



**PLANNING COMMISSION STAFF REPORT  
CONDITIONAL USE PERMIT USE2022 0015  
HEARING DATE: JANUARY 24, 2023**

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155 S. Seward Street • Juneau, AK 99801

**DATE:** January 17, 2023  
**TO:** Michael LeVine, Chair, Planning Commission  
**BY:** Jennifer Shields, Planner II *Jennifer Shields*  
**THROUGH:** Jill Maclean, Director, AICP

**PROPOSAL:** Applicants requests a Conditional Use Permit for an Off-Road Vehicle (ORV) Riding Park at 35-Mile in a Rural Reserve (RR) Zone.

**STAFF RECOMMENDATION:** Approval with conditions.

**KEY CONSIDERATIONS FOR REVIEW:**

- CBJ Parks and Recreation is partnering with the Juneau Off-Road Association to develop an ORV Riding Park on CBJ-owned land for use during the spring, summer, and fall.
- In Feb. 2022, approximately 80 people attended a public meeting regarding the proposed riding park, with no major opposition.
- Over 200 public comments in support of the project were received after the deadline for review to be included in the staff report. See Additional Materials packet.
- Noise study shows ORV's will meet code requirements for dBA levels.
- Applicable Local, State, and Federal agencies and organizations have been involved in reviewing the site as an appropriate riding park location.

GENERAL INFORMATION	
Property Owner	City and Borough of Juneau
Applicants	CBJ Parks & Recreation, Juneau Off-Road Assoc.
Property Address	N/A
Legal Description	ASCS 96-13 96-14 96-15
Parcel Number	3B4501000010
Zoning	Rural Reserve (RR)
Land Use Designation	Resource Development (RD)
Lot Size	2,974.5 acres (ORV Riding Park ~565 acres)
Water/Sewer	N/A
Access	Glacier Highway
Existing Land Use	Vacant
Associated Applications	N/A

**ALTERNATIVE ACTIONS:**

1. **Amend:** require additional conditions, or delete or modify the recommended conditions.
2. **Deny:** deny the permit and adopt new findings for items 1-6 below that support the denial.
3. **Continue:** to a future meeting date if determined that additional information or analysis is needed to make a decision, or if additional testimony is warranted.

**ASSEMBLY ACTION REQUIRED:**

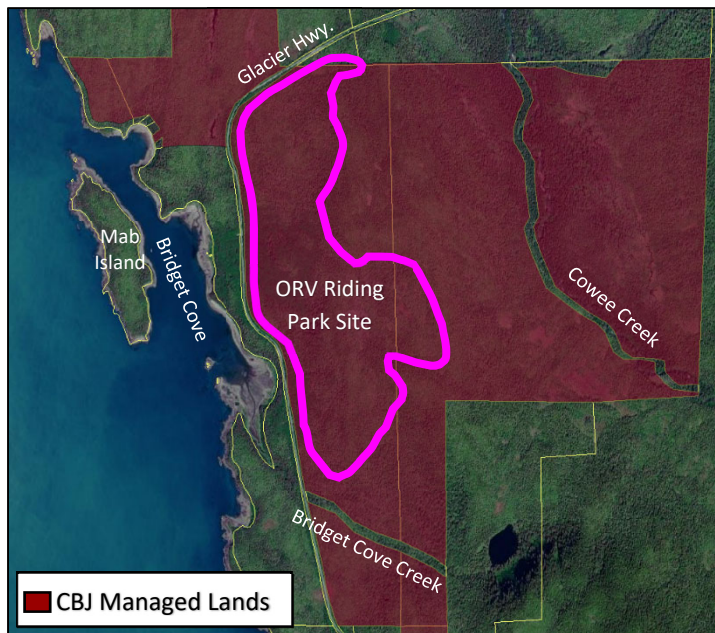
Assembly action is not required for this permit.

**STANDARD OF REVIEW:**

- Quasi-judicial decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
  - CBJ 42.20.095
  - CBJ 49.15.330
  - CBJ 49.40
  - CBJ 49.45
  - CBJ 49.80 (Definitions)

**The Commission shall hear and decide the case per 49.15.330(a) Conditional Use Permit.** A conditional use is a use that may or may not be appropriate in a particular zoning district according to the character, intensity, or size of that or surrounding uses. The conditional use permit procedure is intended to afford the commission the flexibility necessary to make determinations appropriate to individual sites. The commission may attach to the permit those conditions listed in subsection (g) of this section as well as any further conditions necessary to mitigate external adverse impacts. If the commission determines that these impacts cannot be satisfactorily overcome, the permit shall be denied.

## **SITE FEATURES AND ZONING**



SURROUNDING ZONING AND LAND USES	
North (RR)	Glacier Hwy. & Goldbelt Inc.
South (RR)	Bridget Cove Creek
East (RR)	Cowee Creek
West (RR)	Glacier Highway

SITE FEATURES (ORV Riding Park)	
Anadromous	No (Yes within parcel)
Flood Zone	No
Hazard	No
Hillside	Yes
Wetlands	Yes
Parking District	No
Historic District	No
Overlay Districts	No

## **BACKGROUND INFORMATION**

### **Project Description –**

The CBJ Parks and Recreation Department (P&R) has been working with various community off-road vehicle (ORV) groups to understand interest in ORV riding opportunities. Over the past 20 years, riding areas have been redeveloped or regulations have changed to prohibit motorized use and there are few areas left to legally recreate in Juneau. CBJ has evaluated various sites for motorized use since the early 2000's and for various reasons, riding sites have not been established.

P&R is partnering with the Juneau Off-Road Association (JORA) to develop an ORV Riding Park on CBJ-owned land. The riding park will extend from Glacier Highway after Mile 35 north and east to the ridgeline that separates the proposed development area from Cowee Creek. The riding park will encompass approximately 565 acres, but much of the area is steep slopes that cannot be developed as riding trails.

Phase 1 of the riding park will consist of 5 miles of trails through approximately 175 acres of the site, and will include a gated entrance, parking area, picnic area, caretaker facility on an existing upland fill pad, looped riding trails, a mud bog, and cross country riding. This initial phase will likely take multiple years to build. Although

wetlands will be avoided when possible, Phase 1 will require a wetlands permit from the U.S. Army Corps of Engineers. Subsequent phases will be mapped and planned in the field and then wetland fill permits will be applied for as needed.

#### **Management Partnership –**

On April 11, 2022, the CBJ Lands, Housing, and Economic Development Committee (LHEDC) met to discuss the proposed development and unanimously passed a motion of support for CBJ to work with JORA on developing the project and applying for permits.

P&R and JORA will partner under either a Memorandum of Understanding (MOU), a Memorandum of Agreement (MOA), a lease, or a franchise agreement to develop, operate, manage and maintain the ORV riding park. Discussions are ongoing between P&R and JORA on the appropriate mechanism for the partnership. The applicants have provided a draft MOA for the purpose of helping the Planning Commission understand the intended roles and responsibilities of each entity (Attachment A). A finalized agreement will include appendices for a site map and construction drawings, construction and operation permits, construction requirements, an annual operating plan, and rules of conduct.

If the Commission approves this Conditional Use Permit request, P&R will ask the CBJ Assembly to consider a partnership with JORA to develop and operate the riding park.

#### **Background –**

The table below summarizes relevant history for the parcel and proposed development.

<b>Year</b>	<b>Item</b>	<b>Summary</b>
1985	Ordinance	Serial No. 85-76am preserving certain lands for the Juneau Open Space and Park System classifies five areas within the parcel as follows: <ul style="list-style-type: none"><li>• Lynn Canal shoreline – Public Use, Shoreline Access and Recreation</li><li>• Mab Island – Public Use</li><li>• Bridget Creek Greenbelt- Public Use (100 feet each side)</li><li>• Cowee Creek Greenbelt – Public Use (100 feet each side)</li><li>• Davies Creek Greenbelt – Public Use (100 feet each side)</li></ul> However, the proposed development area is not located within 100 feet of the areas listed above (Attachment B).
1996-2001	Surveys/Plats	Alaska State Cadastral Survey No. 96-13: Plat 2001-49 (amended plat 1999-56) Alaska State Cadastral Survey No. 96-14: Plat 2001-50 (amended plat 1999-57) Alaska State Cadastral Survey No. 96-15: Plat 2001-51 (amended plat 1999-58) (Attachment C).
2003	Patent	State of Alaska Patent No. 18891 to CBJ (Attachment D).
2013	Draft Site Report	National Off-Highway Vehicle Conservation Council's report entitled "Creating a Positive Future for OHV Recreation" (Attachment E).
2021	PRAC Meeting	On March 2, 2021, the CBJ Parks and Recreation Advisory Committee (PRAC) heard an update on the proposed development; no action was taken (Attachment F).

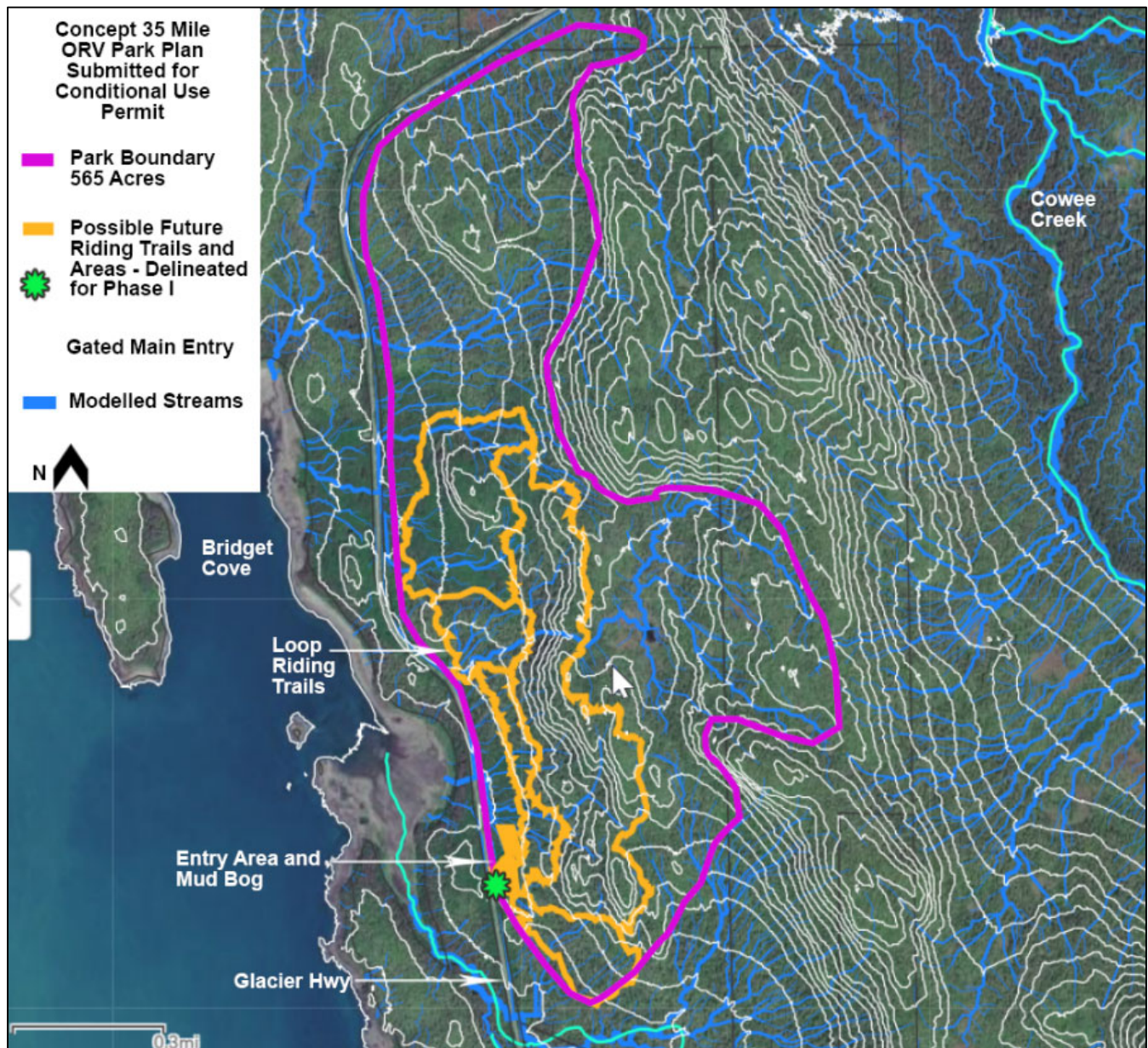
2021	Planning Commission COW	On July 13, 2021, the Planning Commission's Committee of the Whole (COW) heard an update on the proposed development; no action was taken (Attachment G).
2021	Pre-Application Conference	On December 22, 2021, a Pre-Application Conference was held to discuss the project and provide planning guidance prior to submittal of a Conditional Use Permit application (Attachment A).
2022	Public Meeting	On February 9, 2022, P&R and JORA held a public meeting via Zoom to provide information on the riding park and answer questions from the community (Attachment H). Approximately 80 people attended the meeting and received answers to their questions.
2022	PRAC Meeting	On April 5, 2022, the PRAC met to discuss the proposed development and unanimously passed a motion of support for CBJ to work with JORA on developing the project and applying for permits (Attachment I). ( <i>Minutes of the meeting not yet available.</i> )
2022	Lands Meeting	On April 11, 2022, the CBJ Lands, Housing, and Economic Development Committee (LHEDC) met to discuss the proposed development and unanimously passed a motion of support for CBJ to work with JORA on developing the project and applying for permits (Attachment J).

## **ZONING REQUIREMENTS**

Standard		Requirement	Proposed	Existing	Code Reference
<b>Lot</b>	Size	36,000 square feet	No Change	2,974.5 acres	CBJ 49.25.400
	Width	150 feet	No Change	> 150 feet	CBJ 49.25.400
	Depth	N/A	No Change	> 10,000 feet	CBJ 49.25.400
<b>Setbacks</b>	Front	25 feet	~35 feet (parking lot)	N/A	CBJ 49.25.400
	Rear	25 feet	No Change	N/A	CBJ 49.25.400
	Side	15 feet	No Change	N/A	CBJ 49.25.400
	Side	15 feet	No Change	N/A	CBJ 49.25.400
	Street Side	17 feet	No Change	N/A	CBJ 49.25.400
<b>Lot Coverage Maximum</b>		20% (Conditional Use)	< 20%	N/A	CBJ 49.25.400
<b>Vegetative Cover Minimum</b>		N/A	TBD	100%	CBJ 49.50.300
<b>Height</b>	Permissible	45 feet	1-story (Caretaker RV)	N/A	CBJ 49.25.400
	Accessory	45 feet	N/A	N/A	CBJ 49.25.400
<b>Maximum Dwelling Units</b>		2	1 (Caretaker RV)	N/A	CBJ 49.25.500
<b>Use</b>		Public / Recreational	6.240, Off-Hwy Vehicle Parks	N/A	CBJ 49.25.300



## SITE PLAN



## ANALYSIS

CBJ 49.25.300, USE 6.240 – Automobile, motorcycle racing tracks; off-highway vehicle parks – is listed as a permissible use requiring a Conditional Use Permit from the Planning Commission in the Rural Reserve (RR) Zone.

### **Project Site – Parcel (~3,000 acres)**

The proposed site for the ORV riding park is located on a portion of a CBJ-owned parcel totaling almost 3,000 acres. The parcel is located outside of both the “Mining and Exploration Surface Activities Exclusion District” governed by CBJ 49.65.115 and the “Remote Subdivision Areas” governed by CBJ 49.15.440.



The CBJ 2013 Comprehensive Plan maps this area as a Resource Development (RD) area: *“Land to be managed primarily to identify and conserve natural resources until specific land uses are identified and developed. The area outside the study area of this Comprehensive Plan is considered to be designated Resource Development. As resources are identified or extracted from these lands, they should be re-designated and rezoned appropriately.”*

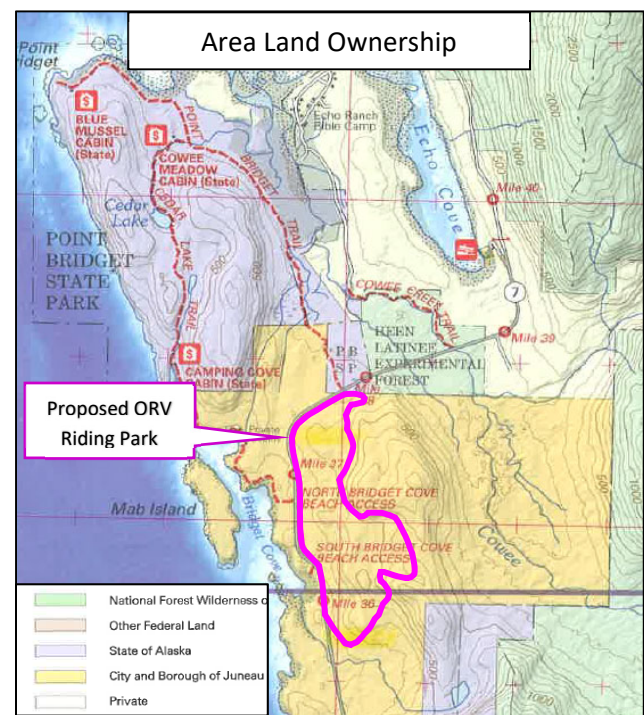
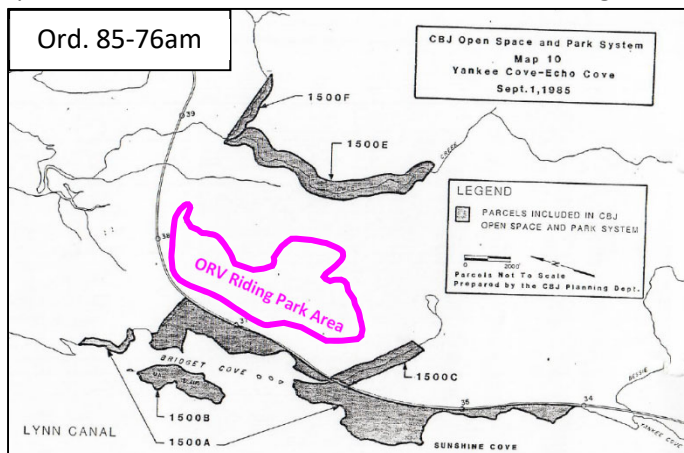
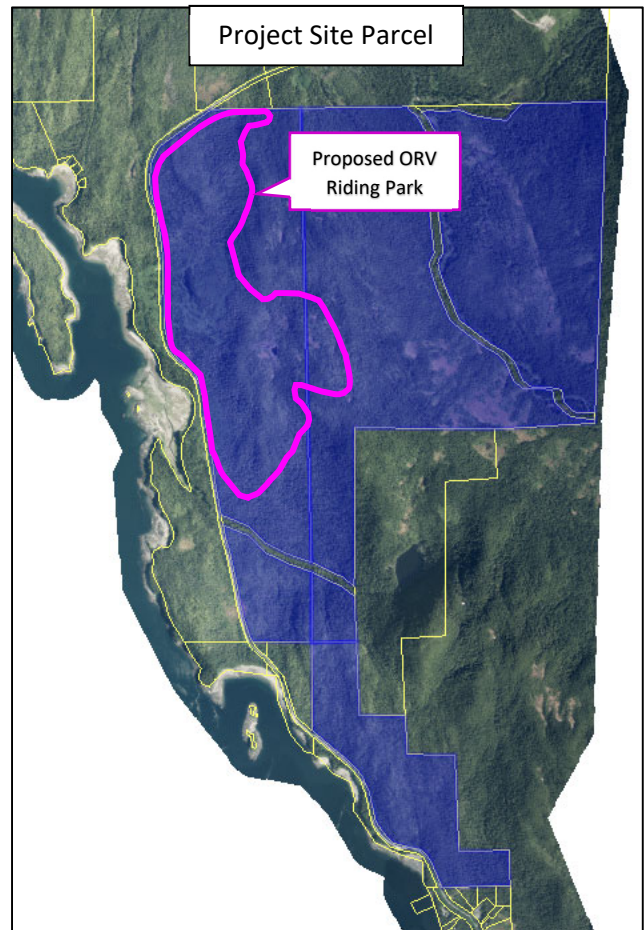
The parcel is an undeveloped, forested site bordered by Glacier Highway and Bridget Cove to the west, Heen Latinee Experimental Forest, Echo Cove, and Goldbelt Inc. lands to the north, Heen Latinee Experimental Forest and State of Alaska lands to the east, and the Yankee Cove residential subdivision to the south.

In 1985, the parcel was included in Ordinance 85-76am, which preserved certain municipal lands for the Juneau Open Space and Park System and classified five areas within the parcel for shoreline and greenbelt public use. The proposed ORV riding park site is not within any of the areas listed in the Ordinance (see Attachment B and map below).

In 1996, three Alaska State Cadastral Surveys (ASCS) covering different sections of the parcel were created; the surveys were later recorded in 1999 and amended in 2001 (Attachment C).

In 2003, the parcel was patented to CBJ by the State of Alaska (Attachment D). The proposed ORV riding park site does not include easements listed in the patent.

Topography of the parcel ranges from relatively flat and gently sloped to steeply sloped, with streams and wetlands throughout. Wetlands vegetation includes spruce, alder, and hemlock trees as well as muskeg.



### Project Site – Proposed ORV Riding Park (~565 acres)

The riding park will encompass approximately 565 acres, but much of the area includes steep slopes that cannot be developed as riding trails.

The riding park perimeter is bordered by Glacier Highway to the west and north, Goldbelt Inc. land to the north, a ridgeline separating it from Cowee Creek at approximately 3,000 feet to the east, and Bridget Cove Creek at approximately 500 feet to the south.

Portions of the site were logged in the 1950's and 1960's, and were used as staging areas for the construction of Glacier Highway. The proposed entry area and parking lot is located on one of these sites.

In 2013, CBJ hired a consultant team led by USKH, Inc. and including the National Off-Highway Vehicle Conservation Council (NOHVCC) to evaluate the site for use as a riding park. A draft report of the site identified approximately 530 acres suitable for riding based upon an environmental analysis from mapping and field work; noted significant public interest in a riding park; described visits to other potential riding park sites in Juneau; and discussed impacts from unmanaged and unpermitted ORV use at nearby Echo Cove and the private Goldbelt, Inc. quarry (Attachment E). One of the recommendations from the report included the following:

*"Utilize the proposed 35-Mile site for parking and develop as many trails with varied experiences and difficulty levels as possible. This will require a significant investment of time, resources, and funding."*

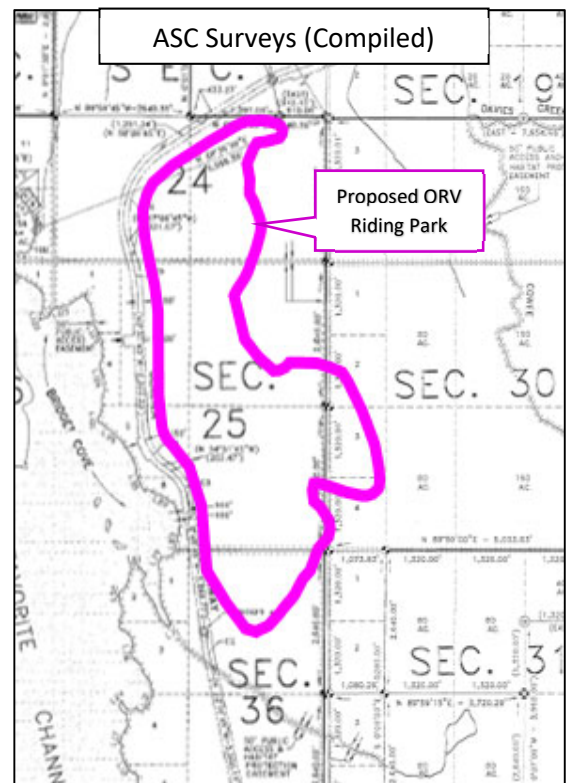
### Project Design –

As previously discussed, Phase 1 of the riding park will consist of 5 miles of trails through approximately 175 acres of the site, and will include a gated entrance, parking area, picnic area, caretaker facility on an existing upland fill pad, looped riding trails, a mud bog, and cross country riding. The applicants have included detailed information on each of these features which can be found on pages 8-14 of the application narrative (Attachment A). Elements of the site design not discussed in later sections of this report include the following:

#### ❖ Entry Area:

The entry area will include a locked gate and other perimeter security to effectively close the facility. The riding park will be open during the spring, summer and fall seasons. There is no exterior lighting proposed for the riding park, and the facility will be closed when it is dark.

The toilet facility will be a vault toilet approximately 5' x 5' with a toilet and below ground vault manufactured for carrying waste. The vault will be pumped regularly by a local septic pumping service. If funding is delayed for the toilet construction, a portable sanitary unit will be onsite and serviced regularly. The vault toilet installation is regulated by the Alaska Department of Environmental Conservation (ADEC) under 18 AAC 72. No submittal or review is required for portable sanitary units.



A caretaker RV will be located near the entry area with a shower or bathtub, toilet and kitchen sink. It will have a potable water tank and septic tank that can be pumped at the same time that the vault toilet or portable sanitary units are serviced. A small residential sized generator will be allowed to provide electricity to the RV as there is no power to the site.

The caretaker will open and close the entry gate each day during the open season, pick up trash and maintain the entry area, provide information to users, and contact emergency personnel as needed based on the type of issue that arises. Trash cans and a dumpster shall be located onsite and emptied regularly.

❖ Perimeter Control:

The riding park is bounded to the west by Glacier Highway and to the east by two ridgelines: a lower ridgeline that for much of the northern section is a rock cliff, and an upper ridgeline. Designing the site with cliffs, rocks, steep slopes, logs, and other natural barriers will be done to create natural boundary markers. When this is not possible, signage and other features such as log barriers and fencing will be constructed to designate the edges of the riding park, similar to how Eaglecrest Ski Area establishes park boundaries, for riders to stay within allowed riding areas.

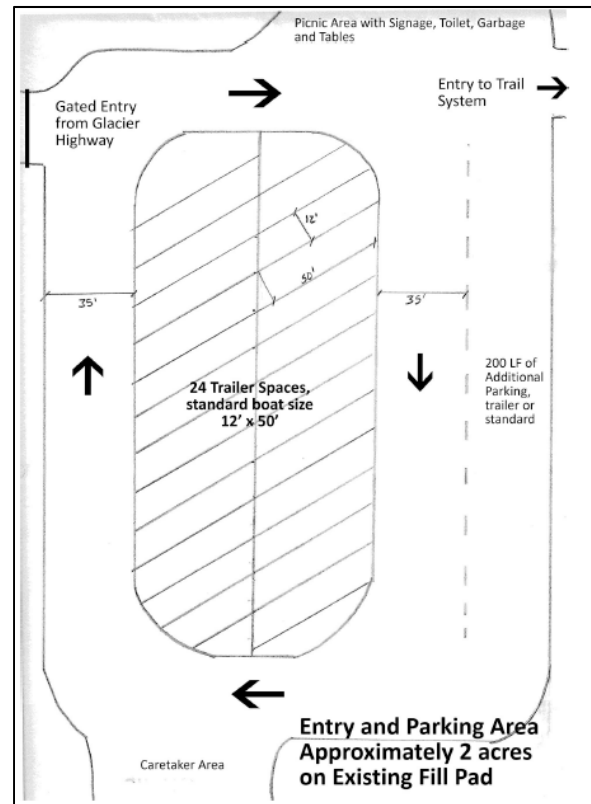
Riding outside of approved areas will result in a loss of riding privileges.

Signs are regulated under CBJ §49.45, and a permit is required for most signs.

❖ Trails:

The NOHVCC and the U.S. Forest Service (USFS) both have guidance documents for trail construction that provide extensive planning standards, design details, and drainage/storm water guidelines for an ORV riding park and trail development. These standards will be applied to site design and layout and trail section design. Both documents can be found in their entirety here:

- ❖ National Off-Highway Vehicle Conservation Council's, "Great Trails: Providing Quality OHV Trails and Experiences" (2015): <https://nohvcc.org/education/manager-education/great-trails-guidebook/>
- ❖ U.S. Department of Agriculture's, "Designing Sustainable Off-Highway Vehicle Trails: An Alaska Trail Manager's Perspective" (2013): <https://www.fs.usda.gov/t-d/pubs/pdfpubs/pdf11232804/pdf11232804dpi100.pdf>



Trails will be designed for specific experience level from beginner to intermediate and moderate and will have purpose built entry structures that will filter the type of vehicle that can ride on the trail and signal to riders whether or not they can successfully ride the trail. Loop trails will be designed with connectors between the loops.

❖ **Mud Bog:**

A mud bog feature is included in the plan. This is a built feature that allows a rider to cross through a wet area on their machine. The wet area is constructed to contain runoff, similar to a detention pond that holds water and has a hardened rock bottom.

❖ **Cross Country Area:**

This feature is proposed within the northern most loop trail so that the trail will become the perimeter boundary for cross country riding. Within this area users could ride freely and no additional trails will need to be developed. The perimeter will also be delineated by topography and signage.

