23 local visitors per day. In the projections using 2019 cruise and independent traveler volumes, 81% of visitors come from cruise ships, 13.6% are independent travelers, and 4.8% are Juneau locals.

Mr. Scanlan referenced the 2016 Juneau Visitor Profile and Economic Impact Study from McKinley Research (formerly McDowell Group), referencing the number of visitors participating in hiking, tram rides, zipline rides, and bike tours. The study found the following participation rates in activities through exit surveys of Juneau

tourists, abbreviated for this memo. Note that the activities stated are not exclusive categories (i.e., a single visitor may have participated in a nature walk and tramway ride).

	All Visitors	Cruise Passengers	Air Passengers
Day Cruises	31%	31%	21%
City/sightseeing tours	19%	19%	13%
Wildlife Viewing	14%	13%	25%
Hiking/nature walk	15%	14%	31%
Tramway/gondola	15%	15%	21%
Zipline	1%	1%	1%
Biking	1%	2%	1%

The chosen cruise passenger capture rate appears to be reasonable based on this data. However, confirmation of these estimates by local tour companies would increase our confidence.

It is worth noting that cruise projections for summer 2022 are up to 1.5 million passengers, although COVID-19 continues to contribute uncertainty to Juneau's visitor industry. According to JEDC's annual indicators report, Juneau's cruise passenger volume increased by 5.7% annually between 2011 and 2019, or 429,000 visitors over the nine years. The current ESA 10-year financial model does not include an annual increase in cruise visitors.

The capture rate of independent travelers appears high. In the same McKinley Research report, Mr. Scanlan referenced, air travelers spent more time in Juneau (average 5.0 nights) and more money (\$630 per person compared to \$162 per cruise passenger). However, air and cruise passengers spent similar amounts on tours/activities/entertainment over this period, about \$95. Air passengers spent significantly more on food/beverage (\$131 compared to \$19 for cruise passengers), so some additional revenue may be made from food services offered at ESA. Very strong marketing directed at independent travelers will be required to reach a 15-25% capture rate.

Average Visitor Spending

The current revenue model assumes an average of \$45 of spending per visitor in the first two years of operation and \$60 of spending per visitor after. This primarily accounts for revenue directly related to the gondola and existing ESA amenities. Revenues and expenses related to bus transportation, guided hikes, and other secondary activities/attractions are not included [as they will be provided by private companies].

The first value is based on a \$35 gondola ticket price, comparable to Mt. Roberts Tramway, and \$10-15 of food, drink, and retail purchases.

As more amenities are installed, the model increases average spending by \$15 to account for revenue from bike rentals, mountain coaster rides, and other revenue-generating activities.

Ticket prices are comparable to similar offerings nationally. The Killington and Aspen ski areas offer single adult summer gondola tickets for \$28 and \$31, respectively. Silver Mountain Resort offers adult gondola tickets for \$21 and a "Ride and Dine" package for \$38, which includes a gondola ride and mountaintop meal.

Proforma Expenses

In the summary proforma, total projected expenses with summer operations totaled \$5.3 million annually. This value remained unchanged across the five visitor models presented and is calculated from the first fiscal year of full gondola operations, FY25.

Mr. Scanlan explained that a ski resort's costs do not typically scale with the number of visitors they serve, as they would for a retail business. Most costs associated with basic lift operations include fuel/energy, maintenance, and staff. Lifts must be fully staffed to run, and maintenance and fuel costs remain the same regardless of ridership.

However, there are elements of the gondola operation that are not independent of the number of visitors. Food service personnel and commodities made up about 8% of the projected FY25 expenses in the expense detail. Other small items, such as interior building maintenance and personnel working in ticketing offices, may also need to be adjusted to accommodate higher numbers of visitors. We suggest increasing these expenses relative to the number of visitors listed in the proforma.

Annual Expense Changes

The current expense detail is inflation-neutral, assuming revenues and cost of goods increase at similar rates. Tickets, food, and other revenue-generating items will increase in price relative to general inflation.

Recently, construction, material, and shipping prices have risen faster than national inflation. We suggest increasing the expected expenses in these categories annually to account for the faster-rising costs.

SE Group Analysis

The analysis of the gondola performed by the SE Group provided useful context about how the gondola in question operates.

The lift is a "fixed-grip," "pulsed" gondola, as the gondola periodically stops and starts during a single ride to pick up and drop off passengers, as cabins are firmly affixed to the driving cable. In comparison, a detachable gondola does not need to stop and start during operation and has a higher hourly capacity. However, the wear-and-tear on detachable systems shorten their lifespan and require more frequent maintenance.

The gondola includes 12 cabins. In the proposed ESA configuration, these cabins would travel in four groups of three (4x3), facilitating a mid-mountain load/unload station halfway along the lift's route.

The gondola has an estimated capacity of 600+ passengers per hour, and each cabin can hold 15 passengers. The 4x3 configuration means that groups of up to 45 passengers could ride in the three cabins simultaneously. This would allow large tour groups (such as those serviced by buses) to ride the lift with minimal loading times.

The gondola was built in 1989, meaning the original components are over 30 years old. The SE group estimates that the gondola could operate for 20 additional years without major maintenance required.

4: FINANCIAL ANALYSIS

CBJ ENGINEERING MEMO





MEMORANDUM

DATE: February 22, 2022
TO: Eaglecrest Summer Operations Task Force
FROM: Katie Koester, Engineering and Public Works Director
THROUGH: Rorie Watt, City Manager
SUBJECT: Engineering Input on Cost Estimate for Gondola Installation

The purpose of this memo is to provide the Task Force with context for the \$7.5M cost estimate provided by Director Scanlan for installation of a gondola at the Eaglecrest Ski Area (ESA). Due to the specialized nature of the installation, it is difficult to get an accurate cost estimate without hiring an expert. That being said, Engineering can provide perspective based on historical knowledge of projects costs in Juneau and the installation of Black Bear in 2008/09.

Access Road + \$400K

Although the access road is a significant project expense, it will greatly reduce the helicopter time that would otherwise be necessary to haul supplies and materials. We have a higher degree of certainty in the access road cost estimate as CBJ has ample experience in building roads.

Soft costs + up to \$1.0M

Every project has costs to consider outside of pouring concrete and moving materials. ESA budgets \$600,000 for design, however it would be prudent to add budget for permitting, administration, inspection and project management (25% of construction cost).

Uncertainty

The Assembly has witnessed cost volatility even from estimates based on 100% design depending on the bidding climate, supply chain and specialized nature of work. Augustus Brown pool is a good example.

Elements of this project that carry a higher degree of uncertainty include:

- Location: we don't know exact alignment or what we will find during installation
- Helicopter time: fuel costs and helicopter availability – the mountain access road will not be able to be constructed to each tower location.
- Terminal Enclosures: volatility in building material prices – likely needing steel structural framework account for wind and snow loads on the mountain at Eaglecrest
- Concrete: the cost of concrete has also increased plus delivery costs to each tower or Terminal structures are significant whether flying by helicopter or reduced truck loads because of steep mountain access roads (reduced mixer truck capacity because of spilling concrete while climbing steep mountain road slopes) -
- Construction inflation: timing will impact the cost of construction. CBJ traditionally estimates 5% a year for construction inflation, though those numbers have been unpredictable since the beginning of the COVID 19 pandemic.

Contingency + up to \$1.0M

The greater the degree of unknowns in the project, the higher the recommended contingency. At this stage in design, for a run of the mill road reconstruction project, we traditionally budget 30% contingency for the budgetary planning of a project with known boundaries. The \$7.5M estimate

includes 26% of construction cost for contingency, based on no field reconnaissance information, a general desired gondola alignment and known procurement cost of the gondola. With the information provided, we feel this is significantly low, and recommend increasing the contingency to 50%.

In Conclusion

Without hiring an expert and advancing design, it is difficult to provide a cost estimate with any degree of accuracy in one direction or the other. For example, If ESA's original estimates are high, the cost inflation gets compounded with every contingency and soft cost percentage added on top of it. Therefore, it is not the intent of this memo to provide a more accurate cost estimate, but rather to provide context for the numbers that ESA has provided so the Task Force can understand the degree of risk involved.

ESA cost est.	\$7.5M
+access road	\$400k
+soft costs	\$1.0M
+contingency	\$1.0M
Range of estimate	\$7.5M - to \$9.9M

5: ENVIRONMENTAL ANALYSIS

COX ENVIRONMENTAL





Cox Environmental Services
11806 Glacier Hwy Suite 1C
Juneau AK 99801

February 23, 2022

Re: EDA Environmental Narrative – Eaglecrest Ski Area Gondola Project

Dear Mr. Scanlan,

Attached is the **draft version** of the **EDA Environmental Narrative – Eaglecrest Ski Area Gondola Project** prepared for Eaglecrest Ski Area to submit as part of the application process for funding opportunities through the US Economic Development Administration (EDA). This review and document are necessary to meet the National Environmental Policy Act (NEPA) requirements of Federal agencies to assess the potential environmental impacts associated with proposed federal actions, including financial assistance.

Please feel free to share this draft document with the CBJ Assembly for review at your upcoming meeting. It will help provide a thorough understanding of the environmental review that has been completed to date, potential environmental impacts, permitting, and mitigation efforts to be completed as part of the proposed project.

We look forward to continuing to assist Eaglecrest on this project as it moves into the next phase.

Sincerely,

Jolene M Cox
Principal Environmental Scientist
Cox Environmental Services



EAGLECREST SKI AREA

EDA Environmental Narrative

GONDOLA PROJECT

February 2022

Revised June 2021. Please check EDA’s website before using this template to confirm that you are using the latest version. As of the date of this version, the current template can be found at the bottom of the “Funding Opportunities” page at EDA.gov.

Environmental Narrative Requirements

The National Environmental Policy Act (NEPA) requires Federal agencies to assess the potential environmental impacts associated with proposed federal actions, including financial assistance. Applicants are encouraged to contact their designated Economic Development Representative or the applicable EDA Regional Environmental Officer with questions regarding this template and/or the appropriate level of documentation (please see the EDA website or the applicable Federal Funding Opportunity for contact information).

Applicants must provide information on the following items in the environmental narrative. For any area in which the applicant asserts that an item is not applicable to a project, provide an explanation.

DRAFT

A. PROJECT DESCRIPTION

1. Beneficiaries

The primary beneficiary of the project will be Eaglecrest Ski Area (Eaglecrest) that is owned and operated by the City and Borough of Juneau (CBJ). Eaglecrest has concessionaire agreements with numerous other private businesses. All of our concessionaires would be able to expand and diversify their business with the implementation of this project. These businesses include Mountain Lift (boutique coffee), Kawanti Adventures (canopy zipline adventure tours), Segway Alaska (rainforest Segway tours), Cycle Alaska (bicycle tours), Tower Bar (beer and wine sales), and Alaska Coach Tours (motor coach transportation services for cruise tourists).