**Conditions:**

1. A finalized management agreement between CBJ Parks & Recreation Department and the Juneau Off-Road Association shall be required prior to commencement of development. A copy of said agreement shall be provided to the Community Development Department (CDD) for inclusion in the file. If the agreement is modified at any time, a copy of the modified agreement shall be provided to CDD by the applicants no later than seven days after the agreement is modified, or the Use permit shall be suspended until such time as the agreement is provided to the CDD. CDD shall review the modified agreement and make a determination if a Modification Conditional Use Permit is required. If a Modification Conditional Use Permit is required, the Use shall not commence operation under the modified agreement until the modified Use permit is approved.
2. Use of the ORV riding park shall be permitted only during daylight hours.
3. Riding park site entry shall be secured when outside allowed hours.
4. Any food or beverages stored on site shall be contained in bear-proof containers or structures, and exterior bear-resistant public litter cans that meet the Interagency Grizzly Bear Committee Certification standards shall be provided.
5. The vault toilet and caretaker RV shall meet all Alaska Department of Environmental Conservation (ADEC) permitting requirements prior to commencement of use.
6. The applicants shall contact and apply for permits with CDD prior to installing signage.

**Access / Traffic –**

Access to the riding park will be at a gated entry area off of Glacier Highway, which is classified as a minor arterial in this location. In addition to the main entrance, there may be a small maintenance and emergency access road to the north in a future phase that would have a locked gate. This secondary access would not be used by the public, and would be used to provide easier and quicker access to the northern parts of the riding park in case of emergency or maintenance needs. Both access points from Glacier Highway will require an Alaska Department of Transportation and Public Facilities (DOT&PF) Right-of-Way (ROW) permit.



*The Institute of Transportation Engineer's Trip Generation Manual, 9<sup>th</sup> Edition* does not have a comparable type of recreational land use category for estimating traffic impacts. However, DOT&PF has not indicated the need for a Traffic Impact Analysis at this time.

**Condition:**

7. Right-of-way permits off of Glacier Highway shall meet all DOT&PF permitting requirements prior to commencement of use.

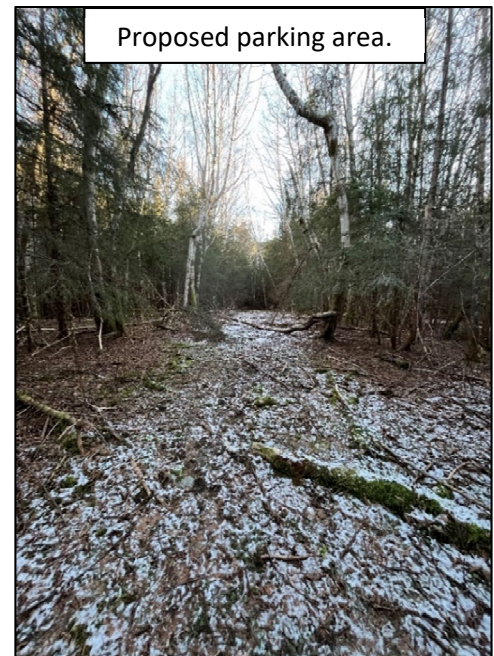
**Vehicle Parking & Circulation –**

The proposed parking lot will be constructed on an existing fill pad that is approximately two acres in size. The pad was likely a staging area for the construction of Glacier Highway. The parking area is sufficient for 24 trailer spots sized to CBJ Docks and Harbor's standards for boat trailer spots at 12' x 50'. Space is available for another 200 linear feet for trucks and smaller trailers. Users may arrive to the site with trailers or with ORV's in the back of their trucks. Others, such as Jeep owners, will use their vehicle (Jeep) in the riding park.

CBJ 49.40.210 does not have a parking category similar enough to an ORV riding park to establish a parking requirement. However, on page 8 of the application narrative, the applicants have provided a detailed discussion and justification for the proposed number and dimensions of off-street parking spaces (similar to the documentation required to support a parking waiver [CBJ 49.40.220(a)(2)]). For comparison:

- In the summer of 2022, CBJ Docks and Harbors staff counted 4 wheeler trailers at Echo Cove (where riding is illegal in most places). On average they counted between 1-3 trailers for four wheelers on most days, with the highest day of 5 trailers on the Sunday of Memorial Day weekend. However, it is likely that a legal and intentionally designed ORV riding park will need more than five parking spots for trailers.
- NOHVCC: Recommends designing the parking area to minimize the need for backing out and providing room for maneuvering and unloading gear. Pull-through parking is preferred, with separate ingress and egress points. This type of parking lot has flow, safety, and space efficiency.
- Alaska Department of Natural Resources: The standard parking space for a truck with a trailer is 12' x 55'. This can be adjusted if there are special circumstances such as tight turns, angled parking or narrow through-lanes. The number of spaces is usually based on data from field staff, with new facilities requiring input from advisory boards and user groups.
- U.S. Forest Service: If the parking area is paved, the spaces are 9' x 22' for angled or straight-in parking spaces, if parallel 9' x 25'. If the parking area is not striped, they plan for 10' x 25'. In addition, they may make spaces larger if snow accommodation is required or larger vehicles are using parking.

Per CBJ 49.40.210(b), a parking lot with more than 25 parking spaces must provide a minimum of two (2) accessible parking spaces.





**Conditions:**

8. The parking lot surface shall conform to ADA requirements and the entrance facility must be designed by a State of Alaska licensed Engineer.
9. Grading plans shall be submitted with an application for a permit, if required.
10. Wheel stops shall be placed in the parking lot to define the location of parking spaces prior to commencement of use.
11. CBJ-approved signage shall be posted for a minimum of two (2) accessible parking spaces prior to commencement of the proposed use.

**Non-motorized Transportation –**

Glacier Highway does not have sidewalk, curb, or gutter for the length of the riding park's western boundary. A gravel shoulder borders the roadway on both sides.

**Condition:** None.

**Proximity to Transit –**

Capital Transit does not offer services past the Auke Bay area.

**Condition:** None.

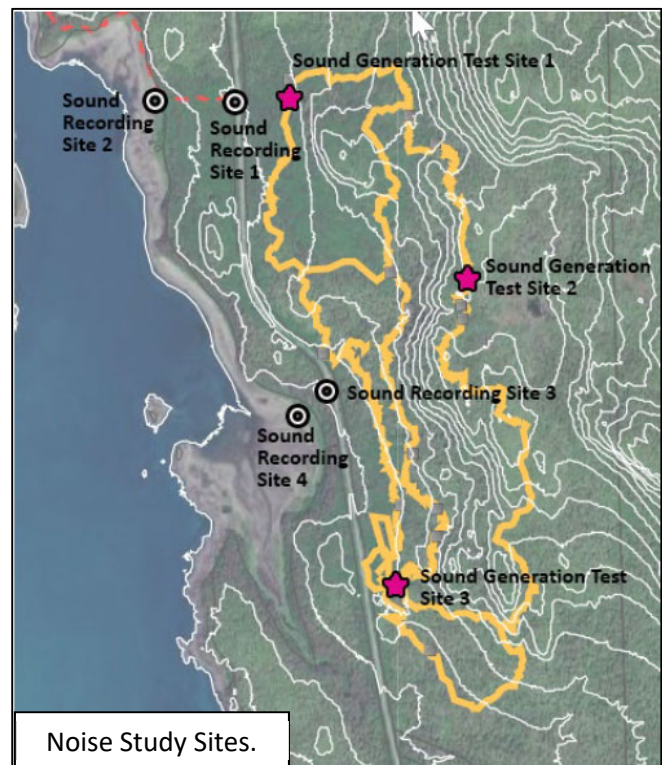
**Noise –**

Although Title 49 does not include specific noise standards for ORV riding park operations, the following sections of municipal code may be helpful in understanding acceptable noise levels:

- CBJ 42.20.095, "*Disturbing the Peace*", regulates the time, place, and manner of unreasonable noise and is typically enforced by the CBJ Police Department (Attachment K).
- CBJ 49.15.330(g)(11) governs Conditional Use Permits: "*Sound. Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.*"
- CBJ 72.04.215 governs noise prevention of motor vehicle mufflers: "*A motor vehicle must be equipped, maintained and operated so as to prevent excessive or unusual noise and the escape of fumes into the vehicle. A motor vehicle must be equipped with a muffler or other effective noise-suppressing system in good working order and in constant operation. No person may use a muffler cutout, bypass or similar device, or modify the exhaust system of a motor vehicle in a manner which amplifies or increases the noise emitted by the engine of the vehicle above that emitted by the muffler originally installed on the vehicle for use on the highway or a vehicular way or area. A person may not alter an exhaust particle emission system built into a motor vehicle to decrease its effectiveness.*"
- 04 CBJAC 050.020 governs commercial and industrial standards: "*The noise emanating from premises used for industrial activities shall be muffled so as to not become objectionable due to rhythm, intensity, pitch, or timbre, and where a use adjoins a residential district, the volume measured at the boundary line shall not exceed 55 dba's between the hours of 11:30 p.m. and 6:00 a.m., and 70 dba's at other hours.*"

The applicants have included detailed information regarding a noise study that they performed on site in September 2022 and which is described on pages 17-21 of the application narrative (Attachment A). Highlights from this study include the following:

- The methodology used for the noise study was based on industry standard testing procedures published in the U.S. Department of Agriculture/U.S. Forest Service document entitled, *"Off-Road Vehicle (ORV) Sound-Level Regulations and Their Enforcement"* by Robin T. Harrison, 1981. The full document can be found here: <https://www.fs.usda.gov/t-d/pubs/pdfimage/81231204.pdf>.
- The U.S. Forest Service also uses a compilation of studies entitled, *"Basic Acoustics for OHV Noise Control"* by Robin T. Harrison as a reference for developing riding parks. This report suggests that motorcycles equipped with manufacturer mufflers acoustically "vanish" at 0.27 miles from the source of noise, or 11,761 feet. The full report can be found here: [https://www.fs.usda.gov/t-d/programs/im/sound\\_measure/Basic\\_Acoustics\\_Report.pdf](https://www.fs.usda.gov/t-d/programs/im/sound_measure/Basic_Acoustics_Report.pdf)
- The Yankee Cove residential subdivision is approximately 11,000 feet from the proposed southern perimeter of the riding park.
- The sound test was performed by 4 members of JORA, with three P&R staff present to audit and monitor the testing.
- Three sites were located throughout the riding park for sound generation, and four sound recording sites were established. The sound recording sites were chosen because they are the main access trails and parking areas to Bridget Cove where people will be outside of vehicles near the riding park and could be impacted by noise.
- It was not raining during the sound study.
- **Findings from the sound test show that for all locations, sound generated from off-highway vehicles or chainsaws did not increase sound readings at the recording sites above ambient levels.**
- The standard noise limit for ORV's throughout much of the United States, including the California State Parks System and Colorado, is 96 dBA.



Proposed rules for the riding park include specifics for mufflers, noise levels, spark arrestors, and stock exhaust systems. Any vehicles with after-market systems will require testing prior to being allowed to ride in the park. Noise management will be approached through testing, outreach and enforcement.

#### Conditions:

12. The sound volume measured at the riding park perimeter line shall not exceed 65 dBA at the property line during the day or 55 dBA at the property line at night.
13. All ORV's must be equipped with functioning brakes and muffler, with noise limit not to exceed 96dBA. Motorcycles and all-terrain vehicles must be equipped with a spark arrestor.
14. All ORV's must have a stock exhaust system; after-market systems will require testing and proof that they can meet the noise requirement.
15. If any ORV's on site are found to be excessively noisy, the applicants will require testing and proof that they meet the noise threshold.

### Lighting –

There is no exterior lighting proposed for the riding park, and the facility will be closed when it is dark. There may be an exterior light on the caretaker RV, and this will be residential quality only.

**Condition:** None.

### Vegetative Cover & Landscaping –

The Rural Reserve (RR) Zone does not have minimum vegetative cover requirements. However, as noted in the application's draft MOA, live tree cutting will be avoided when possible. Only trees within designated trails or facilities on the plan will be cut, and trees greater than 8" diameter at breast height (dbh) will require approval from P&R prior to cutting.

#### Conditions:

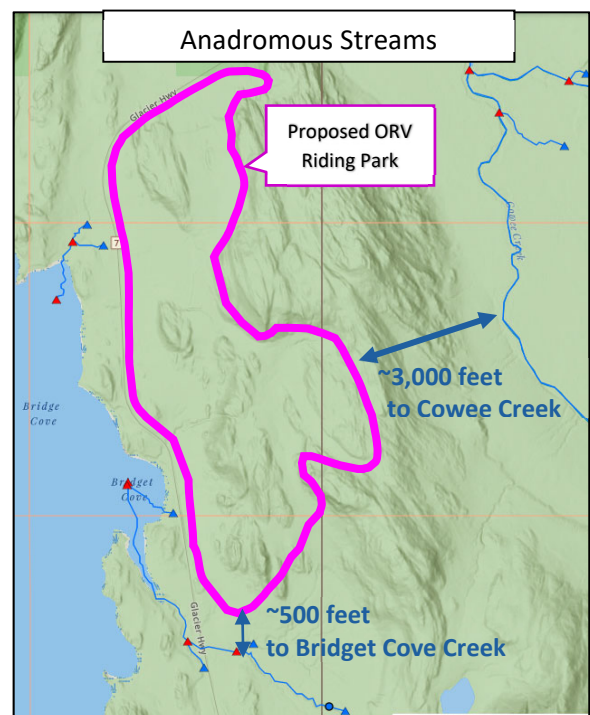
16. Areas surrounding constructed features and facilities disturbed by construction shall be revegetated using native vegetation and native vegetation mats prior to use of the constructed feature or facility.
17. Soils, slopes, and vegetation beyond the riding park boundary shown in the project plans shall not be disturbed.
18. Trees shall be retained to the greatest extent practical and the general public and park users will not cut any trees.

### Habitat – Anadromous Streams

Cowee Creek is approximately 3,000 feet to the east of the riding park perimeter, and Bridget Cove Creek is approximately 500 feet to the south of the riding park perimeter. Both creeks are listed as Stream Protection Corridors (SC) according to the 2013 Comprehensive Plan, and both are anadromous water bodies according to the Alaska Department of Fish and Game (ADF&G) inventory of anadromous fish streams.

On CBJ-owned lands, an SC designation protects anadromous fish streams and their tributaries from development that could cause pollution, erosion, depletion of groundwater infiltration, or degradation of the stream corridor and its biological functions. A 200-foot wide corridor on both sides of the bank is initially included within the designated corridor. Motorized trail development will not be allowed in the corridor.

In 2021, P&R contacted ADF&G for current anadromous fish data on the riding park site. ADF&G did a field assessment to update their mapping and issued a memorandum dated February 7, 2022, which found that there is, "no fish habitat upstream of Glacier Highway" on the site (Attachment L). There is some fish habitat below the highway, outside of the project area. Perched culverts and high gradient likely contribute to the lack of fish habitat within the riding park site.



On December 22, 2022, ADF&G issued another memorandum in response to this Conditional Use Permit application. The memorandum states, "The site is less than a ½ mile from Cowee Creek (an anadromous fish stream) and even closer to some areas where "resident fish" are identified on the map on page 6 [of the application]." (Attachment M)

Since no anadromous streams have been identified within the riding park site, a Fish Habitat Permit from the ADF&G Division of Habitat is not required at this time.

**Conditions:**

19. Motorized trail development shall not be allowed within a minimum of the 200-foot wide stream protection corridors along Cowee Creek and Bridget Cove Creek.
20. Hardened stream crossings and managing erosion and sedimentation in the project area shall be required. Similarly, redirecting drainages will be avoided to ensure stream channels with fish habitat are not dewatered downstream.

**Habitat – Wetlands**

The 2016 City and Borough of Juneau Wetlands Management Plan (JWMP) identifies mapped wetlands within the riding park site that are under the jurisdiction of the U.S Army Corps of Engineers (USACE). As part of the initial research for developing the riding park, P&R and JORA attended a pre-application meeting with the USACE to understand regulatory issues for wetlands and the permitting process. In 2022, additional wetlands delineation work was performed in conjunction with an USACE application for the riding park. For Phase 1, potential trails, the parking area, and other site features have been mapped in the field with GPS tracks. The USACE may require a permit for development and fill in designated wetlands.

**Condition:** None.

**Drainage and Snow Storage –**

The draft MOA/MOU will include a requirement for JORA to ensure that required drainage, storm water and stabilization improvements related to specific features and facilities of the riding park are completed and functioning prior to public use. This will include maintaining and repairing stream crossings and storm water management structures to prevent sedimentation downstream. Specifically:

- Trails will be developed with drainage and storm water standards outlined in the OHVCC and USFS guidance documents previously mentioned. Trail construction will depend on the soil type, topography, presence of wetlands and intended use level of the trail. Stream crossings will be hardened with culverts and stabilizing rock or an elevated boardwalk section. Softer soil areas or steeper areas that could be susceptible to erosion will have a rock base;
- The mud bog will be constructed to contain runoff, similar to a detention pond that holds water and has a hardened rock bottom. The outlet will be hardened and have storm water treatment; and
- The cross country riding area drainages will have storm water treatment at the downstream ends to treat any sediment coming from this area. This could include retention areas, check dams, and filter strips.

The riding park has ample space off of the proposed parking area for snow storage.

**Conditions:**

21. The applicants shall ensure that all drainage, storm water, and stabilization improvements related to specific features and facilities are completed and functioning prior to public use of the features and facilities.
22. The applicants shall minimize disturbance to the natural course of streams and drainage ways. Where disturbance is unavoidable, the applicants will protect adjacent areas from contamination from storm water runoff and provide a drainage system or structures that will minimize the possibility of sedimentation and soil erosion on-site and downstream and maintain or enhance the general stream characteristics of the stream and its receiving waters.
23. The applicants shall submit plans showing how these drainage conditions will be met for review and approval by the CBJ General Engineering Division.

**Hazard Zones –**

The riding park site is not within a mapped flood, mass wasting, or avalanche area. Using 2013 LIDAR contour data, slopes within the riding park vary considerably. No structures are planned for the riding park at this time.

**Condition:** None.

**Public Health, Safety, and Welfare –**

The southern perimeter of the riding park is approximately 11,000 feet from the nearest residential neighborhood (Yankee Cove). No information has been reviewed that suggests the proposal will materially endanger the public health, safety, or welfare.

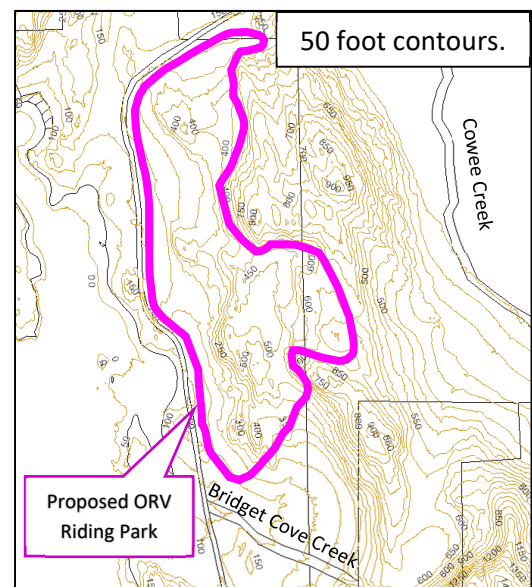
**Condition:**

24. The applicants shall install and maintain perimeter site controls to prohibit riding outside of the riding park.

**Property Value or Neighborhood Harmony –**

No information has been reviewed that suggests the proposal will decrease property values. At the date of this report, staff had not received any public comments regarding this Conditional Use Permit application.

**Condition:** None.



## **AGENCY REVIEW**

CDD conducted an agency review comment period between December 8, 2022 and December 28, 2022. Below is a summary of agency comments that were received for the proposed development. Complete Agency comments can be found in Attachment M.

<b>Agency</b>	<b>Summary of Comments</b>
CBJ CCFR	"CCFR would like to have a designated helicopter landing zone if possible due to long travel distance to this site and to the hospital and helicopter may be the best way to transport someone injured. Again, if possible and practical, not required. We anticipate increased calls to this area due to the nature of use and potential for injuries minor or significant."
CBJ Building Dept.	No comments provided.
CBJ General Engineering	"Parking lot surface should conform to general ADA requirements and entrance facility should be designed by a licensed Civil Engineer. Plans should be submitted with an application for a grading permit, if required under the CUP. It appears that no utility permits are necessary."
CBJ Police Dept.	"I spoke with all my Lieutenants and Public Safety Manager. There are no concerns about this project from JPD's perspective."
CBJ Lands & Resources Dept.	No comments provided.
AK Dept. of Environmental Conservation	"This looks great as it covers the requirements for plan review and approval from the Department per 18 AAC 72 in regards to vault privy installations and the disposal of the wastewater generated on the RV into the onboard wastewater holding tank to an approved facility."
AK Dept. of Transportation & Public Facilities	"All access from Glacier Highway is subject to review and permitting by DOT&PF ROW. Any permanent fixtures, such as fences, gates and signage to be erected within ROW are subject to review and permitting, if permissible, as an encroachment. Encroachments are subject to economic rent. Permits for such development as that proposed may be subject to strict stipulations to ensure that unauthorized motorized vehicles are not operated within DOT ROW. Any construction or development to be conducted from within ROW is subject to a Lane Closure Permit and approved traffic safety plans."
AK Dept. of Fish & Game	<p><u>Anadromous Streams</u></p> <p>"No anadromous streams have been identified in the area so a Fish Habitat Permit from the ADF&amp;G Division of Habitat is not required. However, streams in this area have the potential to be nominated to the catalog. If fish are observed in the streams, please contact the Division of Habitat in the Douglas office at 907-465-4105 or <a href="mailto:dfg.hab.infodou@alaska.gov">dfg.hab.infodou@alaska.gov</a>."</p> <p>"The site is less than a ½ mile from Cowee Creek (an anadromous fish stream) and even closer to some areas where 'resident fish' are identified on the map on page 6 [of the application]."</p> <p><u>Bears</u></p> <p>"The Cowee Creek and the surrounding area is habitat used by brown bears, black bears, deer, and occasionally moose, etc. Noise from ORVs has the</p>



Agency	Summary of Comments
	<p>potential to displace feeding bears (and other wildlife) and operators may encounter bears while riding or utilizing the entrance, picnic area, etc.</p> <p>We are pleased to see that there is a plan to pick up trash and keep the area clean and have trash emptied ‘frequently’. We note that the picnic area, trash cans, and dumpster have high potential to attract bears and unintentionally providing food rewards to bears which could lead to food conditioning and bear-human conflicts. It is essential that the facilities include bear resistant trash cans and that the dumpsters be secured from bears...This could be accomplished by storing any attractants within a properly installed electric fence or other secure container such as those that meet the Interagency Grizzly Bear Committee Certification standards.”</p> <p>Note: In 2021, P&amp;R contacted ADF&amp;G for current anadromous fish data on the site. They did a field assessment to update their mapping and issued a memorandum dated February 7, 2022, which found that there is, “No fish habitat upstream of Glacier Highway” on the site (Attachment L).</p> <p><u>Habitat</u>  “Cutting down trees and building trails will permanently remove some habitat that might be used by bears, deer, and other wildlife. Since, a portion of the area has been logged (i.e., already subject to some habitat degradation). Some of the area to be utilized falls within previously degraded habitat. We encourage JORA and CBJ to utilize previously harvested areas as much as possible when developing trails for ORV use.”</p> <p><u>Hunting</u>  “The area considered in this proposal is currently open to hunting. We do not see any suggestion of controlling hunting in this proposal and so we suggest that developers consider that folks might be hunting in the area when they are developing this recreational area.”</p>
AK Dept. of Natural Resources	No comments provided.
U.S. Army Corps of Engineers	No comments provided.
U.S. Fish & Wildlife Service	No comments provided.
U.S. Forest Service	“Considering the description and maps depict the planned riding sites for the park well away from the USFS boundary, we do not have any official comments on the proposal.”

## **PUBLIC COMMENTS**

CDD conducted a public comment period between December 8, 2022 and January 2, 2023. Due to the riding park’s location and size, public notice was mailed to property owners within 11,000 feet of the entire 3,000 acre parcel

(Attachment N). Using this increased radius, 18 individual parcel ids were identified, including three owned by CBJ.

A public notice sign was posted near the riding park entry area, and another public notice sign was posted near the southern end of the riding park parcel near Yankee Cove, two weeks prior to the scheduled hearing (Attachment O). Over 200 public comments were received after the deadline for review to be included in the staff report. See Additional Materials packet.

### **CONFORMITY WITH ADOPTED PLANS**

The proposed development is in general conformity with the 2013 Comprehensive Plan and the 2019 Parks and Recreation Master Plan.

<b>PLAN</b>	<b>Chapter</b>	<b>Page No.</b>	<b>Item</b>	<b>Summary</b>
2013 Comprehensive Plan	9	126	Implementing Action 9.1-IA12	"Seek location and construction for an ATV/snowmobile course with a programmed riding course as well as trails."
	11	147	Land Use Designation	Complies with the Resource Development (RD) land use designation for the lot.
	17	225	Community Development Narrative	"Joint public/private partnerships may facilitate new desired community facilities such as a downtown Juneau performing arts center and an ATV/snowmobile course."
2019 Parks and Recreation Master Plan	5	62	Trails - Recommendations	<ul style="list-style-type: none"> <li>• Facilitate development of viable opportunities for ORV recreation.</li> <li>• Encourage the ORV community to organize and set priorities for ORV development.</li> </ul>
	6	76	Community Trends – Barriers to Participation in Recreation Activities	"One-third of Juneau adults do not participate in the recreation activities they would like to, and one-quarter from households with children report youth who do not participate in activities but would like to. Desired activities for adults include hiking (5 percent), off-road vehicle use (5%), downhill skiing (4%), and swimming (4%)."
	7	97	Needs Assessment – 7.7.1 Park System Gaps	"Off-road vehicles (ORVs): Locating an area for ORV use in Juneau is a perennial challenge. Parks & Rec continues to work with and support the ORV community to attempt to identify a suitable site for this use and facilitate development of viable opportunities for ORV recreation."

## **FINDINGS**

**Conditional Use Permit Criteria** – Per CBJ 49.15.330(e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

**1. *Is the application for the requested Conditional Use Permit complete?***

**Analysis:** No further analysis needed.

**Finding: Yes.** The application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicants, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

**2. *Is the proposed use appropriate according to the Table of Permissible Uses?***

**Analysis:** The application is for an ORV park. The use is listed at CBJ 49.25.300, Section 6.240 for the Rural Reserve (RR) zoning district.

**Finding: Yes.** The requested permit is appropriate according to the Table of Permissible Uses.

**3. *Will the proposed development comply with the other requirements of this chapter?***

**Analysis:** No additional analysis required.

**Finding: Yes.** With the recommended conditions, the ORV park will comply with Title 49, including project design, access, traffic, parking, noise, vegetative cover, anadromous streams, drainage, and snow storage.

**4. *Will the proposed development materially endanger the public health, safety, or welfare?***

**Analysis:** No additional analysis required.

**Finding: No.** There is no evidence to suggest that with appropriate conditions, the requested ORV park, in a Rural Reserve (RR) zoning district, will materially endanger the public health or safety.

**5. *Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?***

**Analysis:** No additional analysis required.

**Finding: No.** There is no evidence to suggest that with appropriate conditions, the requested ORV park, in a Rural Reserve (RR) zoning district, will substantially decrease the value or be out of harmony with the property in the neighboring area.

**6. *Will the proposed development be in general conformity with the Land Use Plan, Thoroughfare Plan, or other officially adopted plans?***

**Analysis:** No additional analysis required.

**Finding: Yes.** The proposed ORV park, with the recommended conditions, will be in general conformity with the 2013 Comprehensive Plan and the 2019 Parks and Recreation Master Plan.

## **RECOMMENDATION**

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Conditional Use Permit. The permit would allow the development of an Off-Road Vehicle (ORV) Riding Park at 35- Mile in a Rural Reserve (RR) Zone.

Until the appropriate mechanism for a partnership to develop, operate, manage and maintain the ORV riding park is finalized, approval is subject to the following conditions placed upon the CBJ Parks and Recreation Department:

1. A finalized management agreement between CBJ Parks & Recreation Department and the Juneau Off-Road Association shall be required prior to commencement of development. A copy of said agreement shall be provided to the Community Development Department (CDD) for inclusion in the file. If the agreement is modified at any time, a copy of the modified agreement shall be provided to CDD by the applicants no later than seven days after the agreement is modified, or the Use permit shall be suspended until such time as the agreement is provided to the CDD. CDD shall review the modified agreement and make a determination if a Modification Conditional Use Permit is required. If a Modification Conditional Use Permit is required, the Use shall not commence operation under the modified agreement until the modified Use permit is approved.
2. Use of the ORV riding park shall be permitted only during daylight hours.
3. Riding park site entry shall be secured when outside allowed hours.
4. Any food or beverages stored on site shall be contained in bear-proof containers or structures, and exterior bear-resistant public litter cans that meet the Interagency Grizzly Bear Committee Certification standards shall be provided.
5. The vault toilet and caretaker RV shall meet all Alaska Department of Environmental Conservation (ADEC) permitting requirements prior to commencement of use.
6. The applicants shall contact and apply for permits with CDD prior to installing signage.
7. Right-of-way permits off of Glacier Highway shall meet all DOT&PF permitting requirements prior to commencement of use.
8. The parking lot surface shall conform to ADA requirements and the entrance facility must be designed by a State of Alaska licensed Engineer.
9. Grading plans shall be submitted with an application for a permit, if required.
10. Wheel stops shall be placed in the parking lot to define the location of parking spaces prior to commencement of use.
11. CBJ-approved signage shall be posted for a minimum of two (2) accessible parking spaces prior to commencement of the proposed use.
12. The sound volume measured at the riding park perimeter line shall not exceed 65 dBA at the property line during the day or 55 dBA at the property line at night.
13. All ORV's must be equipped with functioning brakes and muffler, with noise limit not to exceed 96dBA. Motorcycles and all-terrain vehicles must be equipped with a spark arrestor.
14. All ORV's must have a stock exhaust system; after-market systems will require testing and proof that they can meet the noise requirement.
15. If any ORV's on site are found to be excessively noisy, the applicants will require testing and proof that they meet the noise threshold.
16. Areas surrounding constructed features and facilities disturbed by construction shall be revegetated using native vegetation and native vegetation mats prior to use of the constructed feature or facility.
17. Soils, slopes, and vegetation beyond the riding park boundary shown in the project plans shall not be disturbed.

18. Trees shall be retained to the greatest extent practical and the general public and park users will not cut any trees.
19. Motorized trail development shall not be allowed within a minimum of the 200-foot wide stream protection corridors along Cowee Creek and Bridget Cove Creek.
20. Hardened stream crossings and managing erosion and sedimentation in the project area shall be required. Similarly, redirecting drainages will be avoided to ensure stream channels with fish habitat are not dewatered downstream.
21. The applicants shall ensure that all drainage, storm water, and stabilization improvements related to specific features and facilities are completed and functioning prior to public use of the features and facilities.
22. The applicants shall minimize disturbance to the natural course of streams and drainage ways. Where disturbance is unavoidable, the applicants will protect adjacent areas from contamination from storm water runoff and provide a drainage system or structures that will minimize the possibility of sedimentation and soil erosion on-site and downstream and maintain or enhance the general stream characteristics of the stream and its receiving waters.
23. The applicants shall submit plans showing how these drainage conditions will be met for review and approval by the CBJ General Engineering Division.
24. The applicants shall install and maintain perimeter site controls to prohibit riding outside of the riding park.

#### **STAFF REPORT ATTACHMENTS**

<b>Item</b>	<b>Description</b>
<b>Attachment A</b>	Application Packet (Narrative, draft MOA, and PAC21-79 Notes)
<b>Attachment B</b>	1985 Ordinance 85-76am Juneau Open Space and Parks System
<b>Attachment C</b>	1996 Surveys (1999 and 2001 recorded plats)
<b>Attachment D</b>	2003 Patent No. 18891 State of Alaska to CBJ
<b>Attachment E</b>	2013 NOHVCC Draft Site Report
<b>Attachment F</b>	2021 Minutes from PRAC meeting
<b>Attachment G</b>	2021 Minutes from PC COW meeting
<b>Attachment H</b>	2022 Public Meeting Presentation
<b>Attachment I</b>	2022 Agenda from PRAC meeting
<b>Attachment J</b>	2022 Minutes from LHED meeting
<b>Attachment K</b>	CBJ 42.20.095 Disturbing the Peace Ordinance
<b>Attachment L</b>	2022 (February) Memorandum from ADF&G
<b>Attachment M</b>	Agency Comments
<b>Attachment N</b>	Abutters Notice
<b>Attachment O</b>	Public Notice Sign Photos



# DEVELOPMENT PERMIT APPLICATION

**NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.**

To be completed by Applicant	<b>PROPERTY LOCATION</b>		
	Physical Address <b>Approximately 35 mile Glacier Hwy, across from Bridget Cove</b>		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <b>ASCS 96-13 96-14, 96-15</b>		
	Parcel Number(s) <b>3B4501000010, 3B4501000010</b>		
	<input type="checkbox"/> This property is located in the downtown historic district <input type="checkbox"/> This property is located in a mapped hazard area, if so, which _____		
	<b>LANDOWNER/ LESSEE</b>		
	Property Owner <b>CBJ</b>	Contact Person <b>Michele Elfers</b>	
	Mailing Address <b>155 S. Seward St</b>	Phone Number(s) <b>907-364-2390</b>	
	E-mail Address <b>Michele.Elfers@juneau.org</b>		
	<b>LANDOWNER/ LESSEE CONSENT</b>		
Required for Planning Permits, not needed on Building/ Engineering Permits. Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.			
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.			
<div style="display: flex; justify-content: space-between;"> <div> <b>Dan Bleidorn</b>            _____            Landowner/Lessee (Printed Name)         </div> <div>           _____            Title (e.g.: Landowner, Lessee)         </div> </div>			
<div style="display: flex; justify-content: space-between;"> <div> <b>X</b> <i>Daniel Bleidorn</i>            _____            Landowner/Lessee (Signature)         </div> <div> <b>9/8/22</b>            _____            Date         </div> </div>			
<div style="display: flex; justify-content: space-between;"> <div>           _____            Landowner/Lessee (Printed Name)         </div> <div>           _____            Title (e.g.: Landowner, Lessee)         </div> </div>			
<div style="display: flex; justify-content: space-between;"> <div> <b>X</b> _____            Landowner/Lessee (Signature)         </div> <div>           _____            Date         </div> </div>			
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.			
<b>APPLICANT</b>			
If same as LANDOWNER, write "SAME"			
Applicant (Printed Name) <b>CBJ and Juneau Off-Road Association</b>		Contact Person <b>Michele Elfers CBJ and Darrin Crapo, JORA</b>	
Mailing Address <b>same as above</b>		Phone Number(s)	
E-mail Address			
<b>X</b> <i>Michele Elfers</i> _____ Applicant's Signature		<b>8-29-22</b> _____ Date of Application	

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

For assistance filling out this form, contact the Permit Center at 586-0770.

Intake Initials <div style="font-size: 2em; font-family: cursive;">AS</div>	Date Received <div style="font-size: 1.5em; font-family: cursive;">9/26/22</div>
Case Number <div style="font-size: 1.5em; font-family: cursive;">USE-22-15</div>	





# ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

**NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.**

To be completed by Applicant

## PROJECT SUMMARY

Please see the attached project narrative with maps and plans.

## TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment – Accessory Apartment Application (AAP)

☒ Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: Automobile, motorcycle racing tracks; off-highway vehicle parks

## IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL?

☐ YES – Case # \_\_\_\_\_

☒ NO

## UTILITIES PROPOSED

WATER: ☐ Public ☐ On Site

SEWER: ☐ Public ☐ On Site

## SITE AND BUILDING SPECIFICS

Total Area of Lot 565 Acres square feet

Total Area of Existing Structure(s) NA square feet

Total Area of Proposed Structure(s) NA square feet

## EXTERNAL LIGHTING

Existing to remain

☐ No

☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

Proposed

☒ No

☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

## ALL REQUIRED DOCUMENTS ATTACHED

### ☒ Narrative including:

- ☒ Current use of land or building(s)
- ☒ Description of project, project site, circulation, traffic etc.
- ☒ Proposed use of land or building(s)
- ☒ How the proposed use complies with the Comprehensive Plan

*If this is a modification or extension include:*

- ☐ Notice of Decision and case number
- ☐ Justification for the modification or extension
- ☐ Application submitted at least 30 days before expiration date

### ☒ Plans including:

- ☒ Site plan
- ☐ Floor plan(s)
- ☐ Elevation view of existing and proposed buildings
- ☐ Proposed vegetative cover
- ☒ Existing and proposed parking areas and proposed traffic circulation
- ☒ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

ALLOWABLE/CONDITIONAL USE FEES				
	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>1,600</u>			
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Pub. Not. Sign Fee	\$ <u>50</u>			
Pub. Not. Sign Deposit	\$ <u>100</u>			
Total Fee	\$ <u>1,750</u>			

This form and all documents associated with it are public record once submitted.

## INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number	Date Received
<u>USE22-15</u>	<u>9/26/22</u>

## 35 Mile Off Road Vehicle Riding Park Project Narrative

Applicants: Parks and Recreation, City and Borough of Juneau and Juneau Off-Road Association

The Parks and Recreation Department with the City and Borough of Juneau (CBJ) is partnering with the Juneau Off-Road Association (JORA) to plan an Off Road Vehicle (ORV) riding park at 35 mile Glacier Highway on CBJ land. This project narrative describes the project background and plan, proposed partnership, public involvement, and mitigation strategies for impacts that may occur in the project area.

### **Background:**

The CBJ Parks and Recreation Department (P&R) has been working with community ORV groups to understand interest in riding opportunities. Over the past twenty years, riding areas have been redeveloped as industrial land, put into conservation, or regulations have changed to prohibit motorized use. There are few areas left to legally recreate in Juneau. CBJ has evaluated many sites for motorized use since the early 2000s and for various reasons, riding sites have not been established. Through the recent work with user groups, the 35 mile site was recognized as a suitable location for an ORV riding park. Juneau Off-Road Association (JORA), a non-profit organization in Alaska, proposes partnering with P&R to develop, operate, manage and maintain an ORV riding park at the CBJ 35 mile property. CBJ and JORA have evaluated the site for a riding park using data previously collected on site, working with resource agencies, and collecting field data.

### **Community Plans:**

Support for development of an ORV riding site is found in our community plans. The Comprehensive Plan, Chapter 9.1 - IA12 Implementing Action includes "Seek location and construction for an ATV/snowmobile course with a programmed riding course as well as trails." The Parks and Recreation Master Plan, 2019, recognizes ORV riding areas as a critical gap in our park system and supports working with the ORV community to identify a suitable site and facilitate development of viable opportunities for ORV recreation. The survey that was performed as part of the master plan cited that over half of respondents believe CBJ should make specific investments in recreation assets or facilities, and the top rated investment CBJ should make is Off Road Vehicle Trails and Park. The survey also identified ORV use as a top activity that adults would like to participate in but currently do not.

### **Public Outreach:**

Parks and Recreation Department staff have worked with an informal group of riding clubs and representatives since 2020 to identify suitable sites and understand community riding needs. Groups participating include JORA, the Juneau Douglas Motocross Association, the Southeast Jeep Club, the Juneau Off-Road Association, Goldbelt Corporation, and individuals that have worked on ORV riding issues for many years. The working group identified this goal:

*Identify ORV (Off Road Vehicle) riding sites, create a sustainable management structure, support safe riding, and build durable infrastructure that protects the natural and built features of the facilities.*

The group used data from the last twenty years of community work to identify and evaluate riding sites. The group considered the 35 mile Glacier Highway site, Montana Creek area including State of Alaska DNR land, S&S Pond Lemon Creek (private land), Sand and gravel pit behind Home Depot, Echo Cove (Goldbelt), Fish Creek Quarry, and another privately owned site. Echo Cove currently experiences illegal riding on lands managed by Goldbelt. Goldbelt has not indicated that they plan to legalize this riding activity. The Fish Creek Quarry site, which is owned by CBJ was looked at extensively years ago but the North Douglas Neighbors opposed the proposal strongly. Additionally, the area is much smaller and would not provide for the similar opportunities and riding as proposed at the 35 mile site. The 35 mile Glacier Highway site rose to the top as the site that was most suitable and most likely to be able to be developed in the next few years.

Formal community meetings held to date include a general public meeting on February 9, 2022, the Parks and Recreation Advisory Committee (PRAC) in March of 2021 and April of 2022, the Lands, Housing and Economic Development Committee (LHED) in April of 2022, the Planning Commission in July 2021. In April of 2022 the PRAC and LHED unanimously passed motions of support for CBJ to work with JORA on developing the project and applying for permits. At a later date, after permit applications and project development, the Assembly will consider the partnership and development proposal.

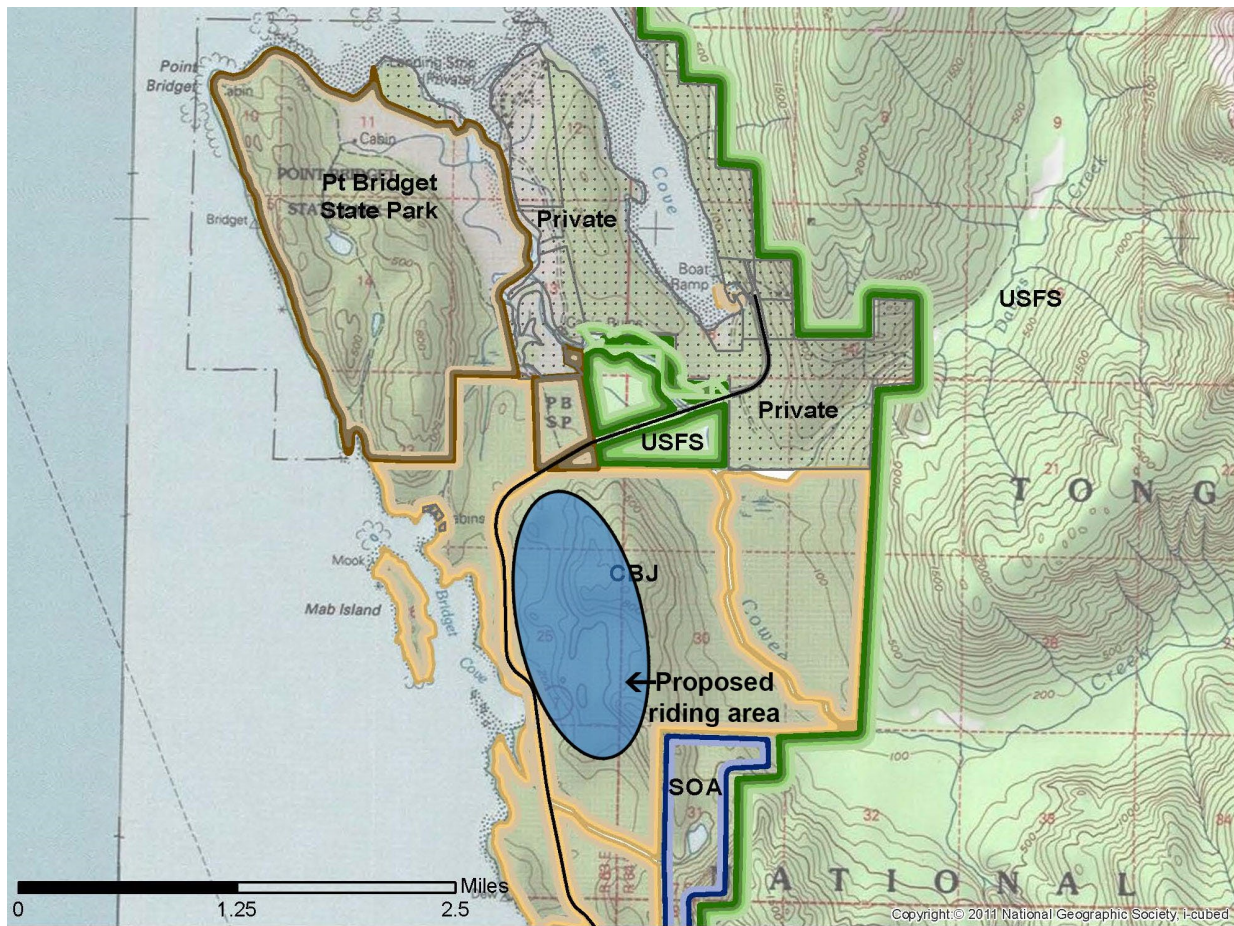
As part of the process of field work and mapping of the site, four volunteer days were organized in July 2022 to help flag and GPS future trails for wetland delineation work happening in August. Over the three days, approximately 30 community members volunteered their time onsite.

#### **CBJ and JORA Partnership:**

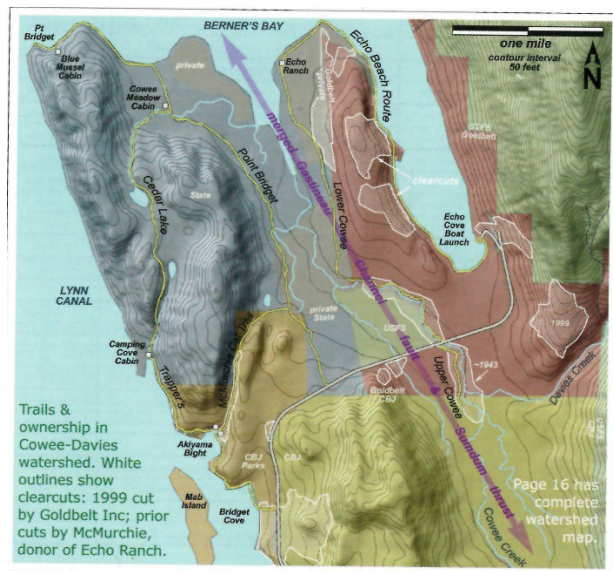
CBJ P&R and JORA would partner under a Memorandum of Understanding (MOU) to develop, operate, manage and maintain the riding park. A draft MOU is attached to this narrative for the purpose of helping the commission understand the partnership and roles and responsibilities of each entity. A finalized MOU, approved permits, JORA's required insurance certificates, and development plans would be the documents that would outline the partnership terms. This MOU would include conditions that CBJ and other permitting agencies require of the development and operation as well as outline compliance and enforcement procedures.

#### **35 Mile Glacier Highway Ownership, Environmental and Field Data:**

The proposed site for the riding park is on currently undeveloped CBJ land across from Bridget Cove. It is a forested site with portions of it previously logged or used as staging areas for the construction of Glacier Highway. Glacier Highway is the western boundary and a ridgeline to the east separates it from the Cowee Creek Watershed. Runoff from the site goes directly into the ocean at Bridget Cove. The site is bordered by State of Alaska, United States Forest Service and Goldbelt land. The Heen Latinee Forest is to the north on federal land.

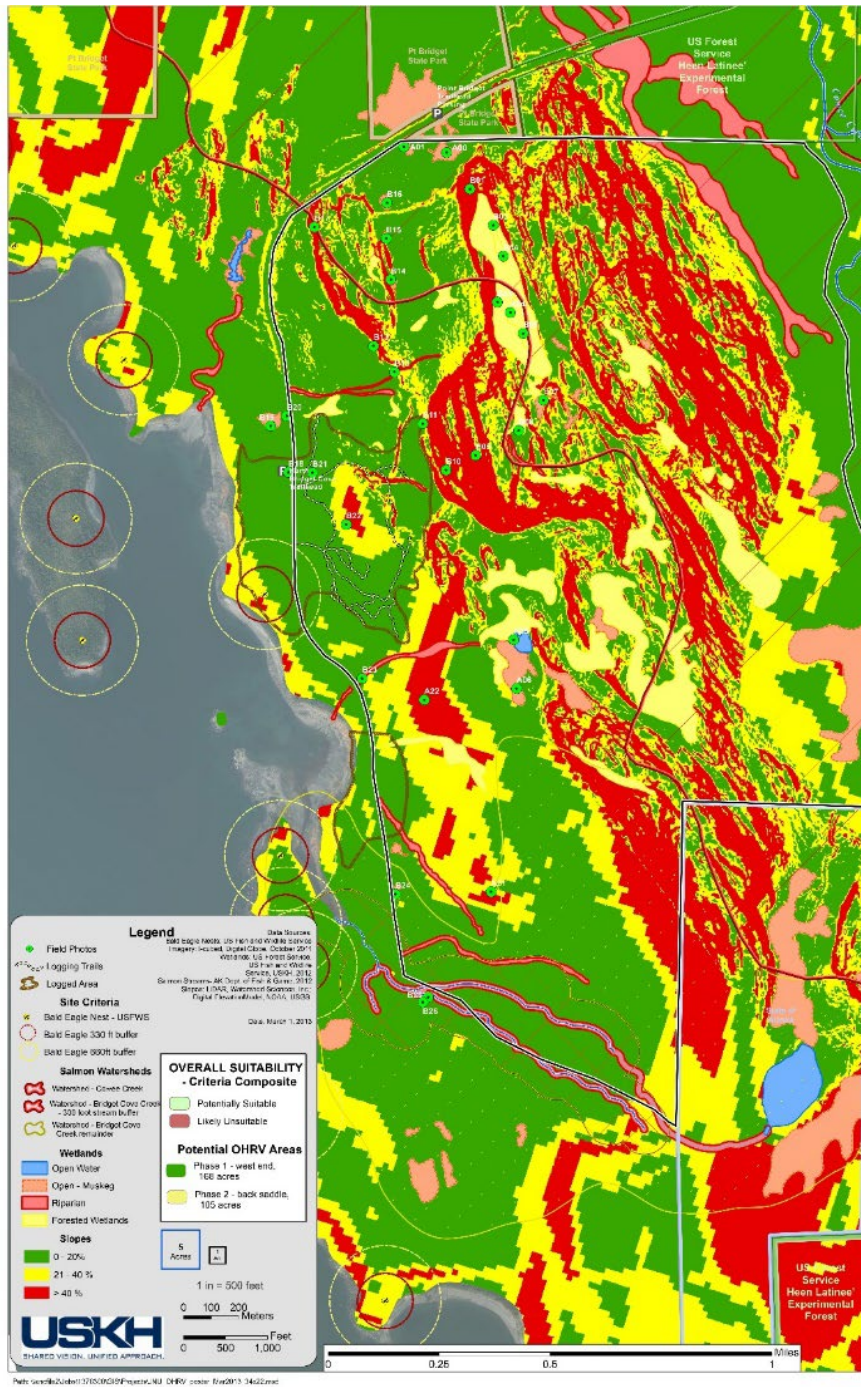


Portions of the site were logged in the 1950s and 1960s, it is known as the McMurchie cut. McMurchie owned Echo Ranch at the time and logged areas by the ranch property as well. The following image is from a report created by Richard Carstensen identifying the clear cut areas on the property.





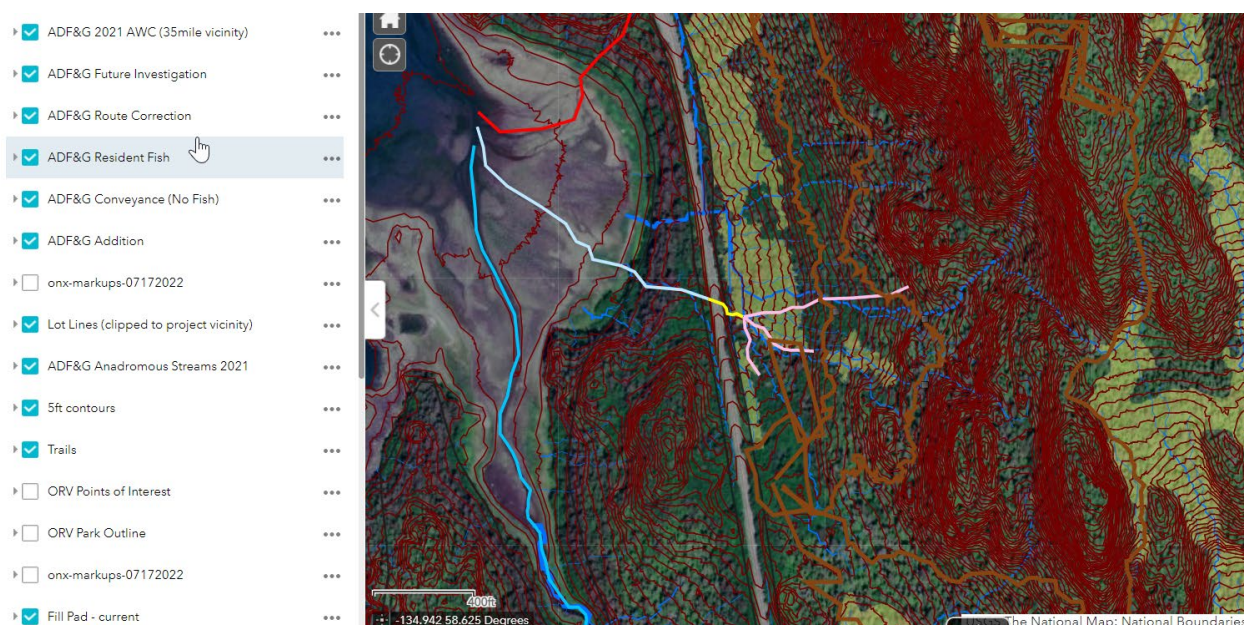
In 2013, CBJ hired a consultant team led by USKH and including the National Off-Highway Vehicle Conservation Council (NOHVCC) to evaluate the site for use as an ORV riding park. They identified a 1505 acre site with 530 acres suitable for riding based on their environmental analysis from mapping and field work. They produced a detailed map including logged areas, eagles' nests, wetlands, slopes, and open water to determine suitability. See the map they developed below.



The CBJ deemed the project too expensive at the time to develop and did not have a community group willing to partner on the project.

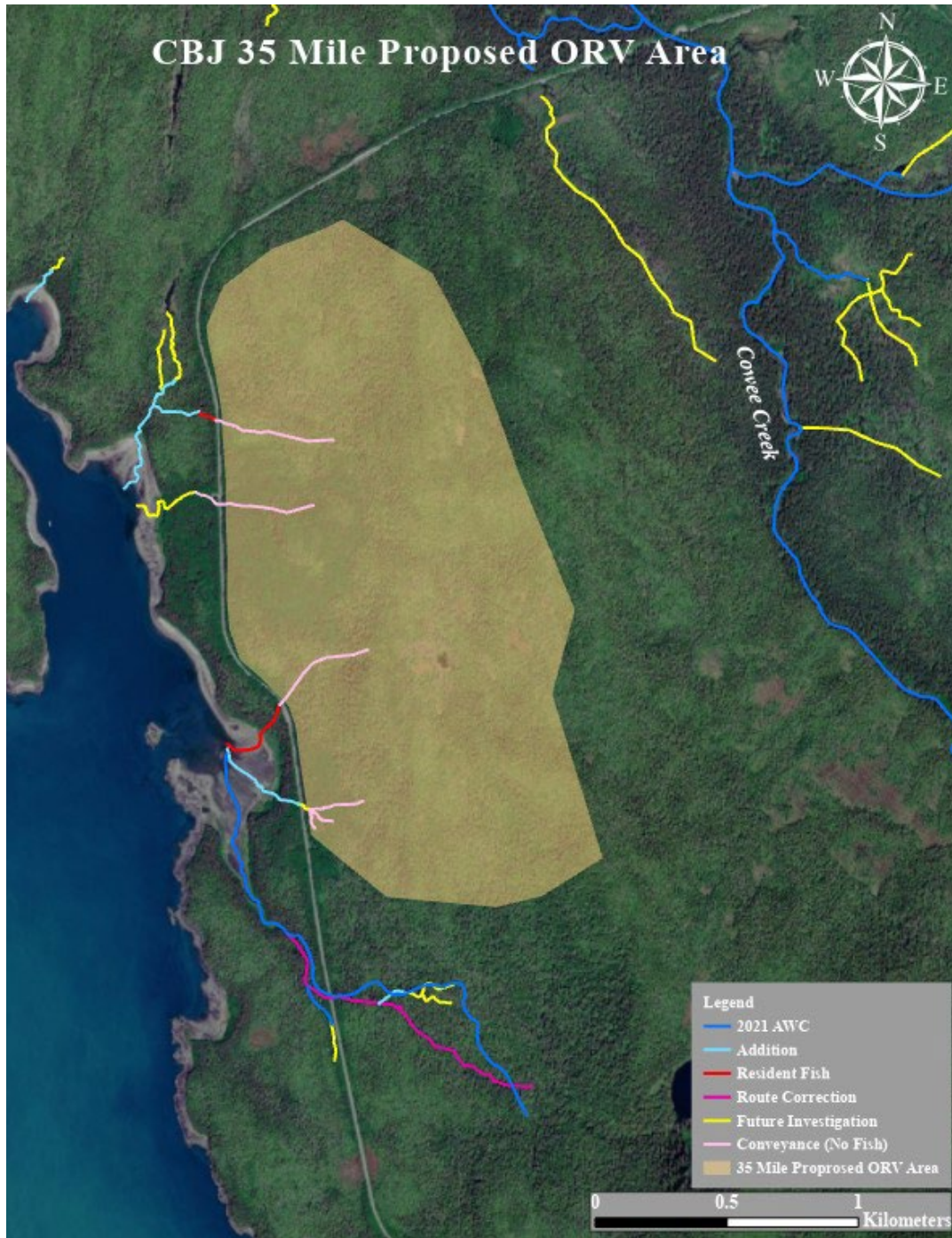
In 2016, Richard Carstensen, Koren Bosworth and team performed wetland analysis on this site as part of the Juneau Wetlands Management Plan. Detailed wetland mapping exists for this site as a result of this project. However, additional delineation work was performed by Koren Bosworth in August 2022 for an Army Corps of Engineers application for trail and site development.