The Central Council Tlingit Haida Indian Tribes of Alaska (CCTHITA) currently has a 20-acre business lease on a neighboring parcel of in-holding lands directly bordering the project area. CCTHITA also has an additional option of an additional 40 acres to bring their development potential up to 60 acres. Development of the Eaglecrest project will improve the business case for the tribe to move forward with their development plans with the potential of creating hundreds of new jobs for their tribal citizens.

2. Proposed Construction

Eaglecrest is owned by the CBJ and is located at 3000 Fish Creek Road on Douglas Island. Eaglecrest is proposing to install a Gondola Ski and Summer Aerial Lift that is 6,841 feet long with a vertical rise of 1,586 feet. The Gondola will be located on a 1,500-acre parcel wholly owned by the CBJ at Section 30-31, T.41S., R.67E., Copper River Meridian; USGS Quad Map Juneau B-2; Latitude 58.26742°N., Longitude 134.51033°W. The location of the project site is depicted in Attachment A, Figure 1. *Site Location Map*. The proposed Gondola Ski and Summer Aerial Lift alignment is depicted on Figure 2. *Gondola Project Overview*.

Construction will include a 2-acre gravel parking lot that will serve as the construction and equipment staging area. The parking lot/construction staging site will be constructed from crushed rock from the on-site material source area located at 58°17'08.32" N., 134°31'51.78" W. Two construction access gravel roads will also be constructed.

The Summit Road will be 2,854 feet in length with a 12 foot width. Rock blasting will take place at 50°15'26.36"N., 134°30'49.78" to provide the material to surface this construction road. The road will require 3,810 cubic yards of rock fill. Subsurface conduit for electrical utilities will be laid during construction of this gravel road.

The Summit Lift Station will occupy 4,000 square feet of space. The terminal building will have a weather enclosure to protect the terminal equipment from snow and icing. Composting toilets will meet the restroom needs with all liquids being transported and disposed of in the Eaglecrest's wastewater station located at the base of the mountain. Potable water will be transported from Eaglecrest's certified treated water system (Alaska Public Water System ID #2110643) to holding tanks at the Summit Lift Station for any water needs.

The Midway Station Road will be 2,460 feet in length with a 12 foot width. This gravel road will be constructed from our mountain material source located at 58°15'49.99" N., 134°30'09.56"W. The road construction will require 3,300 cubic yards of rock.

The Midway Loading Station will have a 4,000 square foot concrete pad that will allow summer and winter visitors the ability to load and unload here to participate in different activities. The Midway Station will be an uninsulated Timber Frame enclosure with no services.

The Base Station will be a 4,000 square foot covered post and beam shelter built on a concrete pad located at 58°16'31.44"N., 134°30'51.83"W with no services.

The Gondola Ski and Summer Aerial Lift will be retrofitted and configured as a bottom drive and tension which will allow it to be connected and powered exclusively by electric grid power.

3. **Need and Purpose**

The CBJ has experienced large growth in their summer cruise boat tourism over the last 10 years. Prior to the onset of the COVID-19 Pandemic the summer tourism season was one of the primary economic engines of our region responsible for XXXXX (to be provided by D.Scanlan) in consumer spending and created 3,000 seasonal jobs annually. The growth in visitation prior to the onset of the COVID-19 Pandemic created some concerns of overcrowding at popular destinations. Eaglecrest, Juneau's primary commercial winter recreation center, is perfectly situated to become Juneau's newest high volume visitor attraction with large parking lots, existing lodges, as well as commercial water and wastewater systems.

After the onset of the COVID-19 Pandemic, Eaglecrest's year round usage increased as the outdoor nature of our activities--Alpine skiing and Snowboarding, Nordic Skiing, summer trekking, mountain biking, berry picking, and backpacking--created a safe destination for families and independent travelers to enjoy much needed socialization and physical activity.

During the winter of 2020/2021 Eaglecrest's winter visitation increased by 45,000 visitors and was a large contributor to stabilizing the visitor industry businesses including rental cars, hotels, Bed & Breakfasts, Outdoor Gear and local restaurants driving sales tax revenues for the City and Borough of Juneau. Installation of the new Aerial Gondola Ski Lift will allow Eaglecrest to serve outdoor recreationalists 12 months out of the year and will support private summer tour operators with concession agreements to allow them to expand their tour offerings to our cruise visitors. During the winter, the new Gondola will allow the ski area to expand their ski area terrain, attract more independent travelers and make Eaglecrest more resilient to the impacts of climate change by having the ability to transport skiers from the middle of the mountain to the base of the mountain in all weather. During warm winters, the Gondola will be able to transport skiers and snowboards above the rain line into the colder higher elevations of the mountain where snow is most prominent.

4. **Alternatives to the Proposed Project**

ALTERNATIVE 1 – NO-ACTION

Under the no-action alternative, the proposed action would not be authorized. Ongoing operations at Eaglecrest would continue as-is and Eaglecrest would not make the proposed improvements to the ski area.

ALTERNATIVE 2 – PROPOSED ACTION

Under the proposed action alternative, Eaglecrest would install a Gondola Ski and Summer Aerial Lift as described in Section 2. Proposed Construction. The primary reason Alternative 2 – Proposed Action was selected was based on the ability to design a midway loading and

unloading station due to the nature of the topography in the area selected. The terrain adjacent to the selected alignment will service all abilities of alpine skiers and snowboarders but it will also be able to transport the growing number of Nordic Skiers to a large network of future Nordic ski trails that will be situated at a much higher elevation than all other Nordic Ski Trails in Juneau. The Juneau Nordic Ski Club has recently grown their membership to 1,200 users. The terrain at the mid-station will also be conducive to a snow tubing run that will service residents of Juneau from all walks of life that are not Nordic or Alpine Skiers and Snowboarders. The selected site will have impacts on wetlands; however, the ability of the selected site to mitigate negative impacts of a warming climate and ensure sustained access for multiple demographics of outdoor recreationists is thought to outweigh the wetland impacts.

ALTERNATIVE 3 – OTHER SITES/ALIGNMENTS

Eaglecrest evaluated numerous different sites and alignments within the footprint of the ski area to place the Gondola. However, other suitable locations for installing the Gondola would have similar or larger impacts to wetlands and would only exclusively service advanced and expert alpine Skiers and Snowboarders. Eaglecrest is a publicly owned facility and a historic Land and Water Conservation Fund (LWCF) site; therefore, it is critically important that we serve the broadest segment of our local residents and visitors while ensuring long term sustainable access to winter recreation. As a result, no other sites/alignments were carried into in-depth analysis, and this review thoroughly addresses the wetland impacts of the proposed site.

B. HISTORIC/ARCHEOLOGICAL RESOURCES

Consultation in accordance with Section 106 of the National Historic Preservation Act was initiated on January 25, 2022, with the State Historic Preservation Officer (SHPO) to determine potential impacts of the proposed project on identified historic or cultural resources. The SHPO returned a finding of 'no historic properties affected'. No impacts to historic or cultural resources are anticipated from the proposed project.

The latest published version of the Alaska Heritage Resources Survey (AHRs) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are cultural resources (JUN-00756 Treadwell Ditch and Maintenance Trail, Main Branch) within the vicinity of the project area. Although there are historic properties within or encompassing the project area no adverse effects to those resources are anticipated, as the proposed work would not occur within the alignment of the Treadwell Ditch Trail.

Alaska Native Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to be consulted. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. If awarded funding, Eaglecrest will provide notification to the Tribes within the area potentially affected by the proposed work and invite their participation in the decision-making process regarding the protected Tribal right or resource.

If previously undocumented historic or cultural resources are discovered during construction, construction would cease immediately and the CBJ, SHPO, and Alaska Native Tribes would be notified. Procedures in accordance with 36 CFR 800 would be followed.

C. AFFECTED ENVIRONMENT

1. Affected Area

ALTERNATIVE 1: NO-ACTION

Soil, Erosion, Sedimentation, and Water Quality

If the proposed action were not implemented, ongoing operations at Eaglecrest would continue without further development in the project area. Soil quality and erosion, sedimentation, and water quality dynamics would remain similar to existing conditions.

Potential leaks and spills of fuels and other chemicals

If the proposed action were not implemented, the potential risk for leaks and spills of fuels and other chemicals in the project area would remain at existing levels.

Wetland and Riparian Resources

If the proposed action were not implemented, operations at Eaglecrest would continue without further development in the project area. The condition of wetland and riparian resources would remain similar to existing conditions. The total acreage of wetland and riparian areas in the project area would remain at their current acreage.

Vegetation

There are no species listed under the Endangered Species Act as threatened or endangered within the the proposed project area. The potential for impact would be unchanged from current conditions.

Wildlife

There are no species listed under the Endangered Species Act as threatened or endangered within the the proposed project area. Not implementing the proposed project would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat.

Observed wildlife in the project area are Sitka Black-Tailed Deer, Black Bear, Hoary Marmot, Willow Ptarmigan, Bue Grouse, and an occasion wolf. Olive-Sided Flycatchers are known to breed in the project area. Past ski area operations at Eaglecrest have shaped the wildlife community that exists in the proposed project area. Not implementing the proposed project would have no impacts on observed wildlife.

Designated Areas

There are no State and National Parks, National Wildlife Refuges, or National Game Preserves located on or in the vicinity of the proposed project activities. There are no Wilderness Areas, as designated or proposed under the Wilderness Act, or wild or scenic rivers, as designated or proposed under the Wild and Scenic Rivers Act, or other lands protected under state or federal law that are located on or in the vicinity of the proposed project activities. The no-action alternative would have no effect on Designated Areas.

Cultural Resources

No historical properties/cultural resources have been identified through past consultation for other projects in the proposed project area, so no impacts are anticipated.

Scenic Resources

If the proposed action were not implemented, the character of the landscape at Eaglecrest would remain the same.

ALTERNATIVE 2: PROPOSED ACTION**Soil, Erosion, Sedimentation, and Water Quality**

There are areas in the project area which have an elevated erosion potential from past vegetation removal, foot and vehicular traffic, and long-lasting compacted snow. Erosion in some areas is naturally occurring, but in others it may be affected by past and current operations. The proposed action would result in temporary and permanent losses of soil productivity through grading and excavation and compaction due to the construction of access roads, building footprints, and the parking lots. Construction of the gravel parking lot (~2 acres), Summit Road (~0.78 acres), Summit Lift Station (~0.09 acres), Midway Station Road (~0.68 acres), Midway Loading Station (~0.09 acres), and Base Station (~0.09 acres). The total impact is estimated to be approximately 3.73 acres. The risk of erosion and sediment delivery to Fish Creek and its tributaries would be reduced by implementation of identified Best Management Practices (BMPs).

The ADEC is required by the Clean Water Act to publish an integrated water quality report (IR) every other year that describes the health of waters of the state. This report compares available monitoring data (i.e., chemical, biological, and physical parameters) to numeric standards, indicators, and narrative descriptions. If standards are not met, the water body is included on a list of impaired waters (303[d] list), requiring ADEC to define a Total Maximum Daily Load (TMDL) and develop a plan to restore water quality. Fish Creek is not listed as impaired waters. Therefore, impacts to impaired waters are not expected.