In 2021 and 2022, P&R began resource mapping and field investigations on the site using previous data and collecting additional data. An online GIS mapper was created with current data including streams, waterbodies, wetlands (2016 mapping), ownership boundaries, elevation data, aerial imagery, and GPS field data. The mapper includes the GIS data from the Juneau Wetlands Management Plan. Here is an example of the mapper showing resource data and potential trails and parking area as brown lines.



In 2021, P&R contacted the Alaska Department of Fish and Game for current anadromous fish data on the site. They did a field assessment to update their mapping and presented a report on their findings, see attached. They found that there is “No fish habitat upstream of Glacier Highway” on this site. The following is the map from their report.





There is some fish habitat below the highway, outside of the project area. Perched culverts and high gradient likely contribute to the lack of fish habitat. Hardened stream crossings and managing erosion and sedimentation in the project area is suggested as important measures for development.

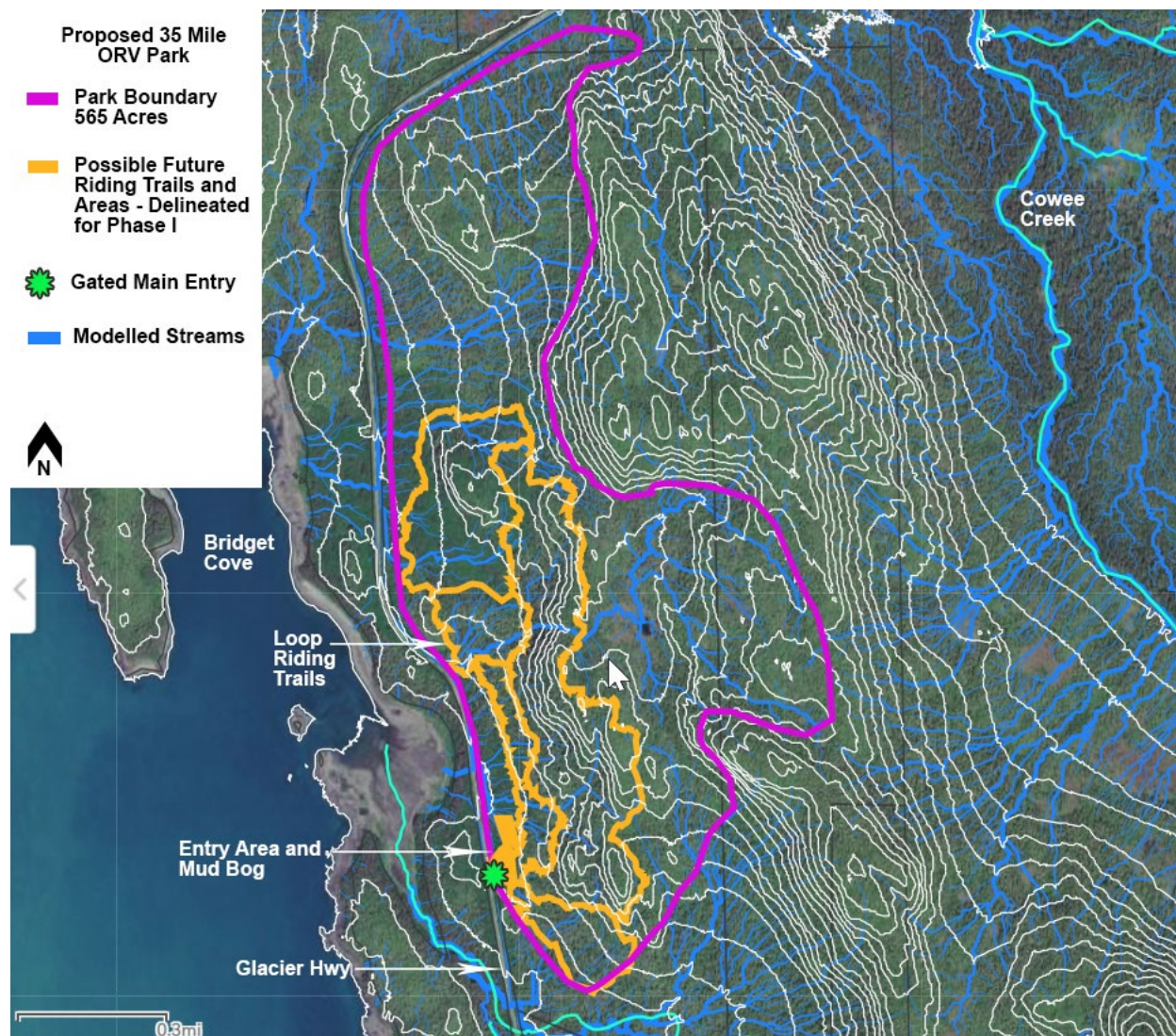
P&R and JORA also attended a pre application meeting with the Army Corps of Engineers to understand regulatory issues on the site and the permitting process.



P&R and JORA have created GPS tracklines and flagging on the site for the proposed riding park. This data is being used for the wetland delineation and permitting process for the site and will be used for construction cost estimates and plan development.

### **35 Mile ORV Riding Park Site Proposed Plan:**

The proposed park area extends from Glacier Highway east to the ridgeline that separates Cowee Creek from the project area. Glacier Highway would also form the norther border and it would extend south to S. Bridget Cove area. The proposed park area encompasses about 565 acres, but much of the area is steep slopes that cannot be developed as trails. Wetlands will also be avoided when possible. The map below shows the full park area for the conditional use permit request for development over time. The initial phase that has been delineated for wetlands and is being submitted to the Army Corps of Engineers is shown below as well. This phase consists of 5 miles of trails through approximately 175 acres of the site. It will likely take multiple years to build this phase. Subsequent phases will be mapped and planned in the field and then wetland fill permits will be applied for as needed.



For Phase I, potential trails, parking area and site features are mapped in the field with GPS tracks and shown on the plan. The wetland delineation has been performed and an Army Corps of Engineers permit is being submitted. The proposed park consists of a gated entrance, parking area, picnic area and caretaker facility on an existing upland fill pad, loop riding trails, mud bog, and cross country riding.

## 1. Entry Area

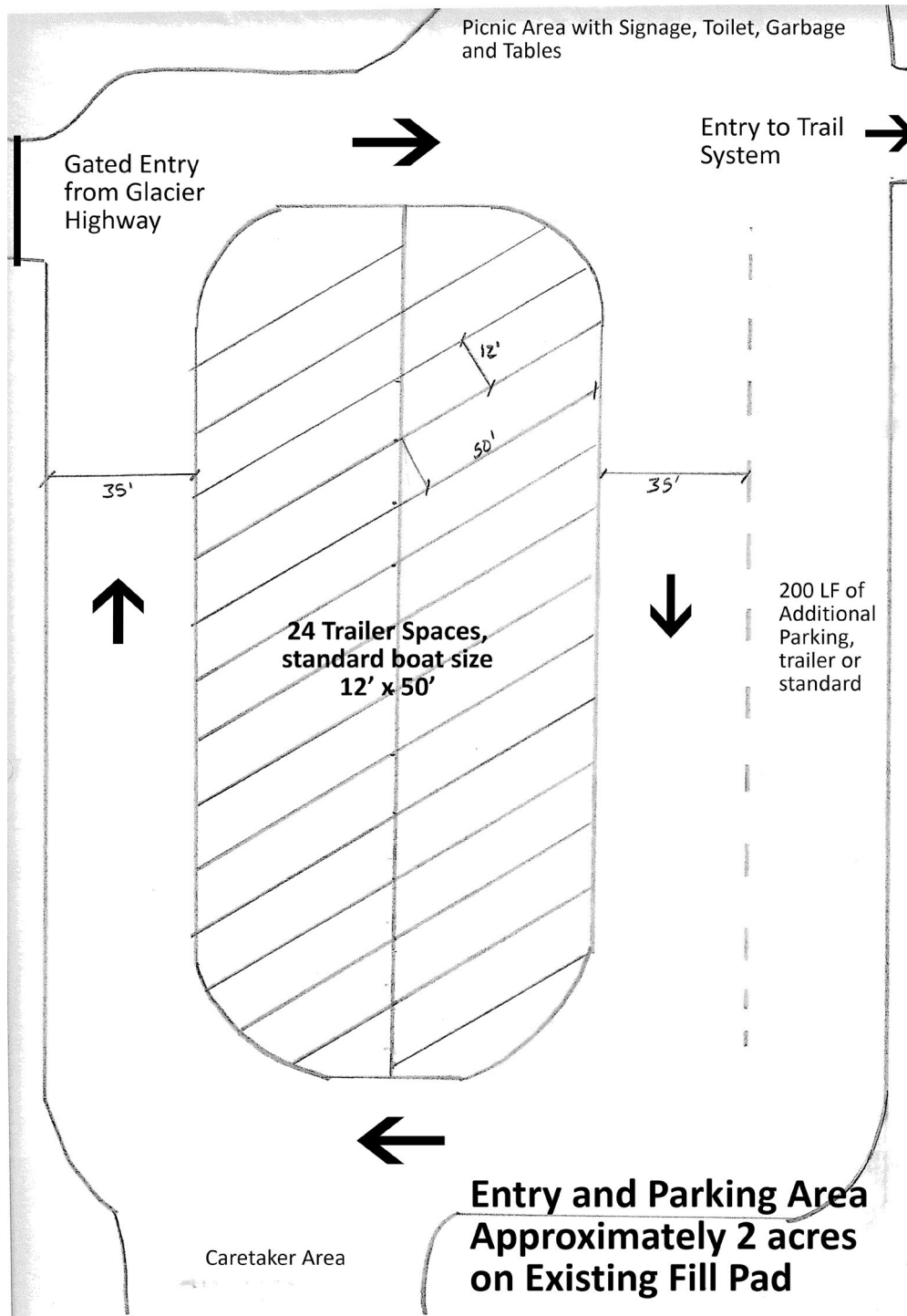
The entry area to the south will be constructed on an existing fill pad that is approximately two acres. This pad was likely a staging area for the construction of Glacier Highway and connects to logged areas. The parking area is sufficient for 24 trailer spots sized to Docks and Harbor's standards for boat trailer spots, and has space for another 200' linear feet for pickups and smaller trailers. Some users will arrive to the site with trailers or with Off-Road Vehicles (ORV) in the back of their pick up trucks. Others, like jeep owners, will arrive to the site in the vehicle they will use at the park. It is very difficult to estimate the number of parking spots needed for this facility as legal ORV riding on public land does not exist in Juneau. Similar facilities do not exist around Alaska where there is a riding park isolated in a community. Most riding opportunities in Alaska are dispersed on small trailheads where riding is allowed on existing trails. The smaller boat launch ramps in Juneau, North Douglas and Echo Cove have about 25-30 boat trailer stalls, while Amalga and Statter Harbors have many more. Docks and Harbors staff have been counting 4 wheeler trailers this summer at Echo Cove (note that ORV riding is illegal in much of Echo Cove, which is primarily Goldbelt Land). They have found between 1-3 trailers for four wheelers on most days, with the highest day of 5 trailers on the Sunday of Memorial Day weekend. It is likely that a legal and intentionally designed ORV riding park in Juneau will be very busy and need more than five parking spots for trailers. Approximately forty spots is a good balance of ensuring there is plenty of space for parking, but also recognizing that JORA, the manager of the site, will require a permit to use the site and manage the capacity of the park for riding.

The entry area will include a locked gate and other perimeter security as needed to be able to effectively close the facility. Only users that purchase and display permits from JORA and agree to follow the rules of operation will be allowed to use the facility. A picnic area with tables, a toilet, entry to the trail system, garbage cans and a caretaker's unit will be located in this area.

The toilet facility will be a vault toilet, similar to the vault toilets at Amalga Cabin, Echo Cove and the Arboretum. These are small structures, approximately 5' x 5' with a toilet and below ground vault manufactured for carrying waste. The vault will be pumped regularly by a local septic pumping service. If funding is delayed for the toilet construction, a portable sanitary unit will be onsite and serviced regularly. The vault toilet installation is regulated by ADEC under 18 AAC 72. P&R spoke with ADEC during application preparation about the project. ADEC said that a plan submittal is required for vault toilet installation and ADEC reviews and approves the plan. No submittal or review is required for portable sanitary units.

JORA may retain a caretaker onsite with specific duties, this is discussed later in the application narrative. The caretaker unit will be an RV with a shower or bathtub, toilet and kitchen sink. It shall have a potable water tank and septic tank that can be pumped at the same time that the vault toilet or portable sanitary units are serviced. A small residential sized generator shall be allowed to provide

electricity to the RV as there is no power to the site. Trash cans and a dumpster shall be located onsite and emptied regularly.





## 2. Perimeter Control

Permit holder and main access to the site will be across from S. Bridget Cove area. This will be a gated entry that will be locked in the evenings when the facility is closed and in the winter (off-season). There may be a small maintenance and emergency access road to the north in a future phase that will also have a locked gate. This will not be used by the public and only used to provide easier and quicker access to the northern parts of the park in case of emergency or maintenance needs. Both access points from Glacier Highway will require an Alaska Department of Transportation (ADOT) permit. Michael Shuler at ADOT was consulted in August about this project. He was already familiar with it and said that there would not be anything special or out of the ordinary for this driveway permit. Additionally, because Glacier Highway in this area has a chipseal surface, the driveway entrance would likely not have a requirement to be paved. However, ADOT and CBJ discussed options for hardening the entrance for durability. Chipseal or RAP would both work for this facility.

The site is bounded to the west by Glacier Highway and to the east by two ridgelines, a lower ridgeline that for much of the northern section is a rock cliff and an upper ridgeline. All riding areas will be signed or visually marked for riders to stay within allowed riding areas. Designing the site with cliffs, rocks, steep slopes, logs, and other natural barriers will be done to create natural boundary markers. When this is not possible, signage and constructed features such as log barriers and fencing will designate the edges of the park, similar to how Eaglecrest establishes the park boundaries. Riding outside of approved areas will result in loss of riding permits.

## 3. Trails

Trail design is based on safety, user experience, and environmental considerations. National standards for ORV trail design are published through the National Off-Highway Vehicle Conservation Council (NOHVCC) and the United States Forest Service (USFS). These standards will be applied to site design and layout and trail section design. Trail Mix has been partnering in site development and will continue to work throughout the project with CBJ and JORA. CBJ, Trail Mix, and JORA each have complementary skills and expertise in trail design for sustainability, safety and user experience. The user experience perspective is very important as the riding park should be fun and provide varied experiences that keep users wanting to come back. This will encourage responsible, safe and legal riding in the park and help the community to redirect illegal riders elsewhere in CBJ to ride safely and responsibly in the park.

Loop trails will be designed with connectors between the loops. Trails will be designed for specific experience level from beginner to intermediate and moderate. They will have entry structures that will filter the type of vehicle that can ride on the trail and signal to riders whether or not they can successfully ride the trail. For example, a more challenging narrow trail may have a challenging rock feature with a narrow opening while a beginner trail will have an easier entry feature and a wider gate. The trail will then be designed for width, turn radius, materials and features to match the intended difficulty level and user experience. This will allow riders to learn skills and be able to progress from beginner to more difficult trails if they desire. This will also allow for single track trails for motorcycles and dirt bikes, double track trails for ATVs and 4x4 trails. Trails will also have signs indicating difficulty level and appropriate use. Below is a photo from the popular riding park Walker Valley in Washington, showing a purpose built entry structure.



Trail construction will depend on the soil type, topography, presence of wetlands and intended use of the trail (beginner, expert, etc.). Stream crossings will be hardened with culverts and stabilizing rock or an elevated boardwalk section. Softer soil areas or steeper areas that could be susceptible to erosion will have a rock base. Trail Mix will work with CBJ and JORA on trail design, materials and construction. The National Off-Highway Vehicle Conservation Council (NOHVCC) and the USFS both have standards and guidelines for trail construction that will be followed. The following trail design guidelines from the “Designing Sustainable Off-Highway Vehicle Trails, An Alaska Trail Manager’s Perspective, 2013” by USDA will be followed in construction.

The following is an excerpt from the USDA/USFS document.

Table 4–1—Design Parameters modified by the author for all-terrain vehicle (ATV) trails in Alaska. Trail Classes 1 and 5 are not shown because they are not designed for ATVs as the primary user. —Adapted from “All-Terrain Vehicle Design Parameters,” FSH 2309.18, *Trails Management Handbook* (U.S. Department of Agriculture, Forest Service October 16, 2008).

Trail Fundamentals	Designed Use: All-terrain vehicle		Trail Class 2 Simple/minor developed	Trail Class 3 Developed/improved	Trail Class 4 Highly developed
	Design tread width (If sideslopes are more than 50 percent, increase widths by 6 to 18 inches)	One lane	48 to 60 inches	60 inches	60 to 72 inches
		Two lane	Typically not designed for two-lane travel Passing areas (uncommon) 108 inches	Typically not designed for two-lane travel Passing areas (common) 108 inches	Two-lane travel (common) 108 to 120 inches
		Structures (minimum width)	60 inches	72 inches	78 inches
	Design surface	Type	Native, with limited onsite borrow or imported materials Few loose or soft trail segments, commonly rough	Native, with some onsite borrow or imported materials No loose or soft trail segments, occasionally rough	Native, with extensive gravel, pavers, or other imported materials Firm and stable
		Obstacles	Rough, with embedded rock, holes, and protrusions up to 6 inches	Generally smooth, with few protrusions exceeding 4 inches	Smooth, with few obstacles exceeding 1 to 3 inches
	Design grade <sup>1</sup> (also referred to as target grade in Alaska)	Target range (more than 90 percent of trail)	Less than 15 percent More than 3 percent	Less than 12 percent More than 3 percent	Less than 10 percent More than 3 percent
		Short pitch maximum (up to 100-foot lengths—with appropriate water control above and within pitch)	25 percent on rock or bedrock 20 percent on soil	20 percent on rock or bedrock 15 percent on soil	15 percent
		Maximum pitch density <sup>2</sup>	Less than 15 percent of trail	Less than 10 percent of trail	Less than 5 percent of trail
	Design tread cross slope (outslope)	Target range	5 to 10 percent	3 to 8 percent	3 to 5 percent
		Maximum	15 percent	10 percent	8 percent
	Design clearing	Width (on steep sidehills, increase clearing on uphill side by 6 to 12 inches)	12 inches outside of tread edge Some light vegetation may encroach into clearing area	12 to 18 inches outside of tread edge	More than 18 to 24 inches outside of tread edge
		Height	7 to 8 feet	8 feet	10 feet
	Design turns	Radius	15 feet minimum	15 to 20 feet minimum	20 feet minimum
		Type	Climbing turns (switchbacks only when absolutely necessary)	Climbing turns	Climbing turns
	Water control <sup>3</sup>	Type	Grade reversals Dip drains Rolling grade dips No water bars	Grade reversals Dip drains Rolling grade dips No water bars	Grade reversals Dip drains Rolling grade dips No water bars
	Sustainable trail design	Elements	Contour alignment Controlled grade Integrated drainage Full bench Durable tread	Contour alignment Controlled grade Integrated drainage Full bench Durable tread	Contour alignment Controlled grade Integrated drainage Full bench Durable tread

<sup>1</sup>Target and short pitch trail grades should be based on local soils, hydrological conditions, use levels, and other factors contributing to surface stability and erosion potential.

<sup>2</sup>Maximum pitch density refers to the percentage of the trail length that has the short pitch maximum grade.

<sup>3</sup>Water control structures should be spaced frequently enough to prevent water from eroding the tread surface.

The following is an excerpt from the NOHVCC “Great Trails: Providing Quality OHV Trails and Experiences”, 2015 that outlines typical standards based on trail difficulty.

<b>Sample ATV Trail Design &amp; Difficulty Guidelines</b>				
(These guidelines are to assist in design, construction, and maintenance. Any guideline should be adjusted to reflect local experience and actual site conditions.)				
		Easiest	More Difficult	Most Difficult
<b>Grade:</b>	Typical grade	< 20%	< 25%	< 30%
<b>Grade should roll and not be sustained</b>	Max. Pitch	Maximum grades are the exception, not the rule		
	Grade	15% - 20%	20% - 30%	> 30%
	Length	Variable 50' - 100' dependant on soils,use type and use intensity, and climate. As grade increases, length on grade should decrease.		
<b>Clearing:</b>	Width	60" to 72"	50" to 60"	50" (maximum)
	Height	7'	6'	6'
	Helmet and leg slappers	Few	Many	Common
<b>Tread:</b>	Width (mini-mum)			
	Sideslope <25%	60"	50"	50"
	Sideslope 25% - 70%	60" to 72"	55" to 60"	50"
<b>Surface:</b>		Some roots or rocks, obstacles rarely exceed 6-8" and are imbedded solidly in tread; obstacles generally on tangents; tread plane relatively flat with 15% max. outslope for short sections; sweeping curves and some circular climbing turns, more open alignment with circular longer radius curves; sand acceptable and some sections of slippery clay or loose material.	Many roots or rocks, obstacles rarely exceed 8-10" and are loose; obstacles on tangents and some on curves; tread plane flat to irregular with 25% max. outslope for short sections and long sections with less outslope; climbing turns and some circular switchbacks; sections of tight alignment with circular short and long radius curves; sand acceptable and long sections of slippery clay or loose material.	Very many roots or rocks; many obstacles exceed 10"; obstacles on tangents and curves; tread plane very rough and irregular with long sections exceeding 25% outslope; non-circular climbing turns and switchbacks; long sections of very tight alignment with non-circular curves; entire trail may be soft sand, slippery clay, loose material or mud.
<b>Exposure:</b>		None	some, potential injury	Could be common, potential serious injury.
<b>Maintenance:</b>		Trais receive appropriate maintenance to remain within their TMO, maintain effective signing, and to protect resource values.		

Both guidance documents provide extensive planning standards, design details, and drainage/stormwater standards for OHV park and trail development.



#### 4. Mud Bog

To make a fun user experience, a mud bog feature is included in the plan. This is a built feature that allows a rider to cross through a wet area in their machine. The wet area is constructed to contain runoff, similar to a detention pond that holds water, and has a hardened rock bottom. The outlet will be hardened and have stormwater treatment.



#### 5. Cross Country Area

Another area designed for the fun of users and to encourage responsible use is the cross country area. This feature is proposed to the north of the site where there is a previously logged area. The idea is that users can ride freely and no additional trails will be developed. The perimeter will be delineated by topography, signage or trails and drainages will have stormwater treatment at the downstream ends to treat any sediment coming from this area. This could include retention areas, check dams, and filter strips.



### **35 Mile ORV Riding Park Management Plan**

#### **1. Emergency Plan**

The riding park at 35 mile will be closed and secured with a locked gate when the park is not open to riding. Riding will be permitted during the spring, summer and fall season during daylight hours and only users with permits can ride in the park. To get a permit a fee will be paid to JORA and the rules of conduct will be signed by the user. Information will be given regarding safety and communications while in the park. Most of the park area has cell phone network communication with at least one bar. Some areas have two or three bars on standard cell phones. Satellite connection is very good and satellite connectivity devices like In Reach can be used with no issues.

The Juneau Police Department (JPD) has been consulted about response at the proposed park. JPD's patrol area ends at the ferry terminal, so any JPD presence will be response based. It will likely take JPD 25 minutes to arrive at the site and they will prioritize their response based on the issue, for example a hit and run may be a lower priority while violence may be a higher priority. The JPD Patrol Lieutenant said that they do not receive many calls from out the road including Echo Cove or Sunshine Cove, if they do they are typically traffic collisions or late night party issues. They do not receive many calls from the two snowmobile areas, Lake Creek or Dan Moller accesses, either. For JPD, a gate that is locked at night is important to prevent trespassing.

Capital City Fire and Rescue (CCFR) was consulted about response as well at the proposed park. The park is outside of the fire service area which ends at Cohen Drive. If CCFR receives a call about a fire incident, if there is no imminent life danger they do not respond immediately. The duty chief would go

out to evaluate it but they would not do fire suppression. If there is a risk of forest fire, USFS would be contacted and they may choose to perform fire suppression. Extinguishers will be required on site and can be used to put out fires. If there is a call for ambulance service, the response time is long. CCFR may choose to send a helicopter for transfer to the hospital. This has been done with some incidents out the road such as Echo Cove and in Spaulding Meadows. Sometimes others will move the injured party by vehicle to the helicopter landing site, or cars can be moved from the parking lot to allow for a helicopter to land.

## 2. Enforcement Plan

Facility rules will be developed cooperatively by CBJ Parks & Recreation and JORA, and may include things like equipment requirements, use of helmets, and hours of operation. The parties will rely on progressive enforcement: (1) JORA will seek to obtain voluntary compliance through education, including signage and personal contacts. (2) Users who knowingly violate facility rules will be suspended for a period of time. The duration of the suspension will progressively increase if additional violations are observed, up to one year. (3) Users who access the facility while suspended may be charged by CBJ with criminal trespass. This approach is similar to how Parks & Recreation enforces rules at other facilities, including the Hank Harmon Public Range and recreation facilities.

Criminal activity that is an immediate threat to life or property will be reported immediately to the Juneau Police Department. Other violations of city or state laws will be referred to the Juneau Police Department for investigation and appropriate action.

## 3. Maintenance Plan

JORA will be responsible for maintenance of the facility with oversight and assistance from P&R. JORA will maintain the parking/entry area, trails, stream crossings, stormwater management structures and all facilities at the park. Maintenance includes picking up trash, maintaining trail tread to prevent erosion, repairing stream crossings and stormwater structures to prevent sedimentation downstream, maintaining signage and perimeter controls, and keeping the toilet area clean and stocked with toilet paper and supplies. An onsite caretaker will be eyes on the ground and can communicate with the board when assistance is needed.

P&R will request funding in the annual operating budget to support the 35 mile facility. Regular inspections will be performed by P&R staff throughout the open season to ensure the facility is maintained to a clean, safe and sustainable standard.

Camping will not be allowed in this initial phase, but in future phases camping sites may be developed with appropriate facilities for waste disposal.

## 4. Caretaker Plan

JORA may retain a caretaker to reside onsite during the open season. Space adjacent to the parking/entry area will be dedicated as a site for an RV for the caretaker to live. The caretaker, similar to the responsibilities of the caretaker at HHPR, will open and close the entry gate each day. They will pick up trash and maintain the entry area in a neat, orderly and safe way. Similar to the HHPR caretaker, they may not be onsite 24/7. However, they will be able to provide information to users when onsite on



permit requirements and rules of conduct. They will contact JORA, P&R or emergency personnel as needed based on the type of issue that arises. The caretaker will have a written agreement with JORA. P&R will have a written agreement with JORA that allows for a caretaker to reside on site.

## 5. Light and Noise Management

There is no proposed public lighting for the riding park. Similar to the Hank Harmon Public Range, the facility will be closed when it is dark. There may be an exterior light on the caretaker RV but this will be residential quality and output for use around the RV.

Noise management will be approached through testing, outreach and enforcement. A noise study was performed by JORA with CBJ P&R present as auditors on September 6, 2022 at the 35 mile site. The methodology for the study was based on industry standard testing procedures published in the USDA/USFS “Off-Road Vehicle (ORV) Sound-Level Regulations and Their Enforcement” by Robin T. Harrison, 1981. The test procedure is designed for “field enforcement of sound-level limit regulations”.

The sound test was performed by 4 members of JORA with three CBJ Parks and Recreation staff present to audit and monitor the testing. Three sites were located throughout the park for sound generation, one at the parking lot trailhead, one on the ridge to the east, and one on the lower trails to the north. Four sound recording sites were established. Two sites were located to the north and two to the south, with a beach site and a roadside/trailhead site at each north and south location. The sound recording sites were chosen because they are the main access trails and parking areas to Bridget Cove. These are the closest areas where people will be outside of vehicles near the park and could be impacted by noise. The map shows the locations of the sound generation and sound recording sites.





A 4 wheel drive ORV model Can Am Outlander 1000r 976cc V-Twin was started up and ran at 4000 rpm at Sound Generation Test Site 3 by the proposed parking lot where an existing old roadbed allowed access into the site. The other two sound generation sites were more remote and access with an OHV was not possible, at these sites a chainsaw on idle generated similar decibel levels. The sound recording instrument was a Vlike VL6708 Digital Sound Level Meter.

Sound test procedure followed was based on the Harrison publication and outlined here:

#### **Test Site**

Test site shall be a flat, open space free of large sound reflecting surfaces (other than ground) such as parked vehicles, signboards, building or hillsides which are within 16 feet of vehicle being tested.

#### **Procedure**

- The driver shall sit in the normal driver's position and run the engine with the gearbox in neutral at a speed specified in section 4.2. If no neutral is provided, the vehicle shall be operated either with the driving wheels 2 to 4 in clear of the ground, or with the drive chain removed.
- During sound-level measurements the engine shall be operated at an engine speed equal to half the speed at which the manufacturer specifies that maximum horsepower is developed.
- If the engine speed at which maximum horsepower is developed is not known, then the test engine speed shall be the engine speed equal to half of the manufacturer's maximum recommended engine speed.
- Vehicle will run for 20 to 30 seconds, for data collection.

#### **Measurements**

- The sound-level meter shall be set for the A-weighting network and should be set for "slow response. ("Fast" may be used.)
- The microphone shall be located behind, 0.5 m (20 in)  $\pm$  0.03 m (1 in) from, and at the same height  $\pm$  0.03 m (1 in), as the rearmost exhaust outlet, and at a 45-degree ( $\pm$  10 degrees) angle to the normal line of travel of the vehicle. The longitudinal axis of the microphone shall be in a plane parallel to the ground plan. If the rearmost exhaust outlet is under the body of the vehicle, the microphone shall be located no closer to the side of the vehicle than 0.2 m. (8 in).
- No wire or other means of distance measurement shall be attached to the microphone.

The data in the following table was taken following these procedures on September 6, 2022 at the 35 mile site.

35 Mile OHV Sound Test			
September 6, 2022, 10:30am - 11:30am			
Sound Measurement Taken with Vlike VL6708 Digital Sound Level Meter			
Location	Sound Reading	Unit	Notes
<b>Sound Generation Test Site 1 - North Trail</b>			
ambient sound	39	db	
Chainsaw on idle, average of three readings	98	db	Reading 20" from chainsaw
Sound Recording Site 1 - N. Bridget Cove Parking Lot add distance			
ambient sound	43.3	db	
Chainsaw on idle, average of three readings	42.9	db	
Sound Recording Site 2 - N. Bridget Cove beach at end of trail			
ambient sound	54.9	db	High reading due to generator on nearby boat and loud ravens
Chainsaw on idle, average of three readings	53.6	db	
<b>Sound Generation Site 2 - Ridge Trail</b>			
ambient sound	50	db	
Chainsaw on idle average of three readings	98	db	
Sound Recording Site 1- N. Bridget Cove Parking Lot			
ambient sound	43.3	db	
Chainsaw on idle, average of three readings	43	db	
Sound Recording Site 2 - N. Bridget Cove beach at end of trail			
ambient sound	51.9	db	
Chainsaw on idle	52.4	db	
<b>Sound Generation Site 3 - Parking Lot Trailhead</b>			
ambient sound	39	db	
Can Am Outlander 1000r 976cc V-twin @ 4000 rpm	90	db	Reading 20" from exhaust pipe
Sound Recording Site 3- S. Bridget Cove Pullout			
ambient sound	48.8	db	
OHV Quad @ 4000 RPMs	48.8	db	
Sound Recording Site 4 - S. Bridget Cove beach at end of trail			
ambient sound	49	db	
OHV Quad @ 4000 RPMs	49	db	

Findings from the 9/6/22 test show that for all locations, sound generated from OHV or chainsaws did not increase sound readings at the sound recording sites above ambient levels. The JORA members and P&R staff reported no change to audible sound levels during the sound testing at these locations while they operated the sound meters. The table below shows typical sound levels for a variety of indoor and outdoor environments. The ambient sound recorded at each location is in the urban daytime and nighttime levels according to San Diego County. This is likely due to wind, bird, forest leaves, boat, and car traffic in the area. It was not raining during the sound study.

The San Diego Department of Planning and Development Services published this table to help understand typical sound levels:

**Table 1**  
**Sound Levels of Typical Noise Sources and Noise Environments**

Noise Source (at Given Distance)	Noise Environment	A-Weighted Sound Level	Human Judgment of Noise Loudness (Relative to Reference Loudness of 70 Decibels*)
Military Jet Takeoff with Afterburner (50 ft)	Carrier Flight Deck	140 Decibels	128 times as loud
Civil Defense Siren (100 ft)		130	64 times as loud
Commercial Jet Take-off (200 ft)		120	32 times as loud <b>Threshold of Pain</b>
Pile Driver (50 ft)	Rock Music Concert Inside Subway Station (New York)	110	16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Gas Lawn Mower (3 ft)		100	8 times as loud <b>Very Loud</b>
Food Blender (3 ft) Propeller Plane Flyover (1,000 ft) Diesel Truck (150 ft)	Boiler Room Printing Press Plant	90	4 times as loud
Garbage Disposal (3 ft)	Higher Limit of Urban Ambient Sound	80	2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (10 ft)		70	Reference Loudness <b>Moderately Loud</b>
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	Data Processing Center Department Store	60	1/2 as loud
Light Traffic (100 ft)	Large Business Office Quiet Urban Daytime	50	1/4 as loud
Bird Calls (distant)	Quiet Urban Nighttime	40	1/8 as loud <b>Quiet</b>
Soft Whisper (5 ft)	Library and Bedroom at Night Quiet Rural Nighttime	30	1/16 as loud
	Broadcast and Recording Studio	20	1/32 as loud <b>Just Audible</b>
		10	1/64 as loud
		0	1/128 as loud <b>Threshold of Hearing</b>

Source: Compiled by Kimley-Horn and Associates, Inc.

The following table is from the Harrison study and recommends max sound levels for ORVs.

*Table 1. Suggested ORV maximum sound levels.*

Vehicle class	Vehicle subclass	Test method	Sound limit (dBA)
Four-wheel drives, dune buggies, four- and six-wheel ATV's (including Honda's Odyssey)	N/A	½ max. hp engine speed @ 20 in. (Forest Service method)	99
Motorcycles and three-wheel ATV's	Small Large Competition	½ max. hp engine speed @ 20 in. (SAE J1287)	95 99 101
Snowmobiles	Mfg. on or after 6/30/76  Mfg. before 6/30/76	15-mph cruise-by @ 50 ft. (SAE J1161)	73 <sup>L/</sup>  77 <sup>L/</sup>
Motorboats	Sporting Fishing	Wide-open throttle. (SAE J34a)	86 <sup>L/</sup> 82 <sup>L/</sup>
<sup>L/</sup> A 3-dBA tolerance should be allowed to account for differences in test sites, etc.			

96dBA is the standard noise limit for ORV use throughout much of the United States, including California State Parks System and Colorado.

Proposed rules for the 35 mile site include “Motorized vehicles must be equipped with functioning brakes and muffler, with noise limit not to exceed 96dBA. Motorcycles and all-terrain vehicles (ATVs) must be equipped with a spark arrestor.” Additionally, when applying for a permit to use the riding park, JORA will require that all vehicles have a stock exhaust system. Any vehicles with after market systems will require testing prior to receiving a permit. Additionally, if any vehicles are found on site to be excessively noisy, JORA will require testing and proof that they meet the noise threshold.

CBJ enforces noise violations through the Disturbing the Peace regulation, CBJ 42.20.095.

### **Management Partnership**

The partnership between JORA and CBJ Parks and Recreation will be formalized through the Memorandum of Understanding (MOU), the Rules of Use, and all permits. Drafts of the MOU and the Rules of Use are attached to this application so that the Planning Commission can understand the partnership and responsibilities of each entity.



**MEMORANDUM OF AGREEMENT BETWEEN  
JUNEAU OFF-ROAD ASSOCIATION  
AND  
CITY AND BOROUGH OF JUNEAU**

**WHEREAS**, the City and Borough of Juneau, through the Parks and Recreation Department, (hereinafter "CBJ") wishes to engage Juneau Off-Road Association (hereinafter "JORA") for the purpose of operating and maintaining the 35 mile Off Road Vehicle (ORV) Park for use by the public located on CBJ property; and

**WHEREAS**, the 2019 Parks and Recreation Master Plan, recognizes Off Road Vehicle (ORV) riding areas as a park system gap and that CBJ should work with and support the ORV community to identify a suitable site and facilitate development of viable opportunities for ORV recreation, and

**WHEREAS**, the Assembly adopted Resolution xxxx on xx date supporting the development of the 35 mile site for a public riding park managed by JORA according to terms of an agreement with the Parks and Recreation Department and as conditioned by required permits.

**THEREFORE**, the CBJ and JORA agree as, as follows:

The parties intend that an independent contractor relationship will be created by this agreement. The CBJ is only interested in the results to be achieved as provided in this agreement. The conduct and control of the work will lie primarily with JORA, as directed by CBJ. JORA is not considered to be an agent or employee of the CBJ for any purpose, and the members of JORA are not entitled to any benefits that CBJ provides for CBJ employees. CBJ does not agree to use JORA exclusively. JORA does not agree to work for CBJ exclusively.

- A. Scope of Service.** JORA will carry out in a professional and prudent manner all of the services described, outlined, and agreed below including Appendix A – Site Map and Construction Drawings, Appendix B - Construction and Operation Permits, Appendix C – Construction Requirements, Appendix D – Annual Operating Plan, Appendix E – Rules of Conduct

**1. JORA shall:**

- a) Construct, operate, manage, and maintain an ORV riding park for use by the public within the boundaries of the 35 mile site as depicted in Appendix A and as described in this agreement. Appendix A includes a project area map and construction plan.
- b) Construct, operate, manage and maintain the ORV riding park in adherence to this agreement and all permits including but not limited to the CBJ Conditional Use Permit, and the Army Corp of Engineers permit. The permits are attached in Appendix B.
- c) JORA shall not allow public use of the park until construction of the entry area and the facility that will be opened is complete. For example, construction of the mud pit including stormwater controls must be complete before use, and construction of a loop trail must be complete before it is open to the public. Additionally, all permit requirements as detailed in Appendix B must be satisfied prior to public use. JORA

must receive written approval from the Parks and Recreation Department to begin operation. This MOA only permits construction and development of improvements detailed in Appendix A. Additional improvements must be agreed to in writing and added as an addendum to this MOA.

- d) Adhere to and follow all local, state and federal laws.
- e) Create and establish rules for the operation of the park and public use. The rules shall be an addendum to this agreement.
- f) Operate the park in accordance with established rules approved by the JORA board and post signage with the rules in appropriate areas.
- g) Maintain the 35 Mile ORV Park in good repair and operating condition in adherence with permits and this agreement. Required work includes but is not limited to: maintaining trails, riding features, drainage structures, site boundary signage and structures, entry gate, and stormwater facilities to comply with permits and protect the forest, waterways and natural environment. Regular services include: opening and closing the facility gate each day according to posted hours; cleaning and stocking of the toilet; general painting and upkeep of structures; emptying garbage cans; picking up litter; and organizing regular cleanup and maintenance days.
- h) Immediately notify CBJ of known or reported accidents, injuries, incidents, or unsafe conditions.
- i) Apply for grant funding for park improvements and collaborate with CBJ on the work.
- j) Submit an Annual Operating Plan each year due to CBJ on June 30. The requirements of this plan are in Appendix D. Operate and maintain the 35 Mile ORV Park in accordance with the Annual Operating Plan.
- k) Conduct site visits as requested and at a minimum of 2x per year with CBJ and other parties as required by CBJ.
- l) Open and close the security gate daily at posted hours.
- m) Install and maintain perimeter site controls to prohibit riding outside of the park area and off trail. JORA shall immediately notify CBJ of any user riding activity outside of the boundary of the park established by this agreement and work with the CBJ to identify the users and prohibit this activity.
- n) Keep and maintain oil spill control clean up kits onsite and available for public use. Permit holders shall carry spill control cleanup materials such as absorbent towels and disposal bags when in the park.

**2. JORA may:**

- ii. Charge reasonable fees for use of the park by the general public to support upkeep of the park and fund projects and events sponsored by JORA for park users.
- iii. Engage a park caretaker to live on the premises year round to assist in the general upkeep of the park. The caretaker name and contact information shall be provided

to the CBJ. A caretaker residence:

- Shall be maintained in a neat and orderly condition free of garbage and litter
  - All utilities and waste related to the caretaker residence are the responsibility of JORA to maintain, remove and dispose of properly
  - Shall be an RV that has a bathtub or shower, toilet and kitchen sink that is maintained in a safe working condition, a septic tank that can be emptied and a potable water tank
  - May have a generator to supply electricity and a small propane tank
  - May be entered by CBJ in the case of an emergency, pursuant to a Court Order, or on occasion to ensure the RV meets CBJ requirements. CBJ will provide Caretaker with at least 24 hours' notice of intent to enter except in the case of an emergency.
- iv. Add additional buildings or facilities to the site to support maintenance and services upon written approval by the CBJ and receipt of all required permits.

### **3. CBJ shall:**

- a) Upon Assembly budget approval, pay for dumpster service and pumping of the vault toilet or two port a potties during the summer season. CBJ is not responsible for large and bulky trash items or abandoned or junk vehicles that are left on the site.
- b) Upon Assembly approval, support construction of the facility with existing CIP funding for an ORV park and any future grant funding for the site.
- c) Allow JORA to post signage with rules and events for the public and recognizing donors. CBJ may also post signage related to local, state and federal rules and regulations, establishing the park as a CBJ facility managed by JORA, marking boundaries, and other items related to CBJ land and facility management.
- d) Support JORA efforts to secure grants and other funding for improvements.
- e) Work collaboratively with JORA and assist when feasible on maintenance projects.
- f) Enter the premises as desired. If CBJ enters the premises outside of open hours, every effort will be made to inform JORA prior to entering.

### **4. Prohibited Activities:**

- a) For construction of facilities, live tree cutting should be avoided when possible. Only trees within designated trails or facilities on the plan shall be cut. Trees greater than 8" dbh require approval from CBJ prior to cutting. The general public and park users shall not cut any trees.
- b) No camping shall be allowed at the park. This agreement may be amended in the future to allow camping.

- c) Fires are not allowed in the park except in designated fire pits in the entry area.
- d) Park users may not bring pets into the park.
- e) No hunting or shooting is allowed in the park.

**B. Personnel and Licenses.**

1. Except as noted in the yearly work plan, JORA represents that it has or will secure at its own expense all personnel and labor required in performing the services under this agreement. Personnel may include, but are not limited to, a caretaker, ranger, or other maintenance staff.
2. All of the services permitted hereunder will be performed by JORA or under its supervision.
3. JORA warrants that it is fully licensed under all applicable local, state, and federal laws to perform services to be provided hereunder.

**C. Time of Performance.** The services of JORA may commence as soon as practicable upon signing of this agreement. This agreement begins on the date of signature below by the Parks and Recreation Department and terminates on June 30, 2027. This agreement may be extended additional years by mutual written agreement.

**D. Reporting.** The CBJ's primary representative for this agreement shall be the Parks and Recreation Deputy Director. The Parks and Recreation Parks and Landscape Supervisor shall be an alternate representative. The CBJ shall not be liable for JORA expenses incurred in reliance on directions received from any other municipal officer or employee. The JORA primary representative for this agreement shall be the President. The JORA Vice-President shall be the alternate. Reliance by the CBJ on representations by any other person shall be at the CBJ's own risk.

**E. Termination for Convenience.** CBJ or JORA may terminate this agreement at any time upon 60 days' written notice.

**F. Agreement.** All parties mutually agree to the terms of this Memorandum of Agreement. The Memorandum of Agreement should not be construed in favor of or against any party. This Memorandum of Agreement contains the entire agreement between the parties; there are no other promises, terms, conditions, or obligations other than those contained therein; and this agreement and yearly work plans shall supersede all previous communications, representations or agreement, either oral or written, between the parties.

**G. Changes.** The CBJ may require changes in the scope of the agreement from time to time. The parties may meet to discuss changes that are necessary to the scope of this agreement, which the parties shall mutually agree to in writing.

**H. Equal Employment Opportunity.** JORA will not discriminate because of race, religion, color, sex,



national origin, age, disability, marital status, changes in marital status, pregnancy or parenthood, sexual orientation, gender identity, or gender expression.

- I. Conflicts of Interest.** JORA warrants that no employee or officer of the CBJ has violated the conflict of interest provisions of CBJ code regarding this agreement. JORA also warrants that it has not solicited or received any prohibited action, favor or benefit from any employee or officer of the CBJ, and that it will not do so as a condition of this agreement. If JORA learns of any such conflict of interest, JORA shall without delay inform the City and Borough Attorney or CBJ's representative for this contract.
- J. Assignability.** JORA shall not assign any interest in this agreement and shall not transfer any interest in the same without prior written consent of the CBJ.
- K. Inspection and Retention of Records.** The CBJ may inspect, in the manner and at reasonable times it considers appropriate, all of JORA facilities, records, and activities having any relevance to this agreement. JORA shall retain financial and other records relating to the performance of this agreement for a period of six (6) years, or until the resolution of any audit findings, claims, or litigation related to the contract.
- L. Insurance Requirements.** *Need this info from Risk Management. There may be different requirements for construction phase and ongoing operations.*
- M. Indemnification.** JORA agrees to defend, indemnify, and hold harmless CBJ, its employees, volunteers, consultants, and insurers, with respect to any action, claim, or lawsuit arising out of or related to the JORA's performance of this agreement, without limitation as to the amount of fees, and without limitation as to any damages, cost or expense resulting from settlement, judgment, or verdict, and includes the award of any attorneys' fees even if in excess of Alaska Civil Rule 82. This indemnification agreement applies to the fullest extent permitted by law and is in full force and effect whenever and wherever any action, claim, or lawsuit is initiated, filed, or otherwise brought against CBJ relating to this contract. The obligations of JORA arise immediately upon actual or constructive notice of any action, claim, or lawsuit. CBJ shall notify JORA in a timely manner of the need for indemnification, but such notice is not a condition precedent to JORA's obligations and is waived where JORA has actual notice.
- N. Choice of Law, Jurisdiction.** The Superior Court for the State of Alaska, First Judicial District at Juneau, Alaska shall be the exclusive jurisdiction for any action of any kind and any nature arising out of or related to this Agreement. Venue for trial in any action shall be in Juneau, Alaska. The laws of the State of Alaska shall govern the rights and obligations of the parties. Contractor specifically waives any right or opportunity to request a change of venue for trial pursuant to AS 22.10.040.
- O. Applicability of Alaska Public Records Act.** JORA acknowledges and understands that the CBJ is subject to the Alaska Public Records Act (AS 40. 25. 120) and that all documents received, owned or controlled by the CBJ in relation to this agreement must be made available for the public to inspect upon request, unless an exception applies. It is JORA's sole responsibility to clearly identify any documents JORA believes are exempt from disclosure under the Public Records Act by clearly marking such documents "Confidential." Should the CBJ receive a request for records under the Public Records Act applicable to any document marked "Confidential" by

JORA, the CBJ will notify JORA as soon as practicable prior to making any disclosure. JORA acknowledges it has five (5) calendar days after receipt of notice to notify the CBJ of its objection to any disclosure, and to file any action with any competent court JORA deems necessary in order to protect its interests. Should JORA fail to notify the CBJ of its objection or to file suit, JORA shall hold the CBJ harmless of any damages incurred by JORA as a result of the CBJ disclosing any of JORA's documents in the CBJ's possession. Additionally, JORA may not promise confidentiality to any third party on behalf of the CBJ, without first obtaining express written approval by the CBJ.

**P. Severability.** If a court of competent jurisdiction renders any part of this agreement invalid or unenforceable, that part will be severed and the remainder of this agreement will continue in full force and effect.

**Q. Waiver.** Failure or delay by the CBJ to exercise a right or power under this agreement will not be a waiver of the right or power. For a waiver of a right or power to be effective, it must be in a writing signed by the CBJ. An effective waiver of a right or power will not be construed as either a future or continuing waiver of that same right or power, or the waiver of any other right or power.

**R. Contacts:**

1. The contact for the CBJ is: Michele Elfers, Deputy Director, (907) 364-2390, Michele.Elfers@juneau.org and Colby Shibler, CBJ Parks and Landscape Supervisor, (907) 364-2800, Colby.Shibler@juneau.org.
2. The contact for JORA is: current President or designee, 35 Mile ORV Park, P. O. Box 21262, Juneau, AK 99802, JORA.Juneau@gmail.com.

This memorandum of agreement is entered into as of the date signed below:

Date: \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_  
George Schaaf  
Parks and Recreation Director

\_\_\_\_\_  
JORA President

**Appendix A – Site Map and Construction Drawings**

**Appendix B – Construction and Operations Permits – Conditional Use and Building Permit from Planning Commission/Department, ACOE permit, and any others.**

**Appendix C – Construction Requirements**

Per this agreement, JORA shall, in conjunction with experienced contractors and skilled laborers, construct the riding park as depicted, described and permitted in Appendices A and B for the purpose of operating and maintaining a public ORV riding park.

JORA will readily communicate with the Parks and Recreation Department, and will provide an update on the project within one business day upon request.

JORA will provide any contract change orders to the CBJ to review, approve any impacts to the site or changes to the built project and provide all submittals in digital form to the CBJ in a timely manner.

JORA will obtain all required local, state and federal permits for performance of the work.

JORA will ensure that all required drainage, stormwater and stabilization improvements related to specific features and facilities such as the trails and parking lots, are completed and functioning prior to public use of the features and facilities.

Care shall be taken during construction to minimize disturbance of adjacent areas. Areas surrounding constructed features and facilities disturbed by construction shall be revegetated using native vegetation such as grass seed, moss and native vegetation mats prior to use of the constructed feature or facility.

JORA will, in good faith, secure all funding required to perform all work described in this agreement for Phase I as detailed in Appendix A prior to initiating construction.

**Appendix D – Annual Operating Plan**

The Annual Operating Plan shall include:

1. Names of board members for the previous and upcoming year
2. Financial statement for the previous year and budget for the upcoming year
3. Rules and regulations as approved by the board
4. Copies of Articles of Incorporation and current Bylaws
5. List of events and programs with dates from the previous years
6. Programs and operational plans for the upcoming years
7. Hours and dates of operation
8. Proposed project list with costs associated and any requests for CBJ funding
9. Summary of accident and injury reports from the previous year and reports of corrective actions
10. Maintenance and Monitoring Plan with work noted for the year
11. Enforcement Plan with actions taken noted for the year
12. Noise Control Plan
13. Volunteer Plan

**Appendix E – Rules of Use**

## 35 MILE OFF ROAD VEHICLE RIDING PARK RULES - DRAFT

- A permit issued by JORA is required to ride in the park and must be prominently displayed on the front windshield or side of the vehicle.
- Operators and passengers of motorized vehicles under 18 must wear protective helmets that meet Department of Transportation (DOT) or ANSI Z90.1 certification. This includes all operators and passengers riding motorcycles, ATVs, UTVs and dune buggies. The only exceptions are vehicles with fully enclosed metal cabs, such as side by sides and SUVs.
- All vehicles must be equipped with functioning brakes and muffler, with noise limit not to exceed 96dBA. Motorcycles and all-terrain vehicles (ATVs) must be equipped with a spark arrestor.
- All vehicles must have a stock exhaust system, any after-market systems will require testing and proof that they can meet the noise requirement. Additionally, if any vehicles are found on site to be excessively noisy, JORA will require testing and proof that they meet the noise threshold.
- Vehicles must be insured to at least State of Alaska minimum insurance requirements.
- Passengers are not allowed on motorcycles or ATVs unless the manufacturer has designed the vehicle for more than one person. Passengers are not allowed in cargo areas.
- Operators under 16 years of age and unlicensed operators must have direct supervision by a licensed adult while operating motorcycles, UTVs and ATVs. Manufacturers age labeling applies to all vehicles.
- Operation of vehicles while using or under the influence of alcohol or drugs is prohibited.
- Motorized vehicles, except motorcycles and ATVs, must be equipped with seat belts for each occupant, and these must be fastened while the vehicle is in motion.
- The speed limit in the staging area and parking lot is 5 miles per hour. No exhibition driving is allowed in these areas.
- The OHV area is subject to topographic changes. Be alert for inclines, changing slopes and sudden drop offs. Always operate your vehicle at a safe and prudent speed.
- Drive over, not around, obstacles such as small rocks and logs to avoid widening the trail.
- Cross streams where the trail crosses the stream at a 90-degree angle.
- No tree cutting
- No camping
- No fires except for designated fire pits in the entry area
- No pets are allowed
- No hunting or shooting allowed
- Vehicles may not be overhauled, lubricated or oiled in the park. Minor repairs are allowed only if needed to remove the vehicle from the park.

# 35 MILE OFF ROAD VEHICLE RIDING PARK GUIDELINES - DRAFT

## General Good Practices

Do your part by modeling appropriate behavior, leaving the area better than you found it, properly disposing of waste, minimizing the use of fire, avoiding the spread of invasive species, and restoring degraded areas.

- Carry a trash bag on your vehicle and pick up litter left by others.
- Pack out what you pack in.
- Prevent unnecessary sound created by a poorly tuned vehicle or revving your engine.
- Use proper silencers on exhausts, which meet regulatory decibel levels, of 96 decibels.
- Make sure your OHV is mechanically up to the task. Be prepared with appropriate tools, supplies, spares and an oil spill kit for trailside repairs and cleanup

## Educate Yourself

Educate yourself prior to your trip, by obtaining travel maps and regulations from public agencies, planning for your trip, taking recreation skills classes and knowing how to operate your equipment safely.

- Make a realistic plan and stick to it. Always tell someone of your travel plans.
- Check the weather forecast before you go.
- Make sure you and each passenger in the vehicle wears appropriate safety gear.
- Prepare for the unexpected by packing a backpack full of emergency items.
- Know your limitations. Watch your time, fuel and personal energy levels.

## Respect the Rights of Others

Respect the rights of others, including private property owners, recreational trail users, campers and others so they can enjoy their recreational activities undisturbed.

- Be considerate of others on the road or trail.
- Leave gates as you find them.
- Yield the right of way to those passing you or traveling uphill.
- Keep speeds low around crowds and in camping areas.
- Keep the noise and dust to a minimum.





(907) 586-0715  
 CDD\_Admin@juneau.org  
 www.juneau.org/CDD  
 155 S. Seward Street • Juneau, AK 99801

## Mile 35 ORV Park

Case Number: PAC2021 0079

Applicant: CBJ Parks and Recreation (P&R)/Juneau Off Road Association (JORA)

Property Owner: CBJ Lands and Resources

Property Address: Glacier Highway, ~Mile 35

Parcel Code Number: 3B4501000010

Site Size: 129,569,216 Square Feet, 2974.5 acres

Zoning: Rural Reserve

Existing Land Use: Vacant

Conference Date: December 22, 2021

Report Issued: December 29, 2021

**DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.**

## List of Attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Darrin Crapo	Applicant	<a href="mailto:Darrin@brokenrudder.com">Darrin@brokenrudder.com</a>
Irene Gallion	Planning	<a href="mailto:Irene.Gallion@juneau.org">Irene.Gallion@juneau.org</a>
Michelle Elfers	Parks and Rec	<a href="mailto:Michelle.Elfers@juneau.org">Michelle.Elfers@juneau.org</a>
Eddie Quinto	Permit Specialist	<a href="mailto:Edward.Quinto@juneau.org">Edward.Quinto@juneau.org</a>
Alan Steffert	Engineering and Public Works	<a href="mailto:Alan.steffert@juneau.org">Alan.steffert@juneau.org</a>

## Conference Summary

The Applicant shared that there are not many opportunities for legal, managed riding. They searched every parcel on the road system. Mile 35 makes sense – it is on road system, has the right terrain, is relatively dry, provides for a variety of accommodations, and already a large parking lot in place from previous logging. Natural boundaries protect Cowee Creek on other side of a ridge.

The Applicant proposes an off-road vehicle park. The facility will include a parking area, caretaker site, vault toilet facility, gated entrance, trails for riding, a mud pit area, and some off-roading designated area.

There are three accommodations to develop:

- Parking lot and youth area (2 acres) – using the existing pad from logging. The second growth will be easy to remove.
- Mud area - 1 acre close to road, includes floor (rock, etc) to keep from degrading the pit.
- One mile, with potential for camping and fire pits. One-way operations will be practiced. The area is dry by Juneau standards. The area would also include a “free ride” area where people choose their own route, an important aspect of the park.

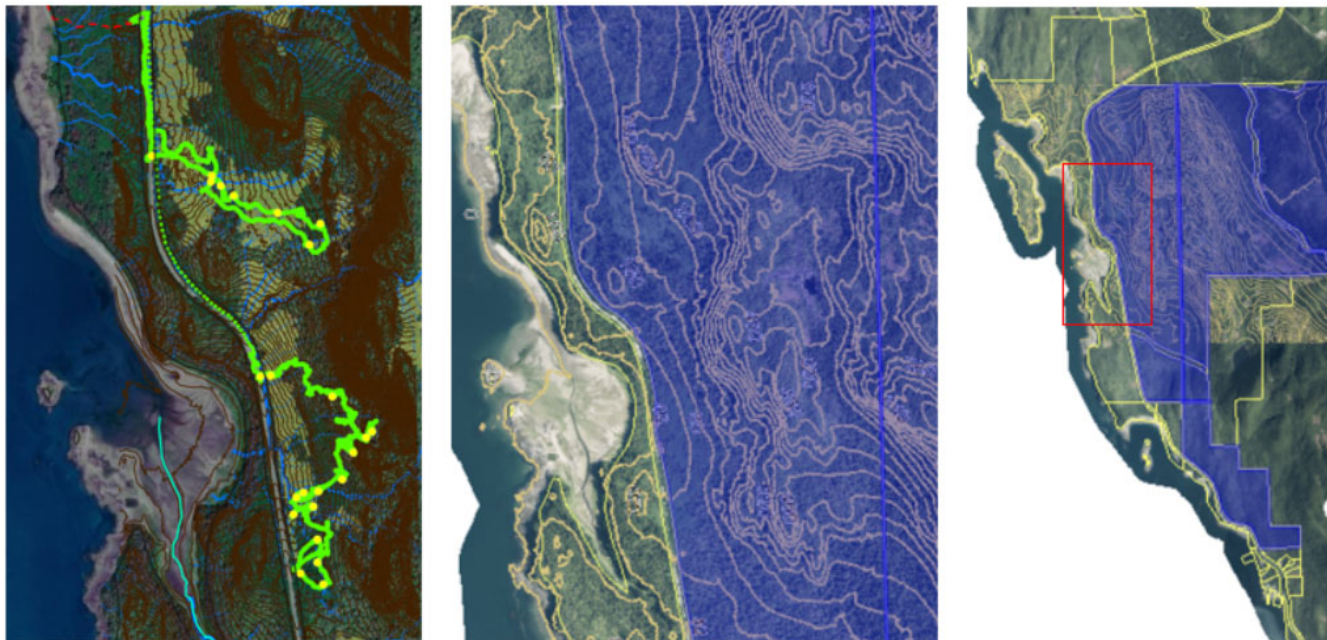
The Applicant has had a pre-application conference with the United States Army Corps of Engineers. The Alaska Department of Fish and Game (ADF&G) double checked the site and did not find anadromous resources in the area.