Potential leaks and spills of fuels and other chemicals

Maintenance and use of existing facilities at Eaglecrest involve machinery and equipment that require fuel, oil (including motor and hydraulic oil), and petroleum-based lubricants. These fluids are a potential source of environmental contamination and are regulated under the Code of Federal Regulations (CFR) 112.1 through 112.8.

The construction phase under the proposed action would require use of heavy equipment for excavation and grading. The proposed action includes work near stream and wetland features, and these projects would have relatively greater potential for water quality impacts. This project has the potential for runoff discharged to surface water (including wetlands) from construction disturbing one or more acres and will be covered under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (CGP, AKR100000). This permit requires a Stormwater Pollution Prevention Plan (SWPP). Best Management Practices (BMPs) outlined in the SWPP will minimize or prevent spills and leaks from machinery used during construction activities. In the event of spills or leaks, on-site workers will quickly identify, isolate, and clean-up any environmental contamination.

The Gondola will be retrofitted and configured as a bottom drive and tension which will allow it to be connected and powered exclusively by electric grid power eliminating the potential for petroleum storage and potential storage related to power and ongoing operation.

Wetland and Riparian Resources

The proposed action has the potential to result in wetland impacts due to the construction of access roads, building footprints, and the parking lot. Construction of the gravel parking lot (~2 acres), Summit Road (~0.78 acres), Summit Lift Station (~0.09 acres), Midway Station Road (~0.68 acres), Midway Loading Station (~0.09 acres), and Base Station (~0.09 acres). The total impact is estimated to be approximately 3.73 acres. An estimate of the portion of the 3.73 acres direct and indirect effects to wetlands has not been completed yet.

During the design phase, placement of roads, lift stations, and the parking lot in wetland areas will be avoided in an effort for the amount of wetland area disturbed to be avoided and/or minimized. Wetland disturbances will be mitigated as outlined in the ACOE permit when avoidance is not practical. During the construction phase, mitigation measures identified through this environmental review including the following will be implemented:

- Implement the BMPs listed in the Table D-1 below as applicable.
- Obtain appropriate ACOE and ADEC permits and authorizations prior to disturbing wetlands or altering stream channels.
- Mitigate wetland and stream channel impacts in accordance with the permits and authorizations noted above and avoid any net loss of wetlands.

Vegetation

There are no species listed under the Endangered Species Act as threatened or endangered within the proposed project area. The proposed action would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat.

Approximately 11 acres of medium density tree growth of Spruce and Hemlock trees will need to be cleared for installation of the Gondola within its operating pathway. All root mats will be left intact with the stumps being ground down flush with the surface leaving the wood chips and roots to maintain slope stabilization and minimize any erosion. The rest of the vegetation type is high alpine rock and muskeg peat bog around the midway loading station so clearing will not be necessary.

Wildlife

There are no species listed under the Endangered Species Act as threatened or endangered within the proposed project area. The proposed action would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat.

Observed wildlife in the project area are Sitka Black-Tailed Deer, Black Bear, Hoary Marmot, Willow Ptarmigan, Blue Grouse, and an occasional wolf. Olive-Sided Flycatchers are known to breed in the project area. Past ski area operations at Eaglecrest have shaped the wildlife community that exists in the proposed project area and therefore other than the very slight detrimental impact on these wildlife due to habitat loss (~3.73 acres) it would not affect wildlife.

Designated Areas

There are no State and National Parks, National Wildlife Refuges, or National Game Preserves located on or in the vicinity of the proposed project activities. There are no

Wilderness Areas, as designated or proposed under the Wilderness Act, or wild or scenic rivers, as designated or proposed under the Wild and Scenic Rivers Act, or other lands protected under state or federal law that are located on or in the vicinity of the proposed project activities. The proposed action would have no effect on Designated Areas.

Cultural Resources

No historical properties/cultural resources have been identified through past consultation for other projects in the proposed project area and design criteria include measures to protect any cultural resources that may be discovered during construction. No effects are anticipated.

Scenic Resources

If the proposed action were implemented, the character of the landscape at Eaglecrest would change similarly to the way it has changed over the last 45 years since Eaglecrest was first developed and opened in 1976. The installation of the Gondola would have negligible visual effects while the loading stations and parking lot will increase the built aspect of the landscape.

2. Coastal Zones

The project site is not located in a Coastal Zone per definition in 76 FR 39857. The Alaska Coastal Zone Management Program sunset on July 1, 2011. Additionally, there are not any shorelines, beaches, dunes, or estuaries within or adjacent to the project site.

3. Wetlands

The proposed action has the potential to result in wetland impacts due to the construction of access roads, building footprints, and the parking lot. Construction of the gravel parking lot (~2 acres), Summit Road (~0.78 acres), Summit Lift Station (~0.09 acres), Midway Station Road (~0.68 acres), Midway Loading Station (~0.09 acres), and Base Station (~0.09 acres). result in an estimated total impact of approximately 3.73 acres. An estimate of the portion of the 3.73 acres direct and indirect effects to wetlands has not been completed yet.

A wetlands delineation was conducted at Eaglecrest in 2016 and the project area contains forested wetlands, floodplain wetlands, open peat lands, and fen/marshes. Portions of the Midway Station Road and Summit Station Road are permitted under an existing ACOE permit (POA-2015-00229-M1). POA-2015-00229, Fish Creek, was issued on July 9, 2015, to place 3,388 cubic yards of rock fill material into 1.49 acres of wetlands and streams to construct 21,857 linear feet of trails. The permit was subsequently modified (the 1st modification of the original permit) for the realignment of 3,539 linear feet of the Sourdough Mountain Bike trail, the removal of the Log Jam Trail, and the addition of the Insane Drain trail. Eaglecrest may need to conduct additional wetland delineation and will need to apply for another ACOE permit to conduct the proposed project as the addition is scope is outside of what another permit modification would allow.

During the design phase, placement of roads, lift stations, and the parking lot in wetland areas will be avoided in an effort to avoid or minimize disturbance of wetland areas to the greatest extent practicable. Wetland disturbances will be mitigated as outlined in the ACOE permit when avoidance is not practical. During the construction phase, mitigation measures identified through this environmental review including the following will be implemented:

- Implement the BMPs listed in the Table D-1 below as applicable.

- Obtain appropriate ACOE and ADEC permits and authorizations prior to disturbing wetlands or altering stream channels.
- Mitigate wetland and stream channel impacts in accordance with the permits and authorizations noted above and avoid any net loss of wetlands.

The proposed project does not include overwater structures that could impact navigable waters as defined in 33 CFR part 329.

4. Floodplains

The City and Borough of Juneau (CBJ) and the Federal Emergency Management Agency (FEMA) recently completed an update of the borough-wide flood zone maps. The new Flood Insurance Rate Map is effective as of September 18, 2020. FEMA floodplain maps do not exist for the Eaglecrest Ski Area project area. Many remote areas of Juneau are not represented in the FIRM, even though the FIRM map covers the entire jurisdiction of the CBJ. A letter from a Professional Engineer regarding the absence of a 100-year floodplain within the project area is attached. The CBJ participates in the National Flood Insurance Program. A critical action (e.g., emergency response facility, hospital, wastewater treatment plant) is not being located within the 500-year floodplain as part of the proposed project.

5. Climate Change

Southeast Alaska is experiencing climate related changes. Our region has already experienced about 3°F increase in average winter temperatures over the past 60 years, with a decrease in annual snowfall at sea level from approximately 109 inches to 93 inches. In coming decades Southeast Alaska communities can expect warmer and wetter conditions, warming ocean temperatures and ocean acidification with effects on fisheries, impacts on transportation and infrastructure, and the economic costs of responding to climate impacts likely increasing over time (CBJ, 2022). Climate variability makes site-specific predictions highly uncertain and as a result only a general conclusion can be drawn regarding how climate change might interact with the effects of the proposed action. The CBJ acknowledges climate change and in 2011, the CBJ Assembly adopted the Climate Action Plan, including the goal of reducing CBJ greenhouse gas emissions by 25% by the year 2032. Eaglecrest plans to utilize on-site lumber from trees harvested from the Gondola lift alignment for all buildings associated with the Gondola lift stations to reduce the project's immediate carbon footprint. Additionally the Gondola will be retrofitted and configured as a bottom drive and tension which will allow it to be connected and powered exclusively by electric grid power to reduce the project's future operational carbon footprint.

6. Endangered Species

According to POA-2005-01171, Fish Creek, Published July 30, 2020 by the US Army Corps of Engineers Alaska District for the subsequently approved Wetlands Permit POA_2015_0029_M1, No threatened or endangered species are known to use the project area. The US Army Corps of Engineers Alaska District determined the described activity would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). Therefore, no consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) was required.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on

all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). No EFH species are known to use the project area. The proposed project activity would not adversely affect EFH in the project area.

7. Land Use and Zoning

The project site is zoned Rural Reserve and located within the 1,500-acre parcel of the Eaglecrest Ski area, owned by the CBJ. As such, the project site is utilized exclusively for recreation. The project site is located with the city limit of Juneau. The proposed project is consistent with this land use and zoning designation and is in conformity with local land use plans.

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. The National Resource Conservation Service (NRCS) uses a land evaluation and site assessment (LESA) system to establish a Farmland Conversion Impact Rating Score (FCIRS). This score is used as an indicator to determine if the potential adverse impacts on the farmland exceed the recommended allowable level. An FCIRS form was completed for the proposed project site and the score was 0 reflecting the fact that the land does not fall in any of these categories. There is no evidence that the land has ever been farmed and it is unlikely that it has been farmed. Projects receiving a score less than 160 do not require further FPPA evaluation.

8. Solid Waste Management

Solid waste and recycling from the project site during and after construction will continue to be transported to Waste Management (Capitol Disposal) for disposal in the city landfill. The landfill, which is owned and operated by Waste Management (Capital Disposal), receives approximately 30,000 tons of solid waste a year and is currently at 60% capacity. Increases in solid waste during the construction phase are considered temporary and less than significant. The additional waste stream from this project after completion would also not result in significant impacts. Eaglecrest currently has a recycling program in place for aluminum cans and paper products and a composting program is currently under development.

9. Hazardous or Toxic Substances

During the construction phase of the proposed project, Best Management Practices (BMPs) including reasonable precautions and controls will be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. Fuel storage and handling activities for equipment will be sited and conducted so there is no petroleum contamination of the ground, subsurface, or surface waterbodies. During the construction phase, spill response equipment and supplies such as sorbent pads shall be available and used immediately to contain and cleanup oil, fuel, hydraulic fluid, antifreeze, or other pollutant spills.

Runoff discharged to surface water (including wetlands) from a construction site disturbing one or more acres will be covered under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (CGP, AKR100000). This permit requires a Stormwater Pollution Prevention Plan (SWPPP). For projects that disturb more than five acres, this SWPPP must also be submitted to DEC with the Notice of Intent (N01) prior to construction.

Post construction, the Gondola will be retrofitted and configured as a bottom drive and tension which will allow it to be connected and powered exclusively by electric grid power eliminating the potential for petroleum storage and potential storage related to power and ongoing operation.

Eaglecrest has completed and signed the "Applicant Certification Clause" (see Appendix A).

Petroleum contamination remains on-site from underground storage tanks leaking in the 1990's. Historical contaminated sites exist at the Maintenance Building and Ski Lodge, and other areas including ski lift stations, and are placed under institutional control, meaning that any disturbance of the ground in that area will first require the applicant to contact the ADEC Contaminated Sites Program.

A recent Phase I or Phase II Environmental Site Assessment has not been performed for the proposed project area. Consultation with Eaglecrest's Environmental Consultant, Cox Environmental Services, resulted in a finding that the above historical contaminated sites are not likely to be within the project footprint nor are there any other recognized environmental conditions (RECs) within the project footprint that are likely to impact this proposed project. Final consultation will occur after Final Design is complete.

10. **Water Resources**

The proposed project involves placement of dredged and/or fill material in waters of the US, including wetlands and streams, associated with the parking lot and access roads during the construction phase. Eaglecrest is currently working with the ACOE to modify its existing permit (POA_2015_0029_M1) to cover any increase of wetland impacts due to construction for the Gondola.

In addition to modifications to this permit, a state issued water quality certification will be required under Section 401 because the proposed activity will be authorized by a U.S. Army Corps of Engineers permit and a discharge of pollutants to waters of the US. located in the State of Alaska may result from the proposed activity. As mentioned in the previous section, runoff discharged to surface water (including wetlands) from a construction site disturbing one or more acres will be covered under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (CGP, AKR100000). This permit requires a Stormwater Pollution Prevention Plan (SWPPP). For projects that disturb more than five acres, this SWPPP must also be submitted to DEC with the Notice of Intent (NOI) prior to construction.

Fish Creek is not listed on the U.S. Environmental Protection Agency's (EPA) Section 303(d) list of impaired waters. Therefore, impacts to impaired waters are not expected.

The USEPA defines a sole or principal source aquifer as one that supplies at least 50 percent of the drinking water consumed in the area overlying the aquifer. There are no sole source aquifers located in Alaska. Therefore, impacts to sole source aquifers would be less than significant.

11. **Water Supply and Distribution System**

The CBJ does not currently offer domestic water supply to Eaglecrest. Potable water is provided by an onsite water treatment system authorized under Alaska Public Water System ID # AK2110643. The water source is surface water from an un-named tributary of Fish

Creek authorized under ADL #101906. The system is permitted for 8,000 gallons per day year around for potable water. Raw water is extracted from the creek via a Jacuzzi Deep Well pump, operating at 18 gallons per minute (gpm), and pumped into the Water Treatment Building. After treatment, filtered water is chlorinated via a chemical injection pump, and moved into a water storage system comprising two reservoirs operating in series. Treated water free-falls into the top of an 8,000-gallon reservoir, flows out through the bottom into one end of a 20,000-gallon reservoir. Stored water flows from the opposite end of the 20,000-gallon reservoir into the distribution system. The water being supplied is in compliance with the Safe Drinking Water Act and is maintained by Small Treated Water System Operator Dave Scanlan, Certificate ID # 23444.

Average demand from the distribution system is less than 18 gpm, evidenced by the typical overflow of water from the 8,000-gallon reservoir. Instantaneous peak flow for the system has been calculated to be 24 gpm based on peak visitors/day and 32 gpm based on fixture counts. Access to water usage by visitors is limited to approximately 8 hours per day during the ski season, which usually runs from December through April. Maintenance and caretaker staff are on site from 8 to 24 hours per day, year round. The existing system has the capacity to handle the increase in demand from the proposed project.

12. Wastewater Collection and Treatment Facilities

The CBJ does not currently offer domestic wastewater collection and treatment to Eaglecrest. Wastewater collection and treatment is provided by an onsite wastewater treatment system. The wastewater treatment system is comprised on a 6,000-gallon capacity septic tank (primary treatment) which outflows to a leach field (secondary treatment). The septic tank is pumped annually before the winter season and the contents are trucked to the CBJ wastewater discharge site near the Douglas Bridge here wastewater enters the CBJ wastewater disposal system and is transported by pipeline to the Juneau-Douglas Wastewater Treatment Plant. The on-site wastewater treatment system is in compliance with the Clean Water Act.

The onsite wastewater treatment system is designed for 1,200 person per day visitation. The Juneau-Douglas Wastewater Treatment Plant has the capacity to treat average daily flows of approximately 2.76 mgd and peak daily flows of approximately 7.23 mgd. The existing system and the CBJ wastewater treatment system have the capacity to handle the increase in demand from the proposed project.

13. Environmental Justice (Executive Order 12898)

A review of the United States Environmental Protection Agency (USEPA) Environmental Justice Screen on January 27, 2022, indicated the percentage of low-income population within a two-mile radius of the project area (8%) is lower than the average for both Alaska and the United States (25% and 34%, respectively). The minority population within the study area (19%) is lower than Alaska's and the United States' average (both 39%). The proposed project would not alter the region or immediate surrounding neighborhoods in a way that would create adverse human health or environmental effects on minority or low-income populations as defined by Executive Order 12898. No high and adverse impacts to neighborhoods, community cohesion, or disadvantaged social groups are anticipated as a result of the proposed project. The proposed project would provide long-term benefits to the Juneau public and visitors by increasing year-round outdoor recreation activities.

14. Transportation (Streets, Traffic and Parking)

The proposed project site is located at mile-marker 5 on Fish Creek Road. The proposed project will result in increased traffic during construction and once in operation. This a desirable increase for Eaglecrest and all of our concessionaires. As of 2020, the Alaska Department of Transportation & Public Facilities (AKDOT&PF) calculates the average annual daily traffic on Fish Creek Road up to Eaglecrest to be 240 vehicles. Traffic loading on Fish Creek Road is not heavy nor is there congestion or queuing. No new traffic patterns are anticipated nor will the Level of Service designation change.

15. Air Quality

USEPA designated the Mendenhall Valley area of Juneau, Alaska as a moderate non-attainment area for the National Ambient Air Quality Standard (NAAQS) for particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM10) in 1991 based on violations of the 24-hour PM10 standard that occurred throughout the 1980s. The fully approved Alaska's moderate PM10 nonattainment area plan as a State Implementation Plan (SIP) revision for the Mendenhall Valley PM10 nonattainment area in 1994 (Federal Register 59 FR 13884: March 24, 1994). On May 9, 2013, the EPA approved the first 10-year Limited Maintenance Plan (LMP) and concurrently re-designated the area to attainment for the PM10 NAAQS, effective July 8, 2013 (Federal register 78 FR 27071: May 9, 2013). Under the provisions in the CAA Section 175 A (United States Code (USC) Title 42 Section 7505(b)), States are required to submit a revision to the first 10-year LMP 8 years after the USEPA approves the original re-designation. In the USEPA Limited Maintenance Plan Option Guidance (LMP Guidance), States can prepare the required second 10-year maintenance plan if the area meets the qualification criteria. The second 10-year LMP (adopted July 22, 2020) explains how Mendenhall Valley currently meets and will continue to meet the 1987 NAAQS for PM10 through 2033.

The project site is not located within the “non-attainment” area. Eaglecrest is located approximately 6 miles from the Mendenhall Valley area non-attainment area. There are no current sources of air pollution at Eaglecrest except for vehicle traffic from site users and on-site maintenance equipment and any natural source emissions tied to the Sitka Spruce/Western Hemlock forest that covers some of the site and the surrounding National Forest Lands. Generally, the forested land would be expected to be a sink for carbon emissions. The Alaska Department of Transportation & Public Facilities (AKDOT&PF) calculates the average annual daily traffic on Fish Creek Road from the bridge at milepost 2.0 south to Eaglecrest to be 935 vehicles. Traffic is thought to be substantially lower during the May through September period. This quantity of traffic for such a short distance would be considered an insignificantly small source of air pollution and the site is not known to be subject to any local topographical or meteorological conditions that hinder the dispersal of air emissions.

16. Noise

There will be no increase in ambient noise levels when the Gondola is up and running. There might be increased noise levels during construction, which will be limited to 7 am to 7 pm Monday through Friday. There are no sensitive noise or vibration receptors (e.g., residences, wildlife) adjacent or adjoining to the project site that are likely to be affected by this project.

17. Permits

USACE - Issuance of Clean Water Act, Section 404 Permit.

USFWS - Endangered Species Act, Section 7 Consultation, Fish and Wildlife Coordination Act consultation, Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, and Section 404 Permit consultation.

ADEC - Section 401 certification and Construction General Permit for Storm Water Discharges for Large and Small Construction Activities (2021, AKR100000).

Stormwater Pollution Prevention Plan (SWPP).

18. Public Notification/Controversy

Provide evidence of the community's awareness of the project, such as newspaper articles or public notification and/or public meetings, as applicable. If a formal public hearing has been held, attach a copy of the minutes. Fully describe any public controversy or objections which have been made concerning this proposed project and discuss steps taken to resolve such objections.

(to be finalized by D. Scanlan)

Extensive public engagement in the project was preformed prior to COVID 19 through a series of meetings and work sessions listed below. An online survey and paper surveys for work sessions were performed. Results were very positive. Any negative feedback revolved around other aspects of the projects that are not being pursued at this time. These included the installation of a mountain coaster and ropes course. The other concerns revolved around the concept of needing a corporate partner to help finance the projects. Successful award of this grant would alleviate these concerns guaranteeing that Eaglecrest remains 100% publicly owned and operated bringing maximum benefit back to the community.