Parking estimates have been based on Echo Cove operations. The largest volume is on 4<sup>th</sup> of July. The proposed parking area proposed for Mile 35 is twice the size of Echo Cove and would accommodate this level of traffic, in addition to the youth area, vault latrines and caretaker facility.

ADF&G and the U.S. Forest Service are being consulted through the CBJ Parks and Recreation (P&R) planning process and are informing design and mitigation measures.

The Juneau Off Road Association (JORA) would construct the facility under a Memorandum of Understanding (MOU) with CBJ. The MOU will include operating and construction conditions and parameters. JORA would operate the facility.

The picture below left shows possible trail alignments. The picture in the middle below shows the lot lines and terrain – the trails seem to be to the west of steep terrain. The picture on the right shows the approximate project area illustrated in the other two pictures.



#### CONDITIONAL USE PERMIT

ORV use is permitted in the Rural Reserve zoning area with a Conditional Use Permit (CUP)[Table of Permissible Uses, CBJ 49.25.300, Paragraph 6.240, “Automobile, motorcycle racing tracks; off-highway vehicle parks”].

A caretaker facility should be an explicit element of that permit. The Applicant should provide what sort of structure the caretaker facility would be, and how utilities will be provided.

Given the controversy over the topic, Community Development Department will likely require a public meeting in advance of the Planning Commission hearing.

The Planning Commission will consider if the development will, “...substantially decrease the value of or be out of harmony with property in the neighboring area.” The Applicant should proactively address impacts from:

- Light
- Noise (especially coordination with the Juneau Police Department on noise complaints)
- Parking and traffic
- Impacts to habitat
- Operations Plans and enforcement
- Emergency operations and communications

Additionally, the Applicant should explain what has changed from the 2013 study conducted by the National Off-Highway Vehicle Conservation Council, in particular:

- Discussions with Goldbelt regarding Echo Cove
- Fish Creek Quarry possibilities
- Training facilities close to town.

If a Conditional Use Permit is approved it will expire 18 months after issuance if no construction activity has occurred. It can be extended once.

**Important Note Regarding Partner Agencies:** JORA must apply for and receive an Alaska Department of Transportation and Public Facility (ADOT&PF) permit for driveways/access to the properties. Note that any development will need to be outside of the right-of-way: No parking areas, gates, toilets or trails.

A review of water and septic provisions by Alaska Department of Environmental Conservation will be required.

CBJ Law may need to weigh in on the process for using city land. The Land Manager is not sure if the Assembly will need to weigh in on the lease agreement. It sounds like Parks and Recreation is anticipating an Assembly Resolution of Support before the application is processed through Community Development.

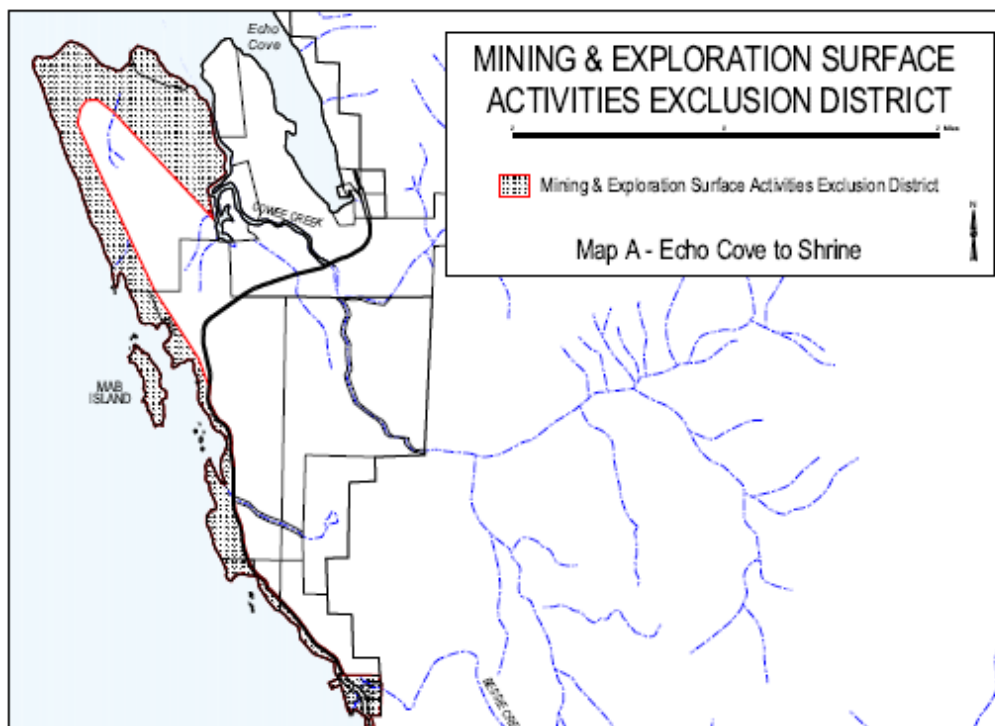
**Questions/issues/agreements identified at the conference that weren't identified in the attached reports.**

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

## Planning Division

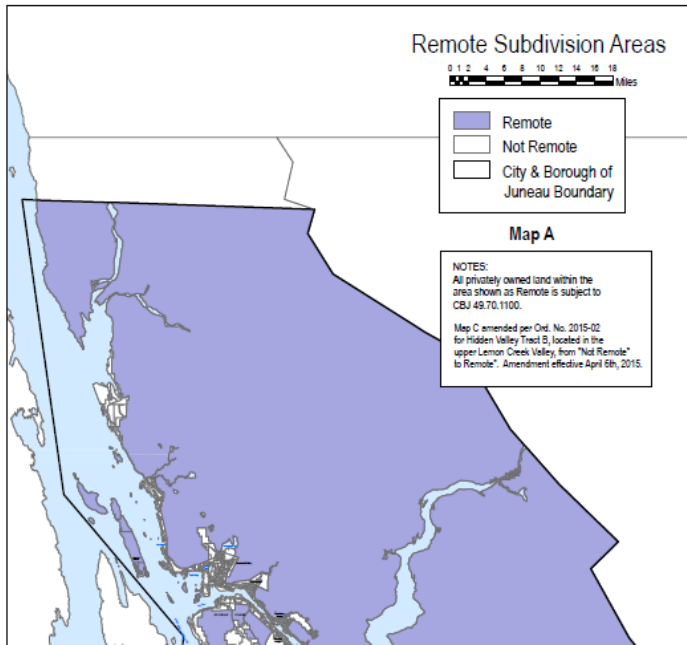
### 1. Zoning – Rural Reserve (RR)

The parcel is outside of the Mining and Exploration Surface Activities Exclusion District.



The CBJ 2013 Comprehensive Plan maps this area as a “resource development” area, primarily to identify and conserve natural resources until specific land uses are identified and developed. This area was outside the study area of this Comprehensive Plan. As resources are identified or extracted from these lands, they should be re-designated and rezoned appropriately.

### 2. Subdivision – While subdivision is not proposed as part of this project, the area is in the “Remove Subdivision Area.”



3. **Setbacks** – The caretaker facility and other structures will need to meet setback standards for the zoning district.

- **Front:** 25 feet
- **Side:** 15 feet
- **Street side:** 17 feet
- **Rear:** 25 feet. A 60 foot setback is required between nonresidential and a designated or actual residential site. An 80 foot setback is required between industrial, extractive and other uses.

4. **Height** – 45 feet.

5. **Access** – Via Glacier Highway, a minor arterial.

6. **Parking & Circulation**–

CBJ does not have a parking category similar enough to off-road vehicle park to establish a parking requirement. The Applicant should be prepared to provide and justify the number of parking spaces, and the parking lot and space dimensions. Note that ADA-accessible spaces required will be based on the number of spaces approved for the lot.

Alaska Department of Natural Resources: Standard parking stall for a truck with a trailer is 12'x55'. This can be adjusted if there are special circumstances such as tight turns, angled parking or narrow through-lanes. The number of spaces is usually based on data from field staff, with new facilities requiring input from advisory boards and user groups.

U.S. Forest Service: If the parking is paved the spaces are 9x22 for angled or straight-in parking spaces. If it is parallel they plan 25 foot length for spaces. If the lot is not striped, they plan for 10x25 feet to give people



room to sort it out. They may make spaces larger if snow accommodation is required or larger vehicles are using parking.

National Off-Highway Vehicle Conservation Council: They recommend room for maneuvering and unloading gear, with 15 foot width. They recommend pull-through parking.

**7. Lot Coverage –**

Lot coverage is any structure with a roof, and is limited to 10% lot coverage. This is not anticipated to be a challenge with this project.

**8. Vegetative Coverage –**

The Rural Reserve Zoning District does not have vegetative cover requirements.

**9. Lighting –**

Given the rural nature of the area, the applicant should be mindful of lighting impacts on the non-participating public while assuring a safe operational environment for park users.

Exterior lighting may not shed light or glare beyond the property line of the site, and shall not be used in a manner that produces glare on public highways or neighboring property.

A site plan showing the location of outdoor lighting fixtures and cut sheets for all lighting fixtures is required for a building permit. The Applicant may want to consider providing a draft plan during the Conditional Use Permit process to aid the Planning Commission in evaluating impacts.

Outdoor lighting should be full cut-off or shielded.

Sufficient exterior lighting must be provided to permit safe pedestrian access and loading/unloading operations.

**10. Noise –**

Consider providing a noise study with the Conditional Use Permit application. While not required for the application, it will provide the Commission with information they need to evaluate the project, and will help circumvent delays due to further study.

CBJ does not have a schedule of civil fines or citation standards for ORV park operations. The applicant should assume that the Commission will establish stringent and enforceable Conditional Use Permit conditions to account for this fact and to provide CBJ tools for enforcement should the park become a problem.

The Commission will evaluate whether noise created by the park will substantially decrease the value of or be out of harmony with property in the neighboring area.

The Applicant can help shape enforceable conditions that could help the Commission moderate impacts through operational standards.

Noise violations are usually handled through the Juneau Police Department under CBJ 42.202095, “Disturbing the Peace.” The Applicant should anticipate that the Commission would not be interested in impacting law enforcement operations with an ongoing enforcement challenge far from the population center.

CBJ Administrative Code is not enforceable, but provides a guide for performance standards for industrial activities, limiting the volume at the boundary with a residential district to 55 decibels between 11:30 pm and 6:00 am, and 70 decibels at other times.

The U.S. Forest Service uses “Basic Acoustics for OHV Noise Control” as a reference for developing parks. This compilation of studies suggests that motorcycles equipped with manufacturer mufflers acoustically

“vanish” at 0.27 miles from the source of noise, or 11,761 feet. Private property owners in the Yankee Cove area are approximately 11,000 feet from the proposed southern end of the trail system.

Name	Area	Parcel #
Brown	Yankee Code	3B4401000092
Brown	Yankee Cove	3B4401000080
Garcia	Yankee Cove	3B4401000094
Hobbs	Yankee Cove	3B4401000101
Hobbs	Yankee Cove	3B4401000101
Hooton	Yankee Cove	3B4401000111
Hooton	Yankee Cove	3B4401000061
Hutchins	Yankee Cove	3B4401000093
Shattenburg	Yankee Cove	3B4401000070
Willingham	Yankee Cove	3B4401000062

11. **Flood** – The lot and proposed project are not in a flood plain.
12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The lot is not in a mapped hazard, mass wasting or avalanche area. A Hillside Endorsement will be required if there are structures proposed in areas in excess of 18 percent slope.
13. **Wetlands** –

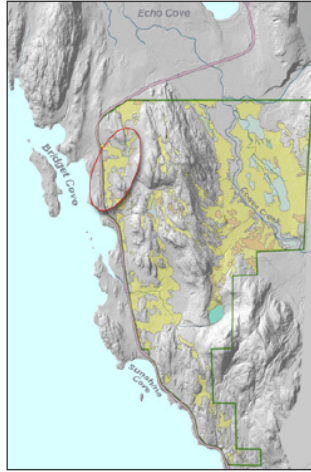
There are mapped forested wetlands (yellow in the image below) in the project area, documented in the Draft 2016 Wetlands Management Plan supplement. Wetlands fill would require a permit from the United States Army Corps of Engineers (907) 753-2689.

**MAP EC15**

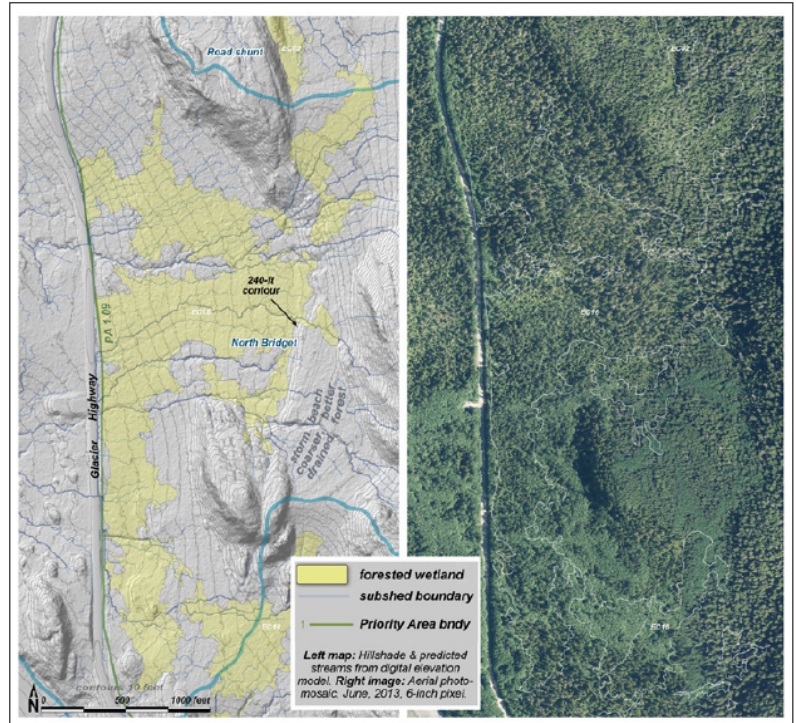
A single *fw* unit, EC15, spreads across most of the North Bridget subshed, which drains Hill 970 westward into the northern portion of Bridget Cove enclosed by Mab Island. Wetland habitats are found exclusively on ancient marine deposits, at elevations up to 360 feet. These are mostly on fine sand and silt, but on slopes once exposed to northerly storm waves, deposits are coarser, and large-tree upland forest prevails.

At 230 to 240 feet above modern sea level is an abrupt escarpment that shows well on this hillshade. For discussion of origin see *Introduction>The 230-foot escarpment*.

Before the road was extended north from Eagle River, logger Allen McMurchie, former owner of today's Echo Ranch, stripped the old growth from the lower slopes of this subshed. In many places, his cat-yarded logs exposed soils, so it probably took many years before muddy skid trails settled down. Red alders inherited these sites.



Today, the McMurchie clearcuts probably contain the largest acreage of mature alder forest in the CBJ, rivalled only by burned and abandoned mining sites like Treadwell, and second-growth stands in Lemon Creek valley.



43 • Supplement to the JWMP

Richard Carstensen • 2016

14. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling.

Bridget Cove Creek/Tributary is a Stream Protection Corridor according to the 2013 Comprehensive Plan, and is an anadromous water body. Proposed ORV trails are approximately 1,500 north of Bridget Cove Creek, and at its nearest point about 1,000 feet to the east.

On CBJ-owned lands, a SC-Stream Protection Corridor designation protects anadromous fish streams and their tributaries from development that could cause pollution, erosion, depletion of groundwater infiltration, or otherwise could degrade the stream corridor and its biological functions. A 200 foot wide corridor on both sides of the bank is included within the designated corridor. Motorized trail development will not be allowed in the corridor.

15. **Plat Restrictions** – None.
16. **Traffic** – The applicant will need to provide well-reasoned traffic projections for the project. These will be used to determine if a Traffic Impact Analysis will be required for CBJ. Note that ADOT&PF may have traffic study requirements for a facility accessing Glacier Highway. Contact information for ADOT&PF is provided below.
17. **Nonconforming situations** – None.

### Building Division

18. **Building** – Any structures placed on site will need to go through the Building Permit review process
19. **Outstanding Permits** - None

### General Engineering/Public Works

20. **Engineering** – N/A

21. **Drainage** – N/A
22. **Utilities** – (water, power, sewer, etc.) – N/A

### **Fire Marshal**

23. **Fire Items/Access** – N/A

### **Other Applicable Agency Review**

24. Alaska Department of Transportation and Public Facilities: Check with them on:

- operations in or near the Glacier Highway right-of-way
- driveway permitting
- traffic study requirements

Contact Michael Schuler, Property Management Officer, (907) 465-4499, [Michael.Schuler@alaska.gov](mailto:Michael.Schuler@alaska.gov)

25. Contact the Alaska Department of Environmental Conservation regarding:

- On-site water and sewer for the caretaker facility
- Approval for pit latrines

Contact:

- Engineer: Raymond Zimmer, (907) 465-5167, [raymond.zimmer@alaska.gov](mailto:raymond.zimmer@alaska.gov)
- Specialist: Ryan Peterson, (907) 262-3402, [ryan.peterson@alaska.gov](mailto:ryan.peterson@alaska.gov)

26. DOT&PF / Alcohol Beverage Control Board / Army Corps / DEC (wastewater) / DNR / USF&W / F&G / FAA / Corrections...

### **List of required applications**

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Development Permit Application: <https://juneau.org/index.php?gf-download=2019%2F12%2FDPA.pdf&form-id=22&field-id=11&hash=81202ef96484e0b859d1c4855a6b7ae4b18cb229e8824059dbb0d96082e74d6d>
2. Allowable/Conditional Use Permit Application: <https://juneau.org/index.php?gf-download=2019%2F07%2FUFE-Allowable-Conditional-Use.pdf&form-id=22&field-id=11&hash=1f4082f939f72daa29a17b66188d1bf0f634352cc2ca2397485edbab5a3d366d>

### **Additional Submittal Requirements**

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.
2. Consider providing a noise impact study.
3. Consider providing a traffic volume and parking study.
4. Consider providing a lighting plan.

5. Consider providing an Operations Plan for review.
6. Consider providing a proposed Memorandum of Understanding with CBJ Parks and Recreation on how the site will be managed.
7. Consider providing documentation of discussions with ADOT&PF regarding permitting and anticipated traffic volumes.
8. (Add any necessary supporting documents required in the application forms OR that may be useful supporting information)

### **Exceptions to Submittal Requirements**

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. (Add any items required with the forms that are not applicable to the Conditional Use application)
- 2.

### **Fee Estimates**

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. Conditional Use Permit: \$1,600.00 (industrial use of over three acres of land, Class V)
2. Public Notice Sign: \$150, \$100 refundable if returned by the Monday following the Planning Commission hearing.

For informational handouts with submittal requirements for development applications, please visit our website at [www.juneau.org/cdd](http://www.juneau.org/cdd).

### **Submit your Completed Application**

You must submit your application(s) in person with payment made to:

City & Borough of Juneau, Permit Center  
230 South Franklin Street  
Fourth Floor Marine View Center  
Juneau, AK 99801

Phone: (907) 586-0715  
Web: [www.juneau.org/cdd](http://www.juneau.org/cdd)

Attachments:

49.15.330 – Conditional Use Permit



Presented by: Lands Committee  
Introduced: 10/07/85  
Drafted by: Lands Committee

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 85-76am

AN ORDINANCE PRESERVING CERTAIN MUNICIPAL LAND  
FOR THE JUNEAU OPEN SPACE AND PARK SYSTEM.

WHEREAS, the establishment of a municipal open space and park system would permit the more efficient and effective management and use of land classified for such purposes, and

WHEREAS, in accordance with CBJ 53.09, the Planning Commission has previously classified as "public use" those lands included in the list attached hereto as Appendix 1 and the maps attached hereto as Appendix 2, and

WHEREAS, such lands appear to be well suited for inclusion in an open space and park system, and

WHEREAS, the Planning Commission has reviewed and concurs with the objectives of this ordinance;

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


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

\* Section 2. Preservation of Land. (a) Those parcels of land listed in Appendix 1 and depicted in Appendix 2 are preserved from all other uses for the purpose of inclusion in the Juneau Open Space and Park System; provided, however, waterlines, utilities, access, roads, easements and similar incidental uses may be allowed, and provided further that appropriate present uses and adequate future space for major right-of-way alignments shall be maintained in those parcels designated in Appendix 1 as 0412B and 0520A.

(b) The manager or his designee, upon a finding that circumstances so warrant, may by regulation issued pursuant

to CBJ 67.01.045 subject any of the aforesaid parcels to the application of CBJ 67.01, and such action shall be regarded as a dedication for the purposes of CBJ 67.01.030.

Adopted this 3rd day of March, 1986.

  
\_\_\_\_\_  
Mayor

Attest:

  
\_\_\_\_\_  
Clerk

# PARK AND OPEN SPACE STATISTICAL SHEETS

General Location	CBJ Parcel Number	Property Description	Approx. Acreage	Classification	Comprehensive Plan Designation	Legal Description
	1450B	Fish Creek Greenbelt	32.15	Public Use -	Open Space	Fraction of Lot 1, USS 5504, 100 feet each side of Fish Creek
	1450C	Treadwell Ditch Trail Corridor	1.60	Public Use -	Trail Corridor	Fraction of USS 5504, 50 feet each side of Treadwell Ditch Trail
Douglas Island	1470A	North Douglas Shoreline	240.00	Public Use -	Open Space	Fraction of northwest Douglas Island selection between North Douglas Highway and shoreline
	1470B	Eleven Mile Creek	9.00	Public Use - Open Space	Open Space	Fraction of northwest Douglas Island selection 100 feet each side of Eleven Mile Creek
	1470C	Shaman Island	8.00	Public Use - Open Space	Open Space	Fraction of northwest Douglas Island consisting of Shaman Island
	1470D	Peterson Creek Greenbelt	22.50	Public Use -	Open Space	Fraction of northwest Douglas Island selection 100 feet each side of Peterson Creek*
Douglas Island	1470E	Middle Creek Greenbelt	14.50	Public Use -	Resource Reserve	Fraction of northwest Douglas Island selection 100 feet each side of Middle Creek*
	1480A	Hilda Creek Greenbelt	10.00	Public Use - Open Space	Open Space	Fraction of southwest Douglas Island selection 100 feet each side of Hilda Creek*
	1490A	Gastineau Channel Shoreline	78.79	Reserved Use - Public Use -	Open Space	Fraction of southeast Douglas Island selection 200 feet upland from Gastineau Channel HWL
Bridget Cove	1500A	Lynn Canal Shoreline	358.00	Public Use - Shoreline Access & Recreation	Open Space	Fraction of North Lynn Canal selection between Glacier Highway and Lynn Canal

\* Future road corridor will cross this parcel.

NOTE: Greenbelts for stream corridors are measured from HWL.



# PARK AND OPEN SPACE STATISTICAL SHEETS

General Location	CBJ Parcel Number	Property Description	Approx. Acreage	Classification	Comprehensive Plan Designation	Legal Description
	1500B	Mab Island	70.00	Public Use --	Open Space	Fraction of North Lynn Canal selection consisting of Mab Island
Echo Cove	1500C	Bridget Creek Greenbelt	16.50	Public Use -	Open Space	Fraction of North Lynn Canal selection 100 feet each side of Bridget Creek
	1500E	Cowee Creek Greenbelt	59.50	Public Use -	Open Space	Fraction of North Lynn Canal selection 100 feet each side of Cowee Creek *
	1500F	Davies Creek Greenbelt	11.50	Public Use -	Open Space	Fraction of North Lynn Canal selection 100 feet each side of Davies Creek *

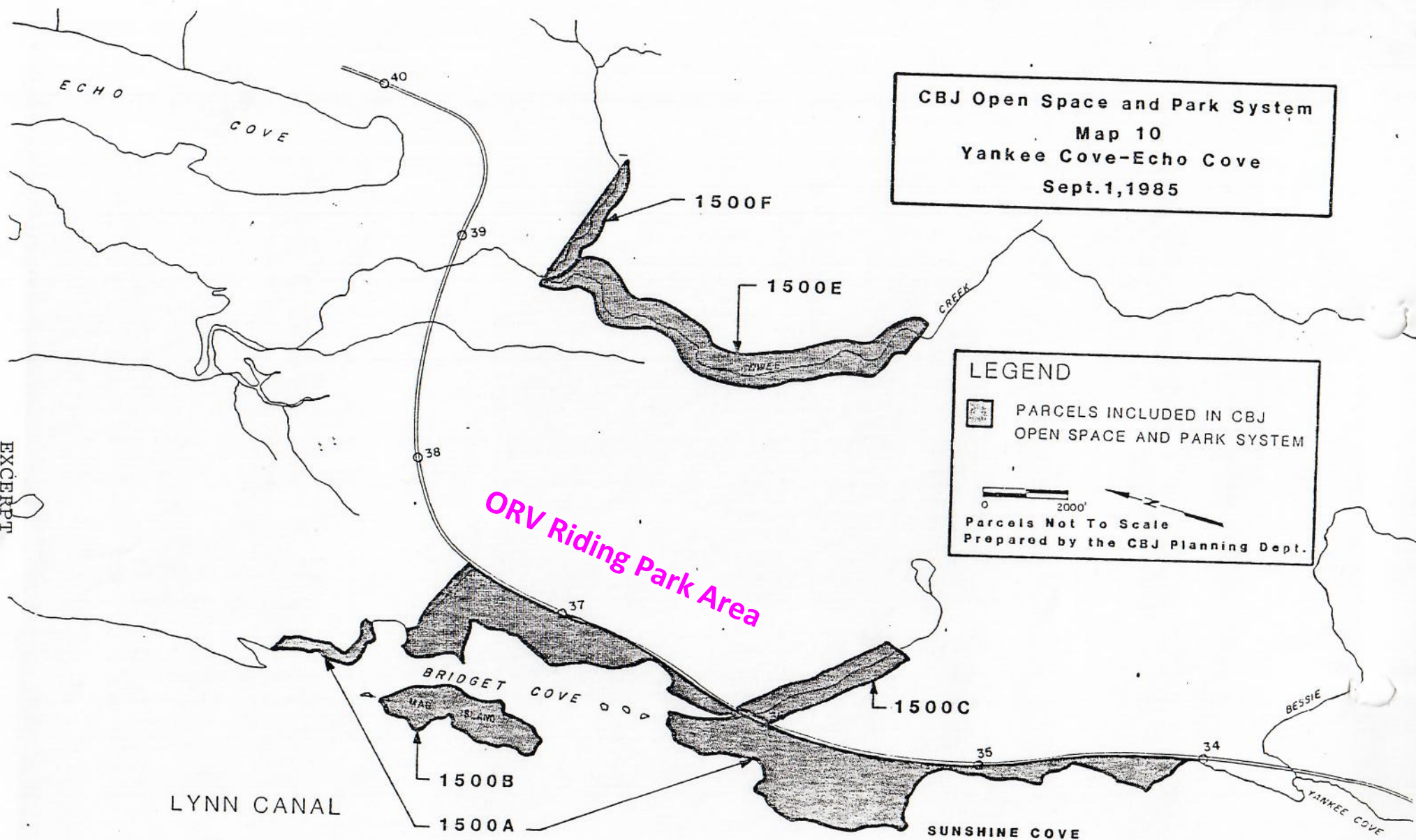
\* Future road corridor will cross this parcel.

NOTE: Greenbelts for stream corridors are measured from HWL.