Public Meeting Schedule

July 1st 2019 - City and Borough of Juneau Public Works Committee
July 1st 2019 – North Douglas Neighborhood Association
July 11th 2019 – Juneau Chamber of Commerce
July 16th 2019 – Public Meeting and Work Session at Peratrovich Hall
July 18th 2019 – Public Meeting and Work Session at the Valley Library
July 25th 2019 – Capital Chat Morning Talk Radio
October 9th 2019 – Douglas Island Advisory Committee
October 29th 2019 – Gastineau Rotary

Eaglecrest Board of Directors Planning Committee (public noticed meetings)

June 12th 2019
June 26th 2019
August 21st 2019
September 12th 2019
June 16th 2020
July 9th 2020
August 27th 2020
March 25th 2021
April 22nd 2021
July 15th 2021
January 27th 2020

CBJ's Eaglecrest Summer Operations Task Force (appointment by Mayor Beth Weldon)
October 14th 2019 Task Force Formation documents accepted
December 19th 2019
January 2nd 2020
March 5th 2020
August 26th 2021

19. Cumulative Effects

Table C-19. Cumulative Effects	
PROJECT NAME	PROJECT DESCRIPTION
PAST PROJECTS	
Public Use Cabin:	In 2018 Eaglecrest began construction of the Hilda Dam Cabin and 420 foot long access road under ACOE permit POA-2018-00284. The project site was located in our upper Nordic Loop area of the mountain and effected 3,000 feet of palustrine wetlands.
Porcupine Trail Conditioning	In the spring of 2020 Eaglecrest performed some trail condition on the Ski Trail named Muskeg. Approximately 1,000 yards of clean rock fill and loamy earth were placed in numerous depressions of various sized. Additional work is anticipated in the Spring of 2022 to complete the project. This project was designed to allow the ski trail to be usable for winter operations with less natural snow and less man-made snow. This work was done under ACOE permit POA-2018-00284.
Mountain Bike and Hiking Trails	In the summer of 2020 funded by the Covid Conservation Corp work program through a grant from the CBJ, 5,749 feet of mountain bike trail was constructed impacting 19,547 square feet of wetlands covered under ACOE permit POA_2015_00229_M1. The Dick's Lake hiking trail was also constructed which was 1,500 feet long with 345 square feet of wetland impacts. In the fall of 2021 the first portion of the Traverse Trail to Cropley (alt A) was started with approximately 5,000 feet of wetland impacts.
Nordic Trail Improvements	During the summer of 2021 two of the Nordic Trails were hardened under ACOE permit POA_2005_01171_M4. The connection trail to the Lower Parking Lot is 600 feet in length with 7,800 feet of wetland impacts. The Nordic Back Meadow Loop with a length of 2,600 feet and 34,632 feet of wetland impacts was improved.

CURRENT PROJECTS	
On-Going	Work is anticipated to continue on the permitted trails authorized under POA_2015_00229_M1, POA_2005_001171_M4 and POA_2018_00284.
FUTURE PROJECTS	
Foreseeable Future	As a complement to the Gondola alignment, Eaglecrest anticipates 10.64 acres of new ski trails. An Alpine Mountain Coaster running from the Gondola Mid Station to the Gondola Base Station will be installed within 5 years after the construction of the Gondola. The downhill track length will be 4,297 feet. Approximately 3,456 feet of clean shot rock fill will be needed for the foundation bases of the track section. The Black Bear Chair will be extended by approximately 600 feet to allow it to reach the top of the ridge line. The terrain where the extension will be performed does not have any wetlands. The Ptarmigan Chair lift will be replaced with an updated four person chair lift in the next 10 years. Total wetland impacts are expected to be negligible. Additional mountain bike trails will be desired over the next 10 years with 2.7 total acres of estimated impacts. The existing Ptarmigan Chair, after it is replaced with a new higher capacity lift will be repurposed and installed as a surface tow with a length of 3784 feet. The surface underneath the lift would need to be improved and hardened with an estimated 2 acres of impacted lands.

Soil, Erosion, Sedimentation, and Water Quality

All of the cumulative actions listed in Table C-19 have the potential to interact with the proposed action in regard to soil, erosion, sedimentation, and water quality. All of these projects are located within the Eaglecrest Ski Area and within the Fish Creek watershed. The potential for direct and indirect impacts under the proposed action will be minimized or eliminated by the BMPs listed in Table D-1. Similar mitigation requirements have been and will be in place for the past/current/future actions so cumulative effects are not expected to be significant.

Potential leaks and spills of fuels and other chemicals

Cumulative actions listed in Table C-19 that involve use of heavy equipment and machinery have the potential to interact with the proposed action. The potential for leaks and spills of fuels and other chemicals at Eaglecrest during project construction is managed under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (CGP, AKR100000) which requires a SWPP and through a future SPCC plan.

Petroleum contamination remains on-site from underground storage tanks leaking in the 1990's. Historical contaminated sites exist at the Maintenance Building and Ski Lodge, and other areas including ski lift stations, and are placed under institutional control, meaning that any disturbance of the ground in that area will first require the applicant to contact ADEC's Contaminated Sites Program prior to construction.

Wetland and Riparian Resources

Many of the cumulative actions listed in Table C-19 directly impacted wetland resources and interact cumulatively with the proposed action. Direct impacts on wetland resources are permitted through the ACOE and ADEC. Mitigation measures are required as part of the permitting, including creating or restoring wetlands (if necessary). This was the case for both of the noted projects, and mitigation requirements exceeded the area impacted. Based on these considerations, cumulative effects on wetlands and riparian resources are not expected to be significant.

D. MITIGATION

Mitigation measures identified through this environmental review include the following:

- Implement the BMPs listed in the Table D-1 below as applicable.
- Obtain appropriate ACOE and ADEC permits and authorizations prior to disturbing wetlands or altering stream channels.
- Mitigate wetland and stream channel impacts in accordance with the permits and authorizations noted above and avoid any net loss of wetlands.
- Provide educational signage or other material to the public about minimizing disturbances in sub-alpine and alpine ecosystems and the need to protect them by staying on trails or on snow cover when that is not possible.
- Do not clear, cut, burn, drive on, or park equipment on vegetation that may harbor nesting birds during the breeding season (May 15–July 15). If this is not possible, survey for nesting birds no more than 10 days prior to commencing work. If no nests are found, project activities may proceed.
- Monitor all surface disturbing activities during all ground-disturbing activities to avoid potential effects on unknown historical properties/cultural resources.

Table D-1. Best Management Practices

Operations in Aquatic Ecosystems	Coordinate stream channel and wetland activities with appropriate Federal, State, County, and City agencies. Incorporate Clean Water Act (CWA) 404 permit requirements and other Federal, State, and local permits or requirements into the
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	project design and plan. Locate access and staging areas near the project site but outside of work area boundaries, wetlands, and sensitive soil areas. Refuel and service equipment only in designated staging areas. Schedule construction or maintenance operations in waterbodies to occur in the least critical periods to avoid or minimize adverse effects to sensitive aquatic and aquatic dependent species that live in or near the waterbody. Promptly install and appropriately maintain spill prevention and containment measures.
Facility Construction and Stormwater Control	Obtain Clean Water Act (CWA) 402 stormwater discharge permit coverage from the appropriate State agency or the U.S. Environmental Protection Agency (EPA) when more than 1 acre of land will be disturbed through construction activities. Control, collect, detain, treat, and disperse stormwater runoff from the site.
Hazardous Materials	Manage the use, storage, discharge, or disposal of pollutants and hazardous or toxic substances generated by the facility in compliance with applicable regulations and requirements. Respond to hazardous materials releases or spills using the established site-specific contingency plan for incidental releases and the Emergency Response Plan for larger releases. Ensure that hazardous spill kits are adequately stocked with necessary supplies and are maintained in accessible locations.
Transmission Facilities and Rights-of-Way	Co-locate transmission lines with roads or their rights-of-way where practicable.
Site Reclamation	Establish effective ground cover on disturbed sites to avoid or minimize accelerated erosion and soil loss.
Ski Area Facilities	Avoid wetlands and riparian areas to the extent practicable when locating ski area facilities. Locate ski area facilities on stable geology and soils to minimize risk of slope failures. Use yarding equipment suitable to the steepness of the terrain to

	avoid or minimize adverse effects to soil and water quality. Clear and construct ski runs and lift lines in sections to limit the area of exposed disturbed soil at any one time. Minimize grading or re-contouring of hill slopes to maintain intact soil horizons and infiltrative properties. Cut stumps flush with soil surface or grind in place instead of grubbing when clearing trees from ski runs wherever practicable. Use low-pressure construction and maintenance equipment whenever practicable to reduce surface impact on steep slopes. Stockpile biologically active topsoil removed during excavation for use in reclamation. Store stockpiled topsoil separately from other vegetative slash, soil, or rock and protect from wind and water erosion, unnecessary compaction, and contaminants. Use suitable measures to direct overland flow on slopes into areas with intact soil horizons to encourage infiltration and disconnect overland flow from waterbodies. Prohibit traffic on disturbed areas during periods of excessive soil moisture, precipitation, or runoff. Perform additional revegetation or erosion control as needed to protect water quality and soil integrity.
Stream Crossings	Design the crossing to pass a normal range of flows for the site. Use suitable measures to avoid or minimize culvert plugging from transported bedload and debris. Construct at or near natural elevation of the streambed to avoid or minimize potential flooding upstream of the crossing and erosion below the outlet.
Snow Removal and Storage	Develop a snow removal plan for roads plowed for recreation, administrative, or other access to avoid, minimize, or mitigate adverse effects to soil, water quality, and riparian resources. Store snow in clearly delineated pre-approved areas where snowmelt runoff will not cause erosion or deliver snow, road de-icers, or traction-enhancing materials directly into surface waters.
Parking and Staging Areas	Use applicable practices for stormwater management and erosion control when designing, constructing, reconstructing, or

	maintaining parking or staging areas. Use and maintain suitable measures to collect and contain oil and grease in larger parking lots with high use and where drainage discharges directly to streams.
Equipment Refueling and Servicing	Use suitable measures to avoid spilling fuels, lubricants, cleaners, and other chemicals during handling and transporting. Remove service residues, used oil, and other hazardous or undesirable materials from land and properly dispose them as needed during and after completion of the project. Report spills and initiate suitable cleanup action in accordance with applicable State and Federal laws, rules, and regulations.
Vegetation Management Planning	Evaluate and field verify site conditions in the project area to design a transportation plan associated with the mechanical vegetation treatments to avoid, minimize, or mitigate adverse effects to soil, water quality, and riparian resources.
Erosion Prevention and Control	Maintain the natural drainage pattern of the area wherever practicable. Control, collect, detain, treat, and disperse stormwater runoff from disturbed areas. Divert surface runoff around bare areas with appropriate energy dissipation and sediment filters. Stabilize steep excavated slopes.
BMPs selected from the National Best Management Practices for Water Quality Management on National Forest System Lands (Forest Service 2012a).	

E. LIST OF ATTACHMENTS

Checklist of Optional Environmental Documents that should be submitted with Application if available (will expedite review and selection process):

- SHPO/THPO and Tribal leader comments and copy of submittals (see Section B)
- Site photographs (see Section C1)
- Coastal Zone consistency determination (see C2)
- Wetland delineation and/or Jurisdictional Determination (see C3)
- Preliminary wetland info (see C3)
- U.S. Army Corps of Engineers comments, Section 404 Permit, Section 10 Permit, and/or Water Quality Certification (401 approval) (see C3)
- Biological Assessment and/or survey for federally protected species (see C5)
- Correspondence with US Fish and Wildlife Service and/or National Marine Fisheries Service (see C5)
- Natural Resources Conservation Service determination of Prime Farmland, Form AD-1006, if applicable (see C6)
- Phase I and II Environmental Site Assessment (see C8)
- Sole Source Aquifer review by US Environmental Protection Agency, if applicable (see C9)
- Other federal, state and local environmental permits (see C16)
- Copies of public notices, public hearing minutes, etc. (see C17)

Appendix A: Applicant Certification Clause

The applicant represents and certifies that it has used due diligence to determine that the description of the project site described herein is accurate with respect to the presence or absence of contamination from toxic and hazardous substances. The term “site” includes the entire scope of the project, including future phases of the project and all areas where construction will occur.

1. Is the site currently, or has it in the past 50 years, been used for any of the following operations or activities:
 - a. Generation of hazardous substances or waste?
☐ Yes ☒ No
 - b. Treatment, storage (temporary or permanent), or disposal of solid or hazardous substances or waste?
☒ Yes ☐ No
 - c. Storage of petroleum products?
☒ Yes ☐ No
 - d. Used/waste oil storage or reclamation units?
☐ Yes ☒ No
 - e. Research or testing laboratory?
☐ Yes ☒ No
 - f. Ordinance research, testing, production, use, or storage?
☒ Yes ☐ No
 Gunpowder explosive cache for avalanche control.
 - g. Chemical manufacturing or storage?
☐ Yes ☒ No
 - h. Weapons or ammunition training, use, or testing?
☐ Yes ☒ No
 - i. Iron works/foundry?
☐ Yes ☒ No
 - j. Railroad yard?
☐ Yes ☒ No
 - k. Industrial or manufacturing operation?
☐ Yes ☒ No

If any of the above operations ever occurred at the site, and if appropriate cleanup or other mitigation actions were performed in accordance with the local, State, and federal laws, please attach documentation of these actions.

2. Do wells draw from an underlying aquifer to provide the local domestic water supply?
☐ Yes ☒ No

Appendix A: Applicant Certification Clause

3. Has a federal, State, or local regulatory authority ever conducted an environmental assessment, environmental impact statement, or a preliminary assessment/site inspection, or similar environmental surveyor inspection report at the site? If yes, please list here and attach copies of these reports or results.
☒ Yes ☐ No

Below is the listing of ADEC contaminated Sites located at the Eaglecrest Ski Area

HAZARD ID	SITE NAME	LOCATION	STATUS	FILE ID
3121	Eaglecrest Maintenance Shop	South End Fish Creek Road, Juneau, AK 99801,	Open	1538.38.005
24491	CBJ Eaglecrest Ski Area	3000 Fish Creek Rd., Juneau, AK 99801,	Cleanup Complete - Institutional Controls	1513.26.005
26810	CBJ Eaglecrest Ski Area UST 9	#1 Fish Creek Road, Juneau, AK 99801,	Cleanup Complete	1513.26.083
27221	CBJ Eaglecrest Ski Area Piping for USTs 8 & 11	3000 Fish Creek Road; Douglas Island, Juneau, AK 99801,	Cleanup Complete	1513.26.085

4. Have any environmental or OSHA citations or notices of violation been issued to a facility at the site? If yes, please attach copies.
☐ Yes ☒ No
5. Have any unauthorized releases of hazardous substances occurred at any facility at the site which resulted in notification of the EPA's National Response Center?
☐ Yes ☒ No
6. Is any material containing asbestos or lead paint located at the site? If yes, please attach information concerning State and federal regulatory compliance.
☐ Yes ☒ No
7. Is there any equipment (electrical transformers, etc.) containing polychlorinated biphenyls (PCB) on the site? If yes, please attach a description of the equipment.
☐ Yes ☒ No
8. Are there underground or above ground storage tanks on the site? If yes, please attach a detailed description, including the number of underground storage tanks on the site, whether the tanks have been inspected (or removed) and the results of such inspections.
☒ Yes ☐ No

Appendix A: Applicant Certification Clause

Tank Information - Tank # 8	Tank Information - Tank # 10	Tank Information - Tank # 11
Next Inspection Due: 10/31/2021 DEC Tank ID 8 Regulated Tank?Yes Owner Tank ID 8 Compliance Tag # 0033 Status Currently in Use Installed 10/1/1997 Closure Status Not Available Age 24.4 Product Diesel Capacity 6000 gallons Tank Material Construction Cathodically Protected Steel Secondary Containment Option (Tank) Double-Walled Pipe Material Construction Flexible Plastic Secondary Containment Option (Piping) None Piping Type U.S. Suction Piping Release Detection Line Tightness Testing Overfill Prevention Met Yes Tank Release Detection Automatic Tank Gauging Interstit. Dbl-Wall Monitor Spill Prevention Met Yes Cathodic Protection Met Yes LD Other Methods LTT each three years, due NLT June 2022	Next Inspection Due: 10/31/2021 DEC Tank ID 10 Regulated Tank?Yes Owner Tank ID 3 Compliance Tag # 0035 Status Currently in Use Installed 11/1/1997 Closure Status Not Available Age 24.3 Product Diesel Capacity 12000 gallons Tank Material Construction Cathodically Protected Steel Secondary Containment Option (Tank) Double-Walled Pipe Material Construction Flexible Plastic Secondary Containment Option (Piping) None Piping Type U.S. Suction Piping Release Detection Line Tightness Testing Overfill Prevention Met Yes Tank Release Detection Automatic Tank Gauging Interstit. Dbl-Wall Monitor Spill Prevention Met Yes Cathodic Protection Met Yes LD Other Methods LTT each three years, due NLT June 2022	Next Inspection Due: 10/31/2021 DEC Tank ID 11 Regulated Tank?Yes Owner Tank ID 4 Compliance Tag # 0036 Status Currently in Use Installed 11/1/1997 Closure Status Not Available Age 24.3 Product Diesel Capacity 12000 gallons Tank Material Construction Cathodically Protected Steel Secondary Containment Option (Tank) Double-Walled Pipe Material Construction Flexible Plastic Secondary Containment Option (Piping) None Piping Type U.S. Suction Piping Release Detection Line Tightness Testing Overfill Prevention Met Yes Tank Release Detection Automatic Tank Gauging Interstit. Dbl-Wall Monitor Spill Prevention Met Yes Cathodic Protection Met Yes LD Other Methods LTT each three years, due NLT June 2022

9. Has the site been tested for radon? If yes, please attach results.
 _____ Yes ☒ No

10. Have there been, or are there now any environmental investigations by federal, State or local government agencies that could affect the site in question? If yes, please attach available information.
 _____ Yes ☒ No

The above listed ADEC Contaminated Sites are not within the footprint of the proposed project.

Appendix A: Applicant Certification Clause

The applicant acknowledges that this certification regarding hazardous substances and/or waste is a material representation of fact upon which EDA relies when making and executing an award. EDA reserves the right to terminate any award made in conjunction with the representations contained herein if, at any time during the useful life of the project, EDA becomes aware of the presence of hazardous materials or waste at the site, or that hazardous materials or waste have been inappropriately handled thereon.

Further, if it is determined at any time that the presence of hazardous materials or waste, or handling thereof, has been misrepresented, EDA may pursue other available legal remedies against the applicant.

Applicant's Name

Name and Title of Applicant's Authorized Representative

Signature of Applicant's Authorized Representative

Date

DRAFT

Attachment A

DRAFT

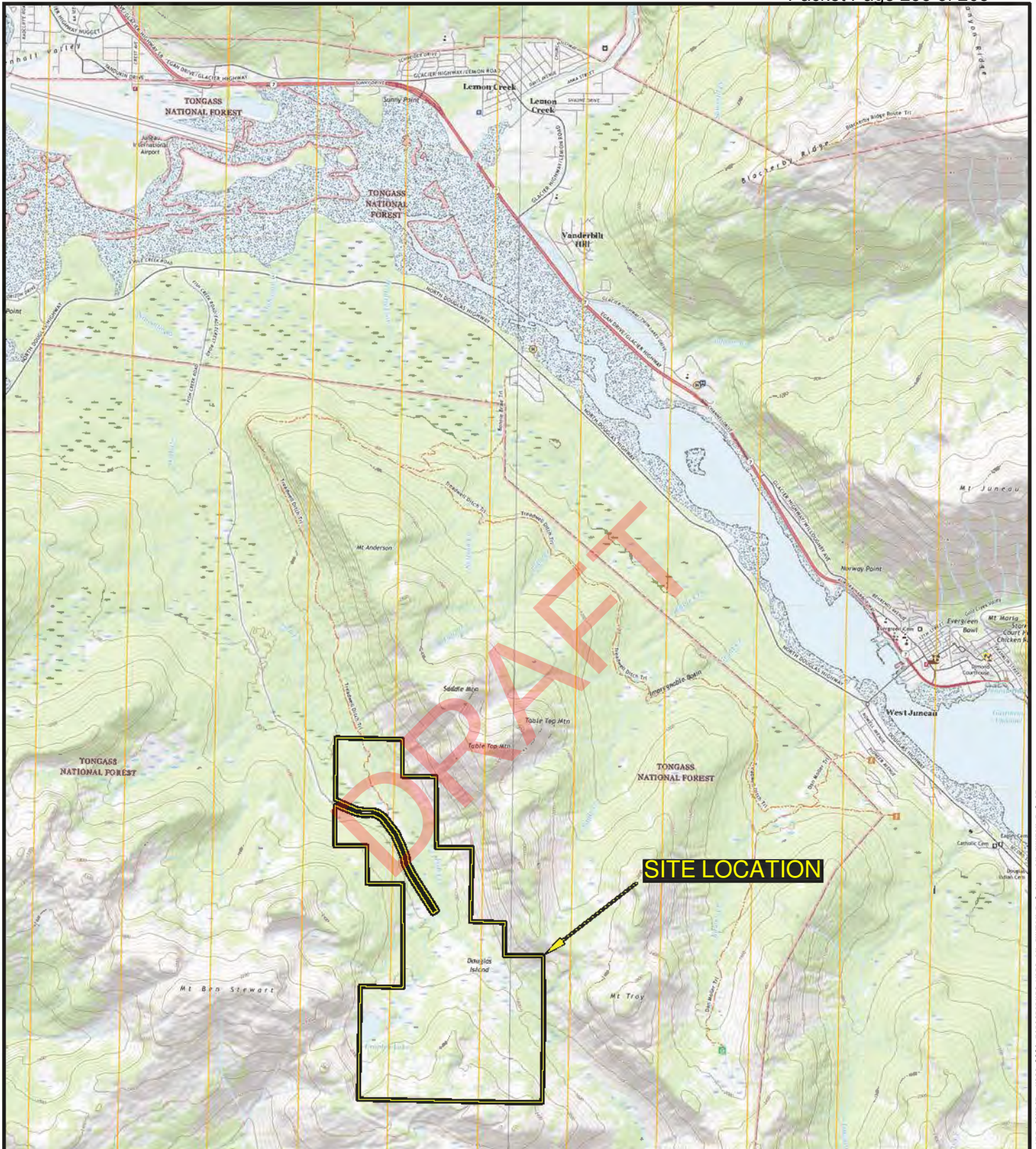
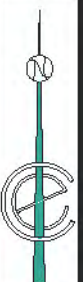


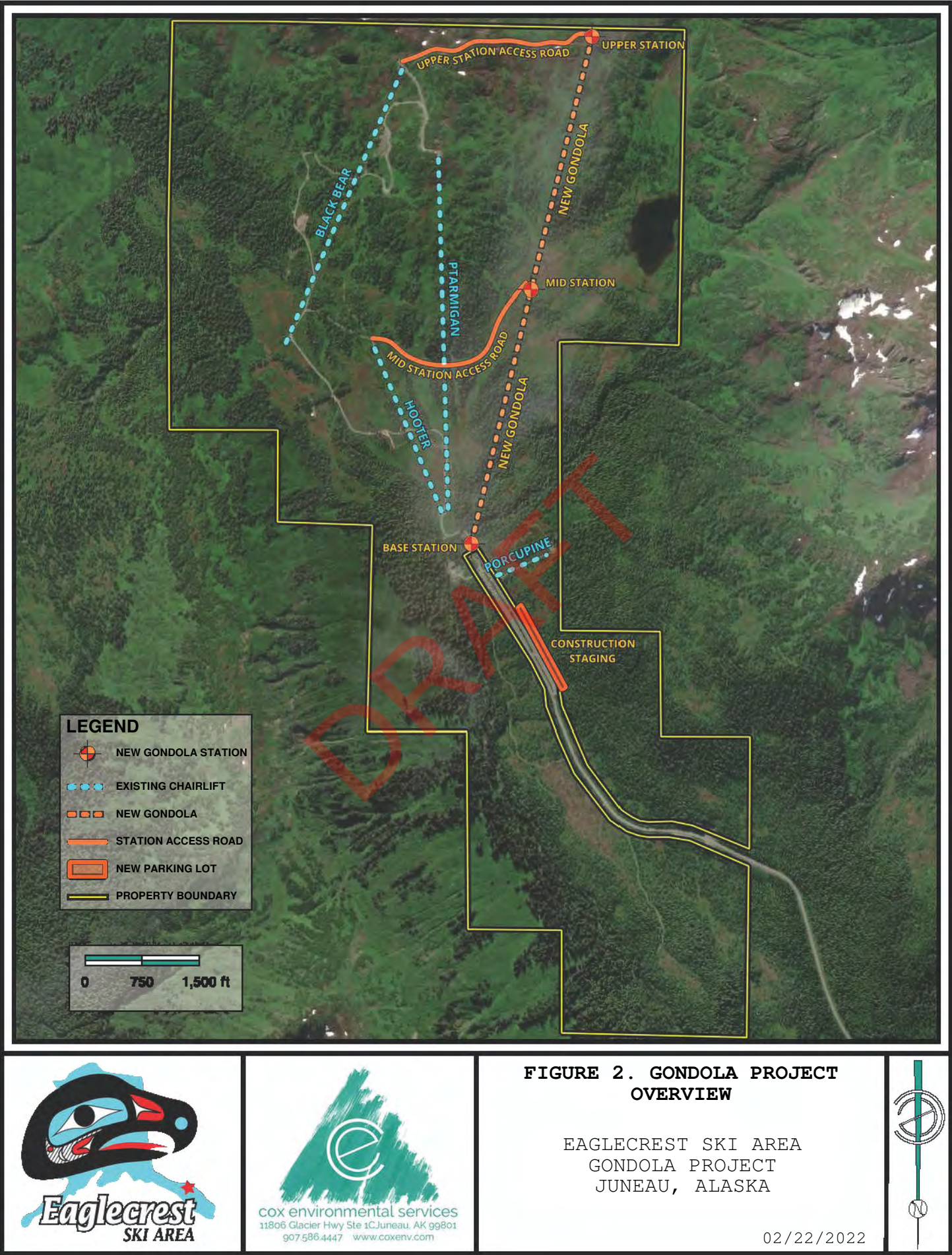
FIGURE 1. SITE LOCATION MAP

EAGLECREST SKI AREA
GONDOLA PROJECT
JUNEAU, ALASKA



2/21/2022





6: LETTERS OF SUPPORT



Greetings Juneau Assembly-

I am writing today in support of the Eaglecrest summer development plans – or **Ordinance 2021-08(b)(am)(Z)** on Monday's COW agenda. I love this idea. While I think this project will be an economic benefit for the CBJ, I want to focus my comments on the larger economic impact of this project for the community as a whole.

Current Lack of Capacity

While we have spent the last two years concerned about the lack of visitors coming to our community, my worry for the summers of 2022 and 2023 is that as a community we have lost some visitor sector providers, and those that remain will have difficulty ramping up for a robust visitor season. We want to be able to enjoy the full economic value of the tourist season, meaning we need to make sure that the tourists that do come are able to leave their dollars in our community. Increased shore-excursions provide the highest dollar value means of increasing local spending. The Eaglecrest gondola concept will provide a great addition to our overall current shore-excursion capacity.

The Glacier is Full

Juneau typically (so excluding last two years) hosts one-third of all tourists coming to Alaska, and historically just under half of those partake in an excursion to the Mendenhall Glacier. Depending on the glacier made it easy for Juneau to comfortably ramp up our overall cruise ship numbers, as we could take half of those coming in and bring them the Mendenhall Valley. However, we have finally reached capacity at the glacier. Currently Juneau is slated to receive 671 cruise ship visits during the summer of 2022, and if we are at typical capacity, we will receive 1.57 million cruise ship visitors. Annual permitted commercial capacity is a maximum of 55,000 visitors to the West Glacier Unit and a maximum of 517,650 to the Visitor Center Unit. If all scheduled cruise ship passengers arrive, the glacier area will only be able to host just over one-third of cruise ship passengers. Arriving passengers would exceed the capacity of the glacier, the whale watching trips, the fishing charters, and the tram combined. We need an entirely new location to manage the high flow of people who might be coming to our community. And while it is certainly possible that we receive a smaller amount – we also need to plan for what happens if they all do actually come. Eaglecrest already is set up to host a high number of daily visitors – including a nice large parking lot – and can act as the perfect overflow location for an overabundance of visitors, if needed. For planning purposes, if marketed correctly and if sufficient transportation were provided, I believe at least

5% of incoming visitors would partake in an Eaglecrest gondola – a percentage that could be expanded upon. Currently, 15% of cruise ship tourists use the tram in a normal tourist season.

Catering to More Adventurous, Mixed-Age Visitors

We originally developed our tourism industry to cater to the “over-feds, newly-weds, and nearly-deads” as we used to refer to the cruise ship clientele (terrible I know, but this was a long time ago). Cruise ship passengers now are more active, adventurous, and are bringing their kids with them. We know from surveys that Juneau tourists really love being outside, hiking, and having an adventure. I ran a Mendenhall Glacier survey a few years ago. The average time visitors wished they could have stayed at the glacier was 3 hours and 43 minutes. Visitors who spent more than 60% of their time walking or hiking had the highest overall satisfaction rates (of 94%). We had 100,000 kids visit Juneau by cruise ship in 2019, yet we had few activities focused on things that kids and older people can do together. The Eaglecrest concept brings together everything that the future of cruising is headed towards.

Great for Locals, and Employers

My friends and I still talk about that one summer when Eaglecrest opened the chairlift for the summer (with plastic hoods that sort of kept out the weather). This was back in the 1980’s and we didn’t have the economy of scale at the time. It was an idea before its time. But every survey I’ve ever run says the same thing. The top three reasons that people come to Juneau/stay in Juneau for work are:

- 1) the overall quality of life that Juneau has to offer,
- 2) being from here originally, and
- 3) access to recreation.

By increasing access to recreation for locals, we are making it easier for local employers to attract and retain workers (this is especially true for the health care sector). Of course, by great for locals, I also mean great for me. I can’t wait to ride to the top of Eaglecrest in the summer again!

Today I am just representing myself and my own opinions. Thank you for considering my comments.

All my best-

Meilani Schijvens
610 W 11th Street



Main Office

1301 Eastaugh Way

Juneau, AK 99801

907.992.0569

AlaskaCoachTours.com

February 22nd, 2022

Re: Partner Support for Eaglecrest Gondola Purchase

To members of the Juneau Assembly:

Please accept this letter of support for the Eaglecrest gondola expansion on behalf of Alaska Coach Tours (ACT). ACT has been in business since 2005, delivering tour product to guests on the cruise lines who visit Southeast Alaska. We are Alaskan owned and operated, and many of our year round managers reside in Juneau. As people who love this place and love to share it with others, we realize how special it is to live and work here. Our company always envisions ways to serve our customers while helping to maintain the beauty and standard of living that we all enjoy in Juneau.

Alaska Coach Tours has many contracts with cruise lines including Royal Caribbean, Celebrity, Silversea, Viking, Windstar and Norwegian Cruise Line. We offer motorcoach tours to cruise travelers and take them to various venues showcasing the city. We also provide much of the transportation for operators who run their own attractions but do not operate vehicles. Because we live and work in Juneau, we endeavor to maintain a delicate balance between offering visitors access to Alaska while respecting the local way of life. We consistently look for ways to distribute cruise line guests around Juneau so that it never feels crowded in one area.

We have been in contact with Eaglecrest about bringing visitors to the mountain during the summer months in order to utilize the expansive area and walking trails. The ski area has great potential to provide space for visitors on hills, trails and in a gondola, without making the area feel crowded. Our goal is to offer guests a glimpse of Juneau in a pristine location and to feel connected to Alaska, while also preserving the existing experience that makes this place so special for locals.

Alaska Coach Tours firmly believes in the benefits of this gondola purchase. It would ensure that Eaglecrest can operate in the winter months for many more years to come, providing recreation for Juneau residents. It would give Eaglecrest the opportunity to bring year round jobs to the mountain with competitive wages. It would allow private operators to develop tours that reduce tourist overcrowding in other popular destinations. This gondola purchase would not only benefit Juneau residents in the winter, but also help to alleviate some of the congestion downtown in the summer. We urge the Assembly to approve this purchase.

Thank you for considering the gondola expansion for Eaglecrest.

Sincerely,

Brenna Reeder

Vice-President, Tour Operations

February 27, 2022

Dear Mayor and Assembly,

I am commenting to you on this possible project from a personal basis and not necessarily from the stance of Princess Cruises or Holland America Group.

I commend Dave Scanlon and the Eaglecrest Board for their hard work and vision for making Eaglecrest self-sustaining and a popular summertime venue for visitors and local residents alike. They deserve kudos and thanks for being willing to think "outside the box" to create a possible path toward these goals.

The proposed development at Eaglecrest is interesting and exciting in many ways.

--With Covid hopefully beginning to wane, signs point to a busy 2022 summer on a path back to visitation levels which will likely rebound over the next couple of years to anticipated numbers of 1.5 million +

--Demand for Alaska cruising and independent visitation is likely to continue to grow

--Alternative venues (medium and high volume) for visitors to experience which are away from the downtown core can help to disburse our visitors and address what some view as overcrowding

--It is likely that a development of summertime outdoor opportunities at Eaglecrest would be attractive to both cruise and independent visitors

I am not an expert on operations (winter or summer) at ski areas or the dollar value attached to a Gondola purchase opportunity. If the addition of this infrastructure becomes the launching point to lead towards the success of a summertime Eaglecrest program, providing some financial independence for Eaglecrest, and relieving the CBJ of high dollar subsidies towards wintertime operations of the ski area, then it should be seriously considered as a plausible step forward.

Thank you for your service to our community.

Sincerely,

Kirby Day

skirby3@aol.com

907-723-2491



February 14, 2022

To:
CBJ Assembly Committee of the Whole, 2022.

From: Juneau Nordic Ski Club (JNSC).

RE: Ordinance Ordinance #2021-08(b)(am)(z)

The JNSC Board submits this letter in general support of Ordinance #2021-08(b)(am)(z). This project for an all-season gondola, as currently described, will further the longtime requests from Nordic skiers to increase trail kilometers at higher elevation at Eaglecrest recreation area. Additionally, it will allow access to groomed trails for all levels of Nordic skiers to an area on the mountain that traditionally gets and holds snow earlier and longer.

Access to Cropley Lake area, and above to access the backside for Nordic trails grooming, is an idea that has been voiced and vetted over the years through the public planning process for the Eaglecrest Master Plan and in the Nordic Ski Trail Development Plan produced by the JNSC and submitted to the Eaglecrest Board.

Please let us know if you have any questions.

Respectfully submitted,

Frankie Pillifant, JNSC President
on behalf of JNSC Board

www.JNSKI.ORG



February 10, 2022

Dear CBJ Assembly,

We are writing regarding the ordinance to purchase a gondola for Eaglecrest. Segway Alaska is one of the newest concessionaires operating at Eaglecrest. We would like our support to be noted for this purchase, which will allow Eaglecrest resort, our business, and other's businesses to expand and thrive.

Best Regards,
Reuben and Erin Willis
Segway Alaska
info@SegwayAlaska.com

cc: Dave Scanlan, General Manager Eaglecrest Ski Area

Good Morning CBJ Assembly Members,

As I'm sure you have as well, I have spent considerable time exploring the funding request to support the acquisition of a new gondola for Eaglecrest in the past several days. I have talked to scores of Eaglecrest regulars, board members, and employees, I have queried students, community members who don't ski, and friends in the ski industry from outside of town. We have had family debates over the dinner table. While initially I had reservations, after weighing all the options and arguments, I think this is the right move for the Borough at the right time. I'm writing to urge you to support this capital investment in recreational infrastructure.

I moved to Juneau in 2004 for a job at the University of Alaska Southeast and have been both a season pass holder and a strong advocate of Eaglecrest since the moment I arrived. In the last 18 years, I have averaged over 40 days of snow sliding each winter—Nordic, snowboarding, and ski touring as often as I can. The proximity of Eaglecrest to my home is, simply put, one of the main reasons I've chosen to stay and raise a family in Juneau. It is also no exaggeration to say that my kids grew up there, my 14-year-old, Reed, was on skis before he could walk, and spent countless days in the lodge even before he could do either. Henry, now 11, learned to ski in the lean snow years, of 2014-2016, walking up so he could ski down, earning his French fries the old-fashioned way. In my 35 years as a snowboarder and skier, I have had the privilege to travel to ride in Europe, Japan, Canada, and all over the American West, and I have never encountered a ski area that has the right mix of community spirit, equitable access, and amazing staff and terrain. Eaglecrest is a truly unique recreational outlet that is central to my family's health as well as our sense of community and place.

Given how important this place is to me and my family, I don't take major changes to the infrastructure lightly. When change is afoot, my first question is always: will this alter the magic combination of intimate, family friendly, and awesome that makes Eaglecrest so special? There is no question that the addition of a gondola would represent change, but more importantly, as those lean winters of the mid 2010s portend, more dramatic impacts are coming as a function of climate change.

I see the gondola serving two central purposes. First, it represents a necessary adaptation to climate change, creating a more sustainable community skiing experience. Second, the gondola represents an essential opportunity for Eaglecrest to generate year-round revenue, making it a sound—albeit not without risk—

business decision to insure the economic sustainability of our community gem. I'll address each in turn.

Over the last year, I have had the privilege of helping revise the prescient 2007 CBJ Scientific Panel on Climate Change's report, "Climate Change: Predicted Impacts on Juneau." As you know, the original document noted that as annual average temperatures rise, the snow conditions previously experienced at lower elevations will also rise. The authors predicted then that the average snow conditions at the Eaglecrest Lodge will be experienced at the top of hooter lift in 16-25 years, and the top of Ptarmigan in about 65 years. The science has become more precise since 2007, and the scientists more confident in their predictions; consequently, winter sports enthusiasts the world over are responding by working hard to both mitigate and adapt to changing climates. One consistent infrastructure trend is to move base loading areas to higher elevations, as this gondola would allow. As a humanist, I am interested in the cultural changes that drive these responses, and, in particular, about human resilience and adaptability in the face of climate change. As I suggest in the revised document you should see soon through the CBJ Sustainability Committee, if our kids are to continue to engage in healthy outdoor winter recreation in Juneau, we need to adapt to our changing world, and this will require careful community collaboration, and some capital investments.

The ski industry's model of making these climate adaptations has been, tragically, consolidation. A handful of massive corporations (Vail Resorts is the most well known) are rapidly buying small community-run and mom-and-pop resorts, leveraging their size to make capital investments in new infrastructure. In the process, they are pricing locals out of the sport, while also drastically changing the communities surrounding the ski areas. Skiers are encouraged to buy multi-resort "mega" passes that allow them to ski at all the resorts owned and operated by each corporation, travelling far from home to find good snow, further exacerbating the drivers of climate change by encouraging carbon-intense mobility as the appropriate adaptation. There is no question that this consolidation has some upsides, as the corporations have developed desirable summer operations, improved snow making capacity, and made the resorts nicer, but the losers in this consolidation are almost always the locals, and most certainly the local feel at these ski areas.

The good news is that we are uniquely positioned to leverage our community resources to make essential climate adaptations, which brings me to the second reason I think this Gondola represents a good choice for the Borough at this time. Instead of relying on distant capitalists to both dream up the adaptations and to find

ways to finance infrastructure, we are able to do it ourselves, ensuring financial sustainability for our backyard ski area. I can imagine a glassy boardroom full of greedy executives drooling over the opportunity to capitalize on more than a million visitors coming through town in the summer months. While more precision on the financial predictions may be nice, even back-of-the-envelope calculations suggest a summer revenue source stands to be a wise investment.

To be sure, there is risk in any capital investment, and it is also true that often the real expenses lie in the operation and maintenance of the infrastructure—so yes, there is financial uncertainty in investing in a gondola, and, yes, the real costs for installation and operation are much greater than the requested \$2m. But there are also known and very expensive risks in doing nothing. It is well known that the Ptarmigan chair is reaching the end of its functional life, for example. So even though I'm quite comfortable with Eaglecrest maintaining status quo operations, or even reducing the footprint of the mechanized winter access to ensure long term solvency, that, too, will require capital investment in the near term, and this more reactive capital spending will likely not include the potential for summer revenue. To put this even more simply: I would support the investment in the gondola even if it were to operate only in the summer as a revenue generator that would support winter operations.

Finally, and perhaps most importantly, at first blush, investing in Eaglecrest may seem like an investment in an activity reserved for the privileged and wealthy. While winter sports participants have historically represented a relatively homogeneous demographic, this is changing rapidly in the twenty-first century. As studies from the Yale Center on Climate Communication suggest, public investments in recreational infrastructure are essential for fostering this nascent move toward equity and inclusion in outdoor recreation. Eaglecrest is already trending toward inclusivity, and the potential to move further in this direction increases with a capital investment like this. Extant programs like the 5th grade passport program, ski-days for school groups, and instructional programming targeting underserved demographics represent important moves to increase diversity in winter sports, and greater financial stability would enable even more moves toward greater inclusivity. As we face uncertain climate futures, finding these joyful ways to connect to the nonhuman world—for our mental and physical health—will be even more important than ever, and in our case, this connection to the world will be intimately tied to a place that is premised on a community-first model. Seen from one perspective, then, investing in Eaglecrest can represent a way to address the intersecting problems of racial and income inequality and climate change.

Thanks for your careful consideration of this decision, and thanks, also, for your work to lead our city. I have watched with pride as you have guided CBJ with calm confidence in these uncertain times, and I'm sure you will make an informed and solid decision here too.

In neighborly solidarity,

Kevin Maier
570 Seater Street
JUNEAU AK 99801
kevinkmaier@gmail.com
(907)957-0357



Juneau Ski Club

Dear City and Borough of Juneau Assembly Members and Mayor,

We write on behalf of the Juneau Ski Club in support of the Eaglecrest Ski Area's proposal to purchase a used fixed-grip pulse gondola.

We strongly support this financial investment in our local ski area that sees a diverse array of user groups, including our very successful Youth Programs for local youth Alpine skiers ages 6-18; this year the club consists of 77 families and 96 registered athletes which represents a significant portion of the Eaglecrest user group. The benefits of this race program are priceless: instilling confidence and independence, allowing the athletes to challenge and learn about themselves, creating friendships and camaraderie, bringing together and uniting local families in support of youth activities, and promoting athletic ability and opportunity at a critical time of the year. We work very hard to make a difference in these youths' lives and make our programs as cost-effective and available to as many interested participants as possible.

As an organization which has a long history of supporting Eaglecrest Ski Area, we feel that the investment in this gondola will not only help our program grow and diversify, but we also believe that it is vital in maintaining and developing a healthy and robust financial future for Eaglecrest Ski Area and user groups such as ourselves.

The first iteration of the Juneau Ski Club was formed in 1935 after an avid group of hikers who called themselves the Juneau Hiking Club started carrying skis on their weekly adventures and skied down from their hikes. These early pioneers were responsible for getting Juneau skiers the first portable rope tow in 1932 and then a "heavy duty" rope town in 1945 which was set up in the lower 2nd Cabin area where crowds of onlookers would join to watch the skiers and ski jumpers.

A true testament to the club that was formed way back in 1935 is that we have many alumni return to the program as adults and volunteer their time and talents coaching, timekeeping, and doing whatever it takes to keep the Juneau Ski Club going. We believe that our part in the skiing history of Juneau gives us unique insight into the importance it has on our member's mental health during the winter months and the camaraderie it has provided, especially during these past couple of years.

The ability the Gondola will give the mountain to share this experience with more user groups throughout the whole year instead of just one isolated season has so many wonderful possibilities that make for a viable financial investment, including but not limited to expanding invitational ski events, tourism, destination celebrations such as weddings, and summer bike tours. We hope that you will take into consideration the urgency of this matter and the unique opportunity we have before us as a community.

Lacey Sanders, JSC President
907-209-8722

Nona Dimond, VP Finance
907-360-5906