Total Approximate Average - 2055.98

EXCERPT

EXCERPT



REVISED: 9/26/85





TABLE OF ESTABLISHED G.P.S. CONTROL STATIONS					
STATION NAME	NORTHING (N.A.D. 1927)	EASTING (N.A.D. 1927)	LAT.	LONG.	DESCRIPTION
BRIDGET 1	2,493,494.68	2,440,125.26	58°39'12.74" N 134°54'11.09" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
BRIDGET 2	2,491,967.91	2,445,616.83	58°38'56.89" N 134°55'35.76" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
BRIDGET 3	2,478,879.10	2,444,740.68	58°36'47.81" N 134°55'47.73" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
BRIDGET 4	2,481,913.03	2,444,153.03	58°37'17.58" N 134°55'59.89" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
BRIDGET 5	2,494,065.31	2,444,635.93	58°39'17.36" N 134°55'55.03" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
BRIDGET 6	2,493,873.67	2,443,995.57	58°39'15.36" N 134°56'07.07" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
AKIYAMA 1	2,488,829.50	2,440,446.06	58°38'25.02" N 134°57'12.35" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
AKIYAMA 2	2,489,901.27	2,439,326.47	58°38'35.37" N 134°57'33.89" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
SUN 1	2,476,915.11	2,444,001.82	58°36'28.32" N 134°56'00.99" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	
SUN 2	2,476,279.24	2,445,954.67	58°36'22.42" N 134°55'23.91" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR	

\* BASIS OF BEARING POINT

### GENERAL NOTES

- THIS SURVEY WAS ACCOMPLISHED IN ACCORDANCE WITH MSI NO. 96-14.
- ALL BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE TRUE MERIDIAN. DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.
- THE ACCURACY OF THIS SURVEY IS GREATER THAN 1:5000.
- ALL PARCELS OF LAND OWNED BY THE STATE OF ALASKA, LOCATED WITHIN 50.00 FEET OF A SURVEYED OR PROTRACTED SECTION LINE, ARE SUBJECT TO A 50 FOOT (50') EASEMENT. EACH SIDE OF THE SECTION LINE, WHICH IS RESERVED TO THE STATE OF ALASKA FOR PUBLIC HIGHWAYS UNDER A.S. 19.10.010.
- ALL BEARINGS DENOTED BY THIS PLAT HAVE BEEN ROUNDED TO THE NEAREST 0'00"15" OF ARC.

### NAVIGABLE/PUBLIC WATERS EASEMENT

THERE IS HEREBY RESERVED AND DEDICATED A PUBLIC ACCESS EASEMENT 50 FEET WIDE, ALONG THE MEAN HIGH WATER LINE OF THE NAVIGABLE OR PUBLIC WATER BODIES WITHIN THIS SURVEY SHOWN ON THE PLAT OR IDENTIFIED AS NAMED OR UNNAMED WATER BODIES WHICH HAVE BEEN DETERMINED AND IDENTIFIED BY THE STATE IN FULFILLMENT OF AS 38.05.127(a), AS SHOWN ON THIS PLAT. THERE IS FURTHER RESERVED AND DEDICATED A PUBLIC ACCESS EASEMENT 50 FEET WIDE, TO THE IDENTIFIED NAVIGABLE OR PUBLIC WATER BODIES WITHIN THIS SURVEY, IN FULFILLMENT OF AS 38.05.127(a) AND (f), AS SHOWN ON THIS PLAT.

SECTION	ALLOTMENT PART	LOT	AREA	R/W AREA	NET AREA
19	W 1/2 SW 1/4	3	32.01	-	32.01
		4	32.11	-	32.11
30	W 1/2 W 1/2	1	32.20	-	32.20
		2	32.29	-	32.29
		3	32.39	-	32.39
		4	32.49	-	32.49
31	W 1/2 W 1/2	1	32.60	-	32.60
		2	32.69	-	32.69
		3	32.79	-	32.79
		4	32.89	-	32.89
TOTALS			324.46	-	324.46

### CERTIFICATE OF OWNERSHIP AND DEDICATION

I, THE UNDERSIGNED, HEREBY CERTIFY THAT I AM THE DIRECTOR, DIVISION OF LAND, AND THAT THE STATE OF ALASKA IS THE OWNER OF THE LANDS AS SHOWN HEREON. I HEREBY APPROVE THIS SURVEY AND PLAT FOR THE STATE OF ALASKA, AND DEDICATE FOR PUBLIC OR PRIVATE USE AS NOTED, ALL EASEMENTS, PUBLIC UTILITY AREAS, AND RIGHTS-OF-WAY AS SHOWN AND DESCRIBED HEREON.

DATED 6 Dec 99

*Denise R. Dinger*  
DIRECTOR  
DIVISION OF LAND

### NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN TO BEFORE ME 6TH DAY OF DECEMBER, 1999  
FOR DENISE R. DINGER

*Denise R. Dinger*  
NOTARY PUBLIC FOR ALASKA  
MY COMMISSION EXPIRES: 12-10-00

### APPLICANT CERTIFICATE

(I) WE, THE UNDERSIGNED, HEREBY CERTIFY THAT (I) AM) WE ARE THE APPLICANT(S) AS SHOWN HEREON. (I) WE HEREBY APPROVE THIS SURVEY AND PLAT.  
ADL NO. 101081

*Steve M. Latham, Sarah and Norma Manger*  
CITY AND BOROUGH OF JUNEAU  
AUTHORIZED OFFICIAL AND TITLE

### NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN TO BEFORE ME 22 DAY OF APRIL, 1999  
FOR City and Borough of Juneau, Alaska

*Carrie M. Macaulay*  
NOTARY PUBLIC FOR ALASKA  
MY COMMISSION EXPIRES: 1/9/03

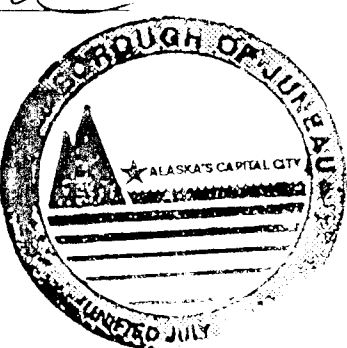
### CERTIFICATE OF PLAT APPROVAL

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE TITLE 4 COMMUNITY DEVELOPMENT REGULATIONS AND TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, AND IS APPROVED BY THE CITY AND BOROUGH OF JUNEAU, DEPARTMENT OF COMMUNITY DEVELOPMENT, FOR RECORDING IN THE OFFICE OF THE JUNEAU RECORDING DISTRICT, JUNEAU, ALASKA.

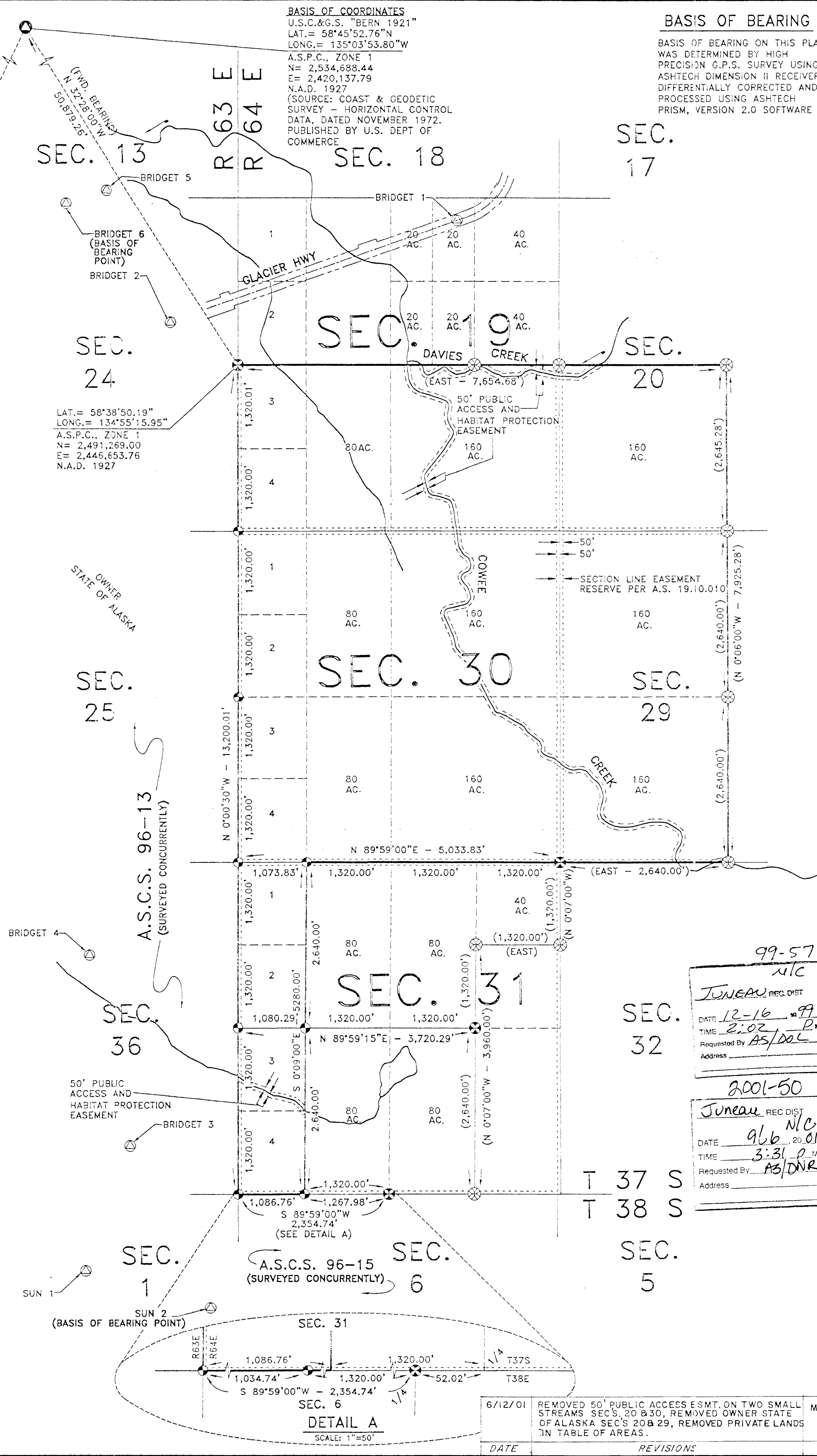
DATED: April 2, 1999

*Chris Lasurwood*  
DIRECTOR  
CITY AND BOROUGH OF JUNEAU  
DEPARTMENT OF COMMUNITY DEVELOPMENT

ATTEST:  
*Marie J. Miller*  
CLERK  
CITY AND BOROUGH OF JUNEAU



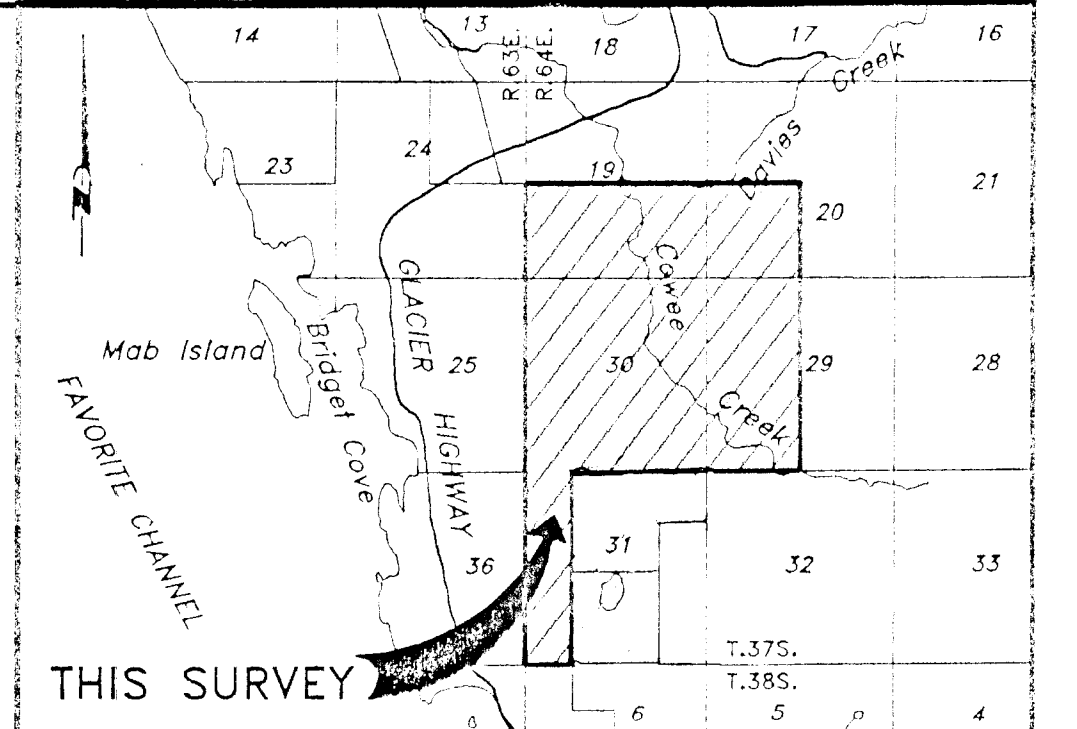
CORNER & ACCESSORY SUMMARY A.S.C.S. 96-13			
CORNER	ACCESSORY ESTABLISHED	BEARING	DISTANCE
ASCS 96-14	24" HEMLOCK	N 62°E	10.51'
W 1/16 S30	20" HEMLOCK	S 55°W	7.19'
1998 1410-S	14" HEMLOCK	N 29°W	17.69'
ASCS 96-14	6" HEMLOCK	S 21°E	10.56'
W 1/16 C S-31	4" HEMLOCK	N 65°W	6.04'
1998 1410-S	28" SPRUCE	N 5°W	11.35'
ASCS 96-15	7" HEMLOCK	S 73°E	13.51'
W 1/16 S6	13" SPRUCE	S 11°E	9.32'
1998 1410-S	12" HEMLOCK	N 43°W	7.14'
ASCS 96-14	20" HEMLOCK	N 31°E	16.04'
R63E R64E S24 S19 S25 S30	22" HEMLOCK	S 61°E	25.87'
1998 1410-S	26" HEMLOCK	S 11°W	32.89'
ASCS 96-14	10" HEMLOCK	N 71°E	13.79'
R63E R64E S25 S30	19" PINE	SOUTH	16.01'
1998 1410-S	20" PINE	N 89°W	17.71'
ASCS 96-14	21" HEMLOCK	S 88°E	24.42'
R63E R64E S25 S30	6" HEMLOCK	S 19°E	22.21'
1998 1410-S	22" HEMLOCK	S 74°W	10.33'
ASCS 96-14	24" HEMLOCK	S 1°W	28.46'
R63E R64E S36 S31	16" HEMLOCK	S 67°W	15.34'
1998 1410-S	18" HEMLOCK	N 58°W	8.70'
ASCS 96-14	10" HEMLOCK	N 21°E	26.80'
R63E R64E S36 S31	8" HEMLOCK	S 4°E	28.22'
1998 1410-S	10" HEMLOCK	N 64°W	29.24'



**BASIS OF COORDINATES**  
U.S.C.&G.S. "BERN 1921"  
LAT. = 58°45'52.76"N  
LONG. = 135°03'53.80"W  
A.S.P.C., ZONE 1  
N = 2,534,688.44  
E = 2,420,137.79  
N.A.D. 1927  
SOURCE: COAST & GEODETIC SURVEY - HORIZONTAL CONTROL DATA, DATED NOVEMBER 1972. PUBLISHED BY U.S. DEPT. OF COMMERCE

### BASIS OF BEARING

BASIS OF BEARING ON THIS PLAT WAS DETERMINED BY HIGH PRECISION G.P.S. SURVEY USING ASHTECH DIMENSION II RECEIVERS DIFFERENTIALLY CORRECTED AND PROCESSED USING ASHTECH PRISM, VERSION 2.0 SOFTWARE



### SYMBOLS

- U.S.C.&G.S. TRIANGULATION STATION (RECOVERED)
- 1410-S PRIMARY MONUMENT (ESTABLISHED)
- B.L.M. MONUMENT OF RECORD (NOT RECOVERED)
- B.L.M. MONUMENT (RECOVERED)
- G.P.S. STATION BY THIS SURVEY
- BOUNDARY/PROPERTY LINE
- SECTION LINE
- CENTERLINE
- EASEMENT LINE
- EXISTING RIGHT-OF-WAY/PROPERTY LINE
- WATER FLOW DIRECTION
- DEPT. OF INT./B.L.M. LOT DESIGNATION (TYP.)
- DEPT. OF INT./B.L.M. AREA DESIGNATION (TYP.)

### SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE 5/22/99

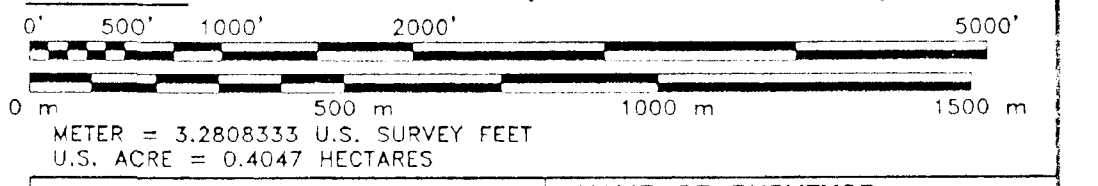
REGISTRATION NO. LS 1410  
MALCOLM A. MENZIES  
REGISTERED LAND SURVEYOR

### "AMENDED PLAT"

### APPLICANT:

CITY & BOROUGH OF JUNEAU, ALASKA  
LANDS & RESOURCE DEPARTMENT  
155 S. SEWARD ST.  
JUNEAU, ALASKA 99801

SCALE: 1" = 1,000' (304.80 Meters)



**DATE OF SURVEY**  
Beginning 9-9-97  
Ending 4-6-98

**NAME OF SURVEYOR**  
R&M ENGINEERS, INC.  
P.O. BOX 34278  
JUNEAU, ALASKA 99803  
R&M PROJ. NO.: 971800.1

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF LAND  
ANCHORAGE, ALASKA

ALASKA STATE CADASTRAL SURVEY No. 96-14  
ALASKA STATE CADASTRAL SURVEY  
WITHIN UNSURVEYED SECTIONS 19, 20, 29-31  
T. 37 S., R. 64 E.  
COPPER RIVER MERIDIAN, ALASKA.  
JUNEAU RECORDING DISTRICT

**DRAWN BY** D.S./M.L.P.  
DATE JAN, 1999

**APPROVAL** RECOMMENDED  
Statewide Planning Supervisor  
DATE 12-6-99

**SCALE** 1"=1,000'  
**CHECKED** M.A.M.  
**FILE NO.** A.S.C.S. 960014



## BASIS OF BEARING

BASIS OF BEARING ON THIS PLAT WAS DETERMINED BY HIGH PRECISION G.P.S. SURVEY USING ASHTECH DIMENSION II RECEIVERS DIFFERENTIALLY CORRECTED AND PROCESSED USING ASHTECH PRISM, VERSION 2.0 SOFTWARE.

## GENERAL NOTES

- THIS SURVEY WAS ACCOMPLISHED IN ACCORDANCE WITH MSI NO. 96-15.
- ALL BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE TRUE MERIDIAN. DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.
- THE ACCURACY OF THIS SURVEY IS GREATER THAN 1:5000.
- ALL PARCELS OF LAND OWNED BY THE STATE OF ALASKA, LOCATED WITHIN 50.00 FEET OF A SURVEYED OR PROTRACTED SECTION LINE, ARE SUBJECT TO A 50 FOOT (50') EASEMENT. EACH SIDE OF THE SECTION LINE, WHICH IS RESERVED TO THE STATE OF ALASKA FOR PUBLIC HIGHWAYS UNDER A.S. 19.10.010.
- THE NATURAL MEANDERS OF THE LINE OF ORDINARY OR MEAN HIGH WATER FORMS THE TRUE BOUNDS OF THIS SURVEY. THE APPROXIMATE LINE OF MHW AS SHOWN, IS FOR AREA COMPUTATIONS ONLY, WITH THE TRUE CORNERS BEING ON THE EXTENSION OF THE SIDE LINES AND THEIR INTERSECTION WITH THE NATURAL MEANDERS.
- ALL BEARINGS DENOTED BY THIS PLAT HAVE BEEN ROUNDED TO THE NEAREST 0°00'15" OF ARC.
- FOR RECOVERED MONUMENTS AND ASSOCIATED BEARING OBJECTS REFER TO BLM FIELD NOTES OR THE ASLS PLAT OF SURVEY RECORDS.
- WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM THAT OF ACTUAL MEASURED AND/OR COMPUTED SURVEY COURSES, THE RECORD SURVEY COURSE IS SHOWN WITHIN PARENTHESES WHILE THE ACTUAL MEASURED AND/OR COMPUTED COURSE IS SHOWN WITHOUT PARENTHESES THUSLY N89°59'00"W-2,354.74'(EAST-2,354.88")
- THE MEANDERS OF LYNN CANAL DENOTED BY THIS PLAT WERE TAKEN FROM DEPT. OF THE INTERIOR, BUREAU OF LAND MANAGEMENT FIELD NOTES OF "THE DEPENDENT RESURVEY OF A PORTION OF U.S. SURVEY NO.571 AND LINE 1-2, U.S. SURVEY NO.1154 (H.E.S.80) AND THE SURVEY OF A PORTION OF THE SUBDIVISIONAL SHIP 37 SOUTH, RANGE 64 EAST, AND A PORTION OF THE SUBDIVISIONAL SHIP 37 AND 38 SOUTH, RANGE 64 EAST AND PORTIONS OF THE MEANDERS OF TOWNSHIPS 37 AND 38 SOUTH, RANGE 63 EAST, AND TOWNSHIP 38 SOUTH, RANGE 64 EAST, OF THE COPPER RIVER MERIDIAN". THIS SURVEY WAS EXECUTED BY KEAN & ASSOCIATES IN 1989 AND APPROVED SEPTEMBER 25, 1990.

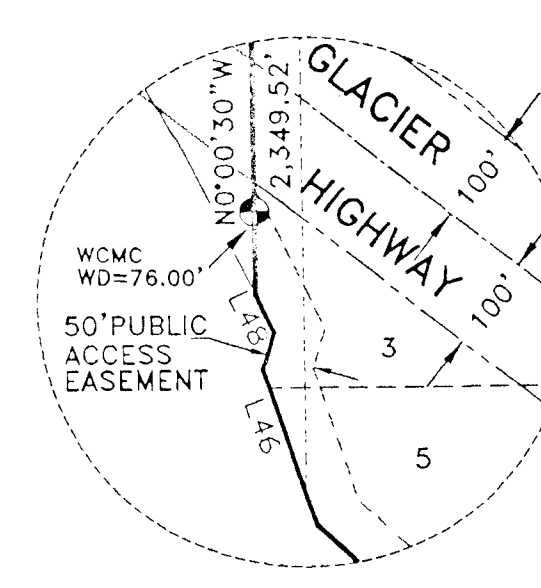
## TABLE OF RECORD MEANDERS

NUMBER	DIRECTION	DISTANCE
L1	N 2°59'00"W	319.44
L2	N82°16'00"W	248.82
L3	N 6°13'00"E	64.02
L4	N20°33'00"E	29.04
L5	N46°52'00"W	205.92
L6	N37°09'00"W	184.80
L7	S70°53'00"W	145.20
L8	S 9°31'00"W	99.00
L9	S50°19'00"W	11.22
L10	N33°55'00"W	90.42
L11	N29°36'00"E	23.76
L12	N31°43'00"W	72.60
L13	N34°25'00"W	285.12
L14	N52°16'00"W	104.28
L15	N79°56'00"W	267.30
L16	N70°00'00"W	142.56
L17	N 2°09'00"E	54.78
L18	N37°20'00"E	102.96
L19	N9°25'00"W	72.60
L20	N36°10'00"W	283.80
L21	N24°32'00"W	281.82
L22	N 4°56'00"W	291.06
L23	N20°13'00"E	43.56
L24	N 5°13'00"W	141.24
L25	N36°43'00"W	40.26
L26	N 6°44'00"W	159.72
L27	N62°44'00"W	21.12
L28	N30°44'00"W	209.22
L29	N1°05'00"W	166.98
L30	N49°31'00"W	119.46
L31	N74°00'00"W	110.22
L32	N83°31'00"W	63.36
L33	S80°53'00"W	100.98
L34	N89°03'00"W	94.38
L35	N 0°02'00"W	36.30
L36	N10°42'00"W	184.14
L37	N77°22'00"W	47.52
L38	N82°39'00"W	209.88
L39	S78°39'00"W	65.34
L40	S19°00'00"W	165.00
L41	S74°36'00"W	8.58
L42	N53°31'00"W	118.14
L43	N 1°35'00"W	185.46
L44	N24°31'00"E	30.36
L45	N46°04'00"W	70.62
L46	N18°26'00"W	172.26
L47	N16°15'00"E	41.58
L48	N25°15'00"W	42.90

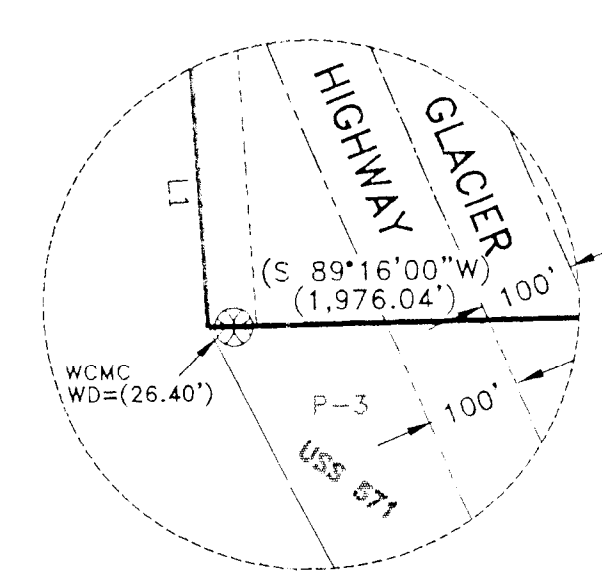
U.S.C.&G.S. "WILL 1921"  
LAT.= 58°39'31.00"N  
LONG.= 135°09'56.50"W  
A.S.P.C., ZONE 1  
N= 2,496,353.30  
E= 2,400,161.04  
N.A.D. 1927  
(SOURCE: COAST & GEODETIC SURVEY - HORIZONTAL CONTROL DATA, DATED NOVEMBER 1972. PUBLISHED BY U.S. DEPT. OF COMMERCE)

## BASIS OF COORDINATES

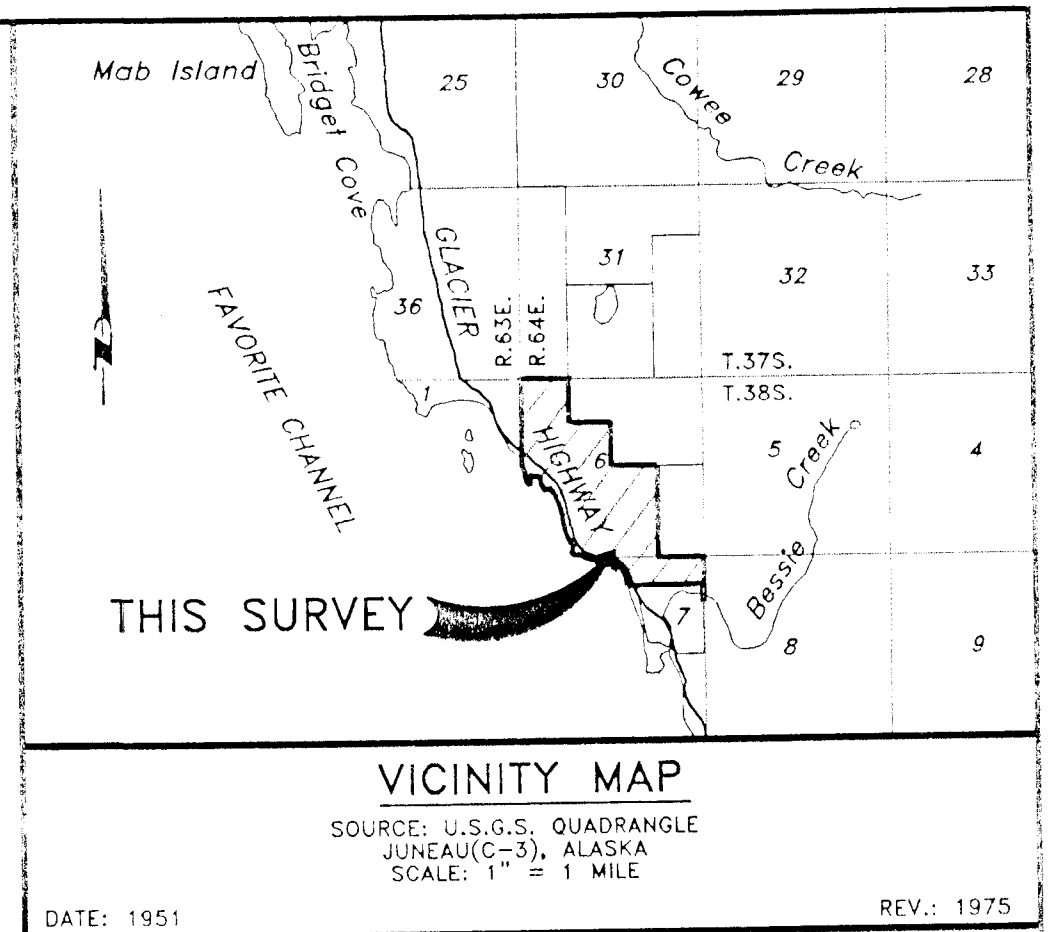
U.S.C.&G.S. "BERN 1921"  
LAT.= 58°45'52.76"N  
LONG.= 135°03'53.80"W  
A.S.P.C., ZONE 1  
N= 2,534,888.44  
E= 2,420,137.79  
N.A.D. 1927  
(SOURCE: COAST & GEODETIC SURVEY - HORIZONTAL CONTROL DATA, DATED NOVEMBER 1972. PUBLISHED BY U.S. DEPT. OF COMMERCE)



DETAIL A  
SCALE: 1"=200'



DETAIL B  
SCALE: 1"=200'



## SYMBOLS

- U.S.C.&G.S. TRIANGULATION STATION (RECOVERED)
- 1410-S PRIMARY MONUMENT (ESTABLISHED)
- G.L.O./B.L.M. MONUMENT OF RECORD
- G.L.O./B.L.M. MONUMENT (RECOVERED)
- GPS STATION BY THIS SURVEY
- BOUNDARY/PROPERTY LINE
- SECTION LINE
- CENTERLINE
- EASEMENT LINE
- EXISTING RIGHT-OF-WAY/PROPERTY LINE
- DEPT. OF INT./B.L.M. LOT DESIGNATION

## NAVIGABLE/PUBLIC WATERS EASEMENT

THERE IS HEREBY RESERVED AND DEDICATED A PUBLIC ACCESS EASEMENT 50 FEET WIDE, ALONG THE ORDINARY OR MEAN HIGH WATER LINE OF THE NAVIGABLE OR PUBLIC WATER BODIES WITHIN THIS SURVEY SHOWN ON THE PLAT OR IDENTIFIED AS NAMED OR IDENTIFIED BY THE STATE IN FULFILLMENT OF AS 38.05.127(a), AS SHOWN ON THIS PLAT. THERE IS FURTHER A RESERVED AND DEDICATED A PUBLIC ACCESS EASEMENT 50 FEET WIDE, TO THE IDENTIFIED NAVIGABLE OR PUBLIC WATER BODIES WITHIN THIS SURVEY, IN FULFILLMENT OF AS 38.05.127(g) AND (i), AS SHOWN ON THIS PLAT.

## SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE AND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE 4/22/99 REGISTRATION NO. LS 1410  
MALCOLM A. MENZIES  
REGISTERED LAND SURVEYOR

## "AMENDED PLAT"

## APPLICANT:

CITY & BOROUGH OF JUNEAU, ALASKA  
LANDS & RESOURCE DEPARTMENT  
155 S. SEWARD ST.  
JUNEAU, ALASKA 99801

SCALE: 1 = 1000' (304.80 Meters)

0' 500' 1000' 2000' 5000'  
0 m 500 m 1000 m 1500 m  
METER = 3.2808333 U.S. SURVEY FEET  
U.S. ACRE = 0.4047 HECTARES

DATE OF SURVEY 9-9-97  
Beginning 9-9-97  
Ending 4-6-98  
NAME OF SURVEYOR  
RAW ENGINEERING, INC.  
P.O. BOX 34278  
JUNEAU, ALASKA 99803  
R&M PROJ. No. 971800.1

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF LAND  
ANCHORAGE, ALASKA  
ALASKA STATE CADASTRAL SURVEY No. 96-15

ALASKA STATE CADASTRAL SURVEY  
WITHIN UNSURVEYED SECTIONS 6, 7,  
T. 38 S., R. 64 E.  
COPPER RIVER MERIDIAN, ALASKA  
JUNEAU RECORDING DISTRICT

DRAWN BY D.S./M.L.P. APPROVAL RECOMMENDED  
DATE JUNE, 1998  
Stakeholder/Supervisor Date 12-6-99

SCALE 1"=1000' CHECKED M.A.M. FILE NO. A.S.C.S. 960015

## CERTIFICATE OF OWNERSHIP AND DEDICATION

I, THE UNDERSIGNED, HEREBY CERTIFY THAT I AM THE DIRECTOR, DIVISION OF LAND, AND THAT THE STATE OF ALASKA IS THE OWNER OF THE LANDS, AS SHOWN HEREON. I HEREBY APPROVE THIS SURVEY AND PLAT FOR THE STATE OF ALASKA, AND DEDICATE FOR PUBLIC OR PRIVATE USE AS NOTED, ALL EASEMENTS, PUBLIC UTILITY AREAS, AND RIGHTS-OF-WAY AS SHOWN AND DESCRIBED HEREON.

DATED 6 Dec 99  
DIRECTOR  
DIVISION OF LAND

## NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN TO BEFORE ME 6TH DAY OF  
DECEMBER, 1999  
FOR DENNIS DALGGER

NOTARY PUBLIC FOR ALASKA  
MY COMMISSION EXPIRES: 12-10-00

## APPLICANT CERTIFICATE

(I) WE, THE UNDERSIGNED, HEREBY CERTIFY THAT (I AM) WE ARE THE APPLICANT(S) AS SHOWN HEREON. (I) WE HEREBY APPROVE THIS SURVEY AND PLAT.  
ADL NO. 101081

Shirley Dalton, Lands and Resource Manager  
CITY AND BOROUGH OF JUNEAU  
AUTHORIZED OFFICIAL AND TITLE

## NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN TO BEFORE ME 22 DAY OF  
April, 1999  
FOR City and Borough of Juneau, AK

NOTARY PUBLIC FOR ALASKA  
MY COMMISSION EXPIRES: 11/1/03

## CERTIFICATE OF PLAT APPROVAL

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE TITLE 4 COMMUNITY DEVELOPMENT REGULATIONS AND TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, AND IS APPROVED BY THE CITY AND BOROUGH OF JUNEAU, DEPARTMENT OF COMMUNITY DEVELOPMENT, FOR RECORDING IN THE OFFICE OF THE JUNEAU RECORDING DISTRICT, JUNEAU, ALASKA.

DATED: April 19, 1999

Cheryl Skerwood  
DIRECTOR  
CITY AND BOROUGH OF JUNEAU  
DEPARTMENT OF COMMUNITY DEVELOPMENT

ATTEST  
Clerk  
CITY AND BOROUGH OF JUNEAU

CORNER & ACCESSORY SUMMARY  
A.S.C.S. 96-13

CORNER	ACCESSORY ESTABLISHED	BEARING	DISTANCE
ASCS 96-15	11" HEMLOCK	N 62°E	10.84'
W 1/6	16" HEMLOCK	S 17°30'W	9.40'
1998 1410-S	23" SPRUCE	N 3°W	18.34'
ASCS 96-15	39" SPRUCE	N 35°E	23.38'
T385 R64E	7" HEMLOCK	N 89°E	20.72'
C1/4 S5	16" HEMLOCK	S 85°W	14.76'
1998 1410-S	12" HEMLOCK	N 51°E	11.53'
ASCS 96-15	10" HEMLOCK	S 58°W	17.33'
T385 R64E	8" ALDER	N 57°W	10.30'
1998 1410-S	10" HEMLOCK	N 2°E	26.80'
ASCS 96-14	8" HEMLOCK	S 4°E	28.72'
T385 R64E	10" HEMLOCK	N 64°W	29.24'
1998 1410-S	7" HEMLOCK	S 73°E	13.51'
W 1/6	13" SPRUCE	S 11°E	9.32'
1998 1410-S	12" HEMLOCK	N 43°W	7.14'

## CURVE TABLE (RECORD DATA)

NO.	DELTA	RADIUS	ARC	TANGENT	CHORD BEARING
C1	62°22'00"	573.01'	623.72'	346.80'	N53°32'15"W - 593.39'
C2	72°46'00"	954.93'	1,212.78'	703.61'	N48°20'15"W - 1,132.91'
C3	39°46'30"	1,432.49'	994.44'	518.20'	N31°50'30"W - 974.59'

## TABLE OF AREAS

SECTION	ALIQUOT PART	LOT	AREA	R/W AREA	NET AREA
6	SW 1/4 SE 1/4	1	40.00	-	40.00
	NE 1/4 SW 1/4	2	40.00	-	40.00
		3	31.47	2.33	29.14
		4	38.00	4.26	33.74
		5	10.73	3.79	6.94
	SW 1/4 NW 1/4	1	36.77	-	36.77
		2	28.87	-	28.87
7	NW 1/4 NE 1/4	1	40.00	1.72	38.28
		2	16.70	4.58	12.12
		3	25.57	-	25.57
	NE 1/4 NW 1/4	1	25.96	7.57	18.39
TOTALS			334.07	24.25	309.82

DATE	REVISIONS	BY
6/12/01	REMOVED OWNER STATE OF ALASKA IN SECTION 6 AND 31, REMOVED PRIVATE LANDS IN TABLE OF AREAS.	M.A.M.

## TABLE OF ESTABLISHED G.P.S. CONTROL STATIONS

STATION NAME	NORTHING (N.A.D. 1927)	EASTING (N.A.D. 1927)	LAT.	LONG.	DESCRIPTION
BRIDGET 3	2,478,879.10	2,444,740.68	58°36'47.81" N	134°55'47.73" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR
BRIDGET 6 **	2,493,873.67	2,443,995.57	58°39'15.36" N	134°56'07.07" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR
SUN 1	2,476,915.11	2,444,001.82	58°36'28.32" N	134°56'00.99" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR
SUN 2 *	2,476,279.24	2,445,954.67	58°36'22.42" N	134°55'23.91" W	1-1/4" RED PLASTIC SURV-CAP ON 5/8" DIA. RE-BAR
* BASIS OF BEARING POINT					
** BASIS OF BEARING POINT - NOT TO SCALE					



A  
L  
A  
S  
K  
A

2003-007851-0  
Record Dist: 101 - Juneau  
7/29/2003 9:54 AM Pages: 1 of 5

2003-007851-0



cc

# State of Alaska



## Patent No. 18891

Know Ye By These Presents that the Grantor, the STATE OF ALASKA, DEPARTMENT OF NATURAL RESOURCES, 550 West 7th Avenue, Suite 1050A, Anchorage, Alaska 99501-3579, pursuant to AS 29.65.010-.140 and the regulations promulgated thereunder, and the Amended Final Finding and Decision dated, July 14, 1981, Amendment #2 of Amended Final Decision dated November 10, 1994, Amended Final Decision #5 dated January 2, 2003, and Amended Final Decision #6 dated June 19, 2003, for good and valuable consideration, grants and conveys to the Grantee, the CITY AND BOROUGH OF JUNEAU, whose mailing address of record is 155 South Seward Street, Juneau, Alaska 99801, Grantee's successors and assigns, all that real property situated in the Juneau Recording District, State of Alaska, and described as follows:

TRACT A OF ALASKA STATE LAND SURVEY NO. 98-6, CONTAINING 851.78 ACRES, MORE OR LESS, ACCORDING TO THE AMENDED SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON SEPTEMBER 6, 2001, AS PLAT 2001-48.

Subject to the Montana Creek Road Right-of-Way, Alaska Omnibus Act (73 Statute 141), FAS Route 9665.

TRACT C OF U.S. SURVEY NO. 2337, CONTAINING 0.90 ACRES, MORE OR LESS, ACCORDING TO THE SURVEY PLAT ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE IN WASHINGTON, D.C. ON MARCH 14, 1939.

Subject to the Montana Creek Road Right-of-Way, Alaska Omnibus Act (73 Statute 141), FAS Route 9665.

ALASKA STATE CADASTRAL SURVEY NO. 96-13, CONTAINING 1,515.02 ACRES, MORE OR LESS, ACCORDING TO THE AMENDED SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON SEPTEMBER 6, 2001, AS PLAT 2001-49.

Excluding the Glacier Highway Right-of-Way.

Net chargeable acreage under AS 29.65.010 is 1,449.45 acres, more or less.

ALASKA STATE CADASTRAL SURVEY NO. 96-14, CONTAINING 1,524.46 ACRES, MORE OR LESS, ACCORDING TO THE AMENDED SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON SEPTEMBER 6, 2001, AS PLAT 2001-50.

Subject to the Echo Cove Trail, 25 feet in width, Forest Service Trail No. 542.

ALASKA STATE CADASTRAL SURVEY NO. 96-15, CONTAINING 297.30 ACRES, MORE OR LESS, ACCORDING TO THE AMENDED SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON SEPTEMBER 6, 2001, AS PLAT 2001-51.

Excluding the Glacier Highway Right-of-Way.

Subject to the Bessie Creek Trail, 25 feet in width, Forest Service Trail No. 565.

Net chargeable acreage under AS 29.65.010 is 273.05 acres, more or less.

TOWNSHIP 37 SOUTH, RANGE 63 EAST, COPPER RIVER MERIDIAN, ALASKA

SECTION 23: LOTS 6 AND 9.

SECTION 25: LOTS 2, 3, 6, AND 7.

SECTION 26: LOTS 2, 3, 4, 5, AND 6.

CONTAINING 67.95 ACRES, MORE OR LESS.

ACCORDING TO THE SURVEY PLAT ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN ANCHORAGE, ALASKA ON SEPTEMBER 25, 1990.

Subject to a continuous public access easement, 50 feet wide, upland of and along the mean high water line of Bridget Cove and Lynn Canal in accordance with AS 38.05.127.

TOWNSHIP 38 SOUTH, RANGE 63 EAST, COPPER RIVER MERIDIAN, ALASKA

SECTION 1: LOTS 1, 2, 3, 4, AND 5.

CONTAINING 72.22 ACRES, MORE OR LESS.

CBJ  
1500





ACCORDING TO THE SURVEY PLAT ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN ANCHORAGE, ALASKA ON SEPTEMBER 25, 1990.

Excluding the Glacier Highway Right-of-Way.

Subject to:

A continuous public access easement, 50 feet wide, upland of and along the mean high water line of Lynn Canal in accordance with AS 38.05.127.

An easement, 50 feet each side of the section line, dedicated to the State of Alaska for public highways under AS 19.10.010.

Net chargeable acreage under AS 29.65.010 is 59.42 acres, more or less.

TOWNSHIP 42 SOUTH, RANGE 67 EAST, COPPER RIVER MERIDIAN, ALASKA

SECTION 17: N1/2NE1/4.

CONTAINING 80 ACRES, MORE OR LESS.

ACCORDING TO THE SURVEY PLAT ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN ANCHORAGE, ALASKA ON JUNE 14, 1990.

SECTION 17: LOTS 7 AND 9.

CONTAINING 48.01 ACRES, MORE OR LESS.

ACCORDING TO THE DEPENDENT RESURVEY AND SUBDIVISION PLAT ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN ANCHORAGE, ALASKA ON NOVEMBER 10, 1998.

Aggregating 128.01 acres, more or less.

Subject to:

A continuous public access easement, 50 feet wide, upland of and along the ordinary high water mark, right bank of Hilda Creek, in accordance with AS 38.05.127.

A fish and wildlife habitat protection easement, 50 feet wide, upland of the ordinary high water mark, right bank of Hilda Creek.

An easement, 50 feet each side of the section line, dedicated to the State of Alaska for public highways under AS 19.10.010.

Subject to valid existing rights, including reservations, easements, and exceptions in the U.S. Patent or other state or federal conveyance, and in acts authorizing the issue thereof; easements, rights-of-way, covenants, conditions, reservations, notes on the plat, and restrictions of record, if any.



The Grantee may manage all easements pursuant to AS 38.05.127 stated above and noted on the survey plats, including but not limited to authorizing the placement of improvements within the easement, the expansion, relocation or reduction of the easement width stated above to not less than 10 feet, or other modification of the easement as long as the purpose of the easement is not substantially impaired and the need of the public for the easement is met.


Aggregating 4,457.64 acres, more or less.

Aggregated net chargeable acreage under AS 29.65.010 is 4,355.02 acres, more or less.

*The Grantor* hereby expressly saves, excepts and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, all oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils of every name, kind or description, and which may be in or upon said lands above described, or any part thereof, and the right to explore the same for such oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils, and it also hereby expressly saves and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right to enter by itself, its or their agents, attorneys, and servants upon said lands, or any part or parts thereof, at any and all times for the purpose of opening, developing, drilling, and working mines or wells on these or other lands and taking out and removing therefrom all such oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils, and to that end it further expressly reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right by its or their agents, servants and attorneys at any and all times to erect, construct, maintain, and use all such buildings, machinery, roads, pipelines, powerlines, and railroads, sink such shafts, drill such wells, remove such soil, and to remain on said lands or any part thereof for the foregoing purposes and to occupy as much of said lands as may be necessary or convenient for such purposes hereby expressly reserving to itself, its lessees, successors, and assigns, as aforesaid, generally all rights and power in, to, and over said land, whether herein expressed or not, reasonably necessary or convenient to render beneficial and efficient the complete enjoyment of the property and rights hereby expressly reserved.

*To Have And To Hold* the said land, together with the tenements, hereditaments, and appurtenances thereunto appertaining, unto the said Grantee and Grantee's successors and assigns forever.

*In Testimony Whereof* the State of Alaska has caused these presents to be executed by the Director of the Division of Mining, Land and Water, Department of Natural Resources, State of Alaska, pursuant to delegated authority, this 20th day of June, 2003.

By:   
Sandra J. Singer  
For Bob Loeffler, Director  
Division of Mining, Land and Water





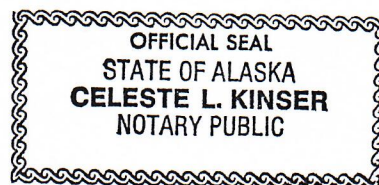
State of Alaska )  
 ) ss.  
Third Judicial District )

This Is To Certify that on the 20th day of June, 2003, appeared before me SANDRA J. SINGER, who is known to me to be the person who has been lawfully delegated the authority of Bob Loeffler, the Director of the Division of Mining, Land and Water, Department of Natural Resources, State of Alaska, to execute the foregoing document; that Sandra J. Singer executed said document under such legal authority and with knowledge of its contents; and that such act was performed freely and voluntarily upon the premises and for the purposes stated therein.

Witness my hand and official seal the day and year in this certificate first above written.

*Celeste L. Kinser*  
Notary Public in and for the State of Alaska

My commission expires: April 4, 2005



Return To:

City and Borough of Juneau  
Attention: Steve Gilbertson  
155 S. Seward St.  
Juneau, Alaska 99801

Patent No. 18891  
ADL No. 101081  
T. 37 S., R. 63 E., C.R.M.  
Sections 23, 24, 25, 26, and 36  
T. 37 S., R. 64 E., C.R.M.  
Sections 19, 20, 29, 30, and 31  
T. 38 S., R. 63 E., C.R.M.  
Section 1  
T. 38 S., R. 64 E., C.R.M.  
Sections 6 and 7  
T. 40 S., R. 65 E., C.R.M.  
Sections 1, 2, 11, 12, 13, and 14  
T. 42 S., R. 67 E., C.R.M.  
Section 17



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7/1/2013

# NOHVCC Management Solutions

## Creating a Positive Future for OHV Recreation

### **35-MILE OHRV PARK**

#### **\*Draft Site Report\***

The City & Borough of Juneau (CBJ) and its consultant, USKH, Inc., asked the National Off-Highway Vehicle Conservation Council (NOHVCC) to evaluate a proposed Off-Highway Recreational Vehicle (OHRV) site near Mile 35 Glacier Highway. Staff and consultants from NOHVCC Management Solutions (NMS) arrived in Juneau on June 16, 2013, and spent six days meeting with motorized users, various stakeholders, and land managers. Unusually warm, dry weather also allowed the team to spend a great deal of time on the ground evaluating the 35-Mile site, as well as other locations throughout the community. The NMS team consisted of Karen Umphress (NOHVCC staff), Ron Potter (NMS Consultant), and Dick Duford (NMS Consultant). The NOHVCC team was accompanied by staff from USKH, the City and Borough of Juneau, and Trail Mix, Inc. (a local nonprofit organization with extensive experience building trails in Southeast Alaska).



*The scenery along Glacier Highway is spectacular.*

## BACKGROUND

Wedged between steep mountains and the sea, the Juneau area has limited terrain for any type of land-based recreation activity. Many areas have been closed due to unmanaged off-highway vehicle (OHV) use and impacts. Today, Juneau has only 2.7 miles of trails where it is legal to ride an OHV. These dead-end trails historically provided access to natural resources, and are poorly suited for recreational OHV riding. We know from experience elsewhere that OHV use on dead-end roads leads to a proliferation of user-created trails at the road's end, which usually damage natural resources. This is what is happening in Montana Creek.

Due to a lack of legal riding opportunities, some riders have sold their OHVs, while others have parked them. Some use the Alaska Marine Highway to access riding opportunities in Haines, and some riders travel to the Lower 48. Despite the lack of local options, however, interest on OHV recreation has not abated. In one afternoon, motocross enthusiast Josh Anderson was able to recruit 315 paying members for the Juneau Douglas Motocross Association (JDMXA). The riders are here; they just need a legal place to go.

At the stakeholder meeting held on June 19<sup>th</sup>, we heard that there is demand for one or more motocross tracks, including an advanced track and a “kiddie” track. Other OHV users include motorcycles, three- and four-wheel ATVs, and side-by-side “ROVs”. There is relatively little demand for full-size four-wheel-drive vehicles, such as Jeeps. Many riders said they enjoy jumping, “cutting cookies”, hill-climbing, mud-bogging, and popping wheelies – all of which are high-impact activities best accommodated in a managed play area. In general, we heard that people want a place to ride and play, but that there is relatively low demand for trails. We believe this is because most riders in Juneau have never experienced trails: Nearly all legal riding in Juneau and Haines is confined to old roads which provide little enjoyment to riders.

The first principle in successfully managing OHVs is to provide for the rider's needs. A site generally can't be all things to all people, but the more diverse opportunities we can provide, the stronger and more successful our management of OHVs will be.

Over the last decade, nearly 35 sites in and around Juneau have been considered and rejected for potential use by OHVs. In 2009, a proposal for a play area and trails in the Fish Creek area on North Douglas Island was rejected by the CBJ Planning Commission. We heard that the 35-Mile Site may be the last chance for OHV recreation opportunities in Juneau.

## SITE VISIT OVERVIEW

### **June 16 & 17**

The team toured the CBJ-owned parcel at Mile 35 Glacier Highway, hiking a 4.5-mile loop through the project area to get an overview of the site.

### **June 18**

The team worked with agency staff to gather additional information, and reviewed detailed maps produced by USKH. The group toured a gravel pit owned by Goldbelt, Inc. located near Echo Cove,



and also observed OHV management issues and user-created campgrounds at Echo Cove itself. Impacts from OHVs were also seen at Montana Creek. The team also inspected the Peterson Lake Trail, which is reconstructed by Trail Mix. That work, and the attention to water management, is impressive. Later, the group had dinner with Josh Anderson, who represents motocross interests in the Juneau area

### **June 19**

On Wednesday, we gathered more site information and prepared presentations for a motorized stakeholder meeting that night. We had lunch with James Tipps, who is president of the Rough Riders ATV Club. That was followed by a meeting with Juneau Mayor Merrill Sanford. Thirteen motorized enthusiasts attended the rider stakeholder meeting, plus staff from CBJ and USKH. Considerable time was spent during that meeting fine-tuning the project's vision statement, and brainstorming actions that would facilitate the operation, maintenance, and management of the park. The meeting's positive, creative energy resulted in a lot of progress (*see* p. 3, "Vision & Management").

### **June 20**

Thursday the group prepared educational and site-specific presentations and data for the public meeting that night. This meeting was attended by more than 30 people, including Mayor Sanford and five Assembly members. Again, the meeting was positive and featured active group participation and good questions.

### **June 21**

On Friday, the team toured CBJ-owned gravel pits in the Lemon Creek area and on Douglas Island. A final wrap-up meeting was held later with staff from CBJ and USKH.

## **VISION AND MANAGEMENT**

The stakeholder meeting on Wednesday focused on creating a vision for the site, and facilitating the operation, maintenance, and management of the area. The draft vision statement is:

**"To create managed, high-quality, family-oriented OHV recreation opportunities for motorcycles, ATVs, and ROVs in Juneau and the surrounding area. These opportunities would be day-use only and could include trails, play area, and one or more motocross tracks that are designed to serve riders of different ages and abilities. Facilities would lay lightly on the landscape and trails would be located and designed to insure sustainability while providing views and a variety of challenges."**

At some point a management plan needs to be developed for OHV recreation in Juneau. The group agreed that the following actions should be included in that plan:

1. Helmets would be required for all riders.
2. Safety training would be required for all riders.
3. Sound emissions would be limited to 96 db or less.
4. All trails will accommodate two-way traffic, except for the Learner's Loop.
5. OHV use will be limited to designated routes and areas only.

6. A “trail pass” will be implemented to offset costs of operation and maintenance.
7. The management plan will address what events will be allowed, and describe how they will be conducted.
8. There will be no campground or overnight camping on site (an exception may be for events).
9. Options to hire a part-time law enforcement officer will be pursued.
10. Riders will donate labor, equipment, and materials as needed and available.
11. Trails and other facilities will be maintained by volunteers.
12. Facilities will be provided for an on-site caretaker/host, and funding will be pursued to provide a full- or part-time host.
13. A tower providing radio and/or cellular phone communication would be erected using donated materials and labor.



*The 35-Mile site offers a variety of big timber, cliffs, open areas and views*

## COMMENDATIONS

When NMS reviews a site, considerable time is spent listening and observing. We have a very short time not only to understand the physical characteristics of the site, but also to learn the area’s politics, history, issues, use patterns, rider needs, and rider demographics. We also assess the OHV management concerns and issues affecting the surrounding area. We step back and look at the big picture: What is going on? What can be done to best address the OHV management issues?



We would like to thank the USKH staff, CBJ Parks and Recreation staff, CBJ Engineering staff, and Trail Mix staff who spent considerable time with us both in the office and in the field. We would not have been able to compile a complete picture of OHV recreation in the Juneau area without their valuable assistance. It is rare that we get such active participation and it reflects Juneau's earnest desire to address OHV recreation and provide quality opportunities.

## OBSERVATIONS

### Project Site:

The 1,505-acre site is heavily forested with areas of muskeg, open water, and dense underbrush. Like nearly all areas in Juneau, the forest is very wet and presents significant constraints to development. Cliffs, rock outcroppings, and old-growth trees may complicate trail design, but they also add to the site's visual character and will enhance the overall rider experience. For example, viewpoints along the top of the ridge are a reward for making the difficult climb.

Almost one-third of the parcel is located in the Cowee Creek Watershed and must be considered off limits to development at this time.



While a small portion of the site was logged several decades ago, it is unique because there are no roads, trails, or user-created impacts. From an OHV standpoint, it is a clean slate. This reduces the number of issues that need to be addressed during the planning process, and reduces project costs since there no rehabilitation required. We consider the site to be undeveloped.

The 35-Mile site would accommodate a parking area and a system of looped two-way trails



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offering a variety of difficulty levels. A preliminary USKH concept plan shows about nine miles of trail. We believe that could be expanded to include at least 12 to 13 miles of trails, but more work would be required to develop a more detailed trail concept plan.



The site could accommodate a motocross track. However, we feel that we would be forcing this use and impact onto the landscape, rather than harmonizing it with the landscape as a trail system would.

Similarly, a play area could be developed on the site, but doing so would be costly, and create a large, and unnecessary impact. Play areas are best provided by utilizing existing impacted sites like borrow areas, overburden or slash disposal areas, and quarries.



*Ponds, muskegs, and peat bogs are sensitive areas that will need to be avoided.*



## **Project Vicinity**

Nearby is Echo Cove which has a CBJ parking lot and boat ramp and a dispersed camping area on Goldbelt property. Being on the beach, the site provides beautiful camping opportunities. This is a popular destination for OHV riders, but there is no legal place to ride except for the parking lot.



*It is not surprising that people are drawn to Echo Cove*



Many people ride on the beach at low tide, and even schedule group rides during to take advantage of the exposed intertidal area. Impacts from unmanaged OHV use are visible.

Goldbelt provides some security, but they have no law enforcement authority. Being at the “end of the road,” there is no cellular or radio communication, and no way to call for help without driving several miles.

*Some riders have ventured outside of the designated area and are creating impacts*





*These riders are staying within the designated area at the Echo Cove parking lot.*



Immediately adjacent to Echo Cove, on the west side of Highway 7, is a former clearcut and gravel pit owned by Goldbelt. While closed to public access with a gate, this quarry is being used illegally by OHVs. The quarry site is much drier than the 35-Mile parcel, and also offers an existing network of roads and trails. A knob above the quarry delivers awesome 360-degree views, and dense second-growth forest would allow new trails to be built close to one another, yielding several miles of trails within an already impacted area. Overall, the Goldbelt gravel pit has the potential to be a high-quality play area.



*The Goldbelt quarry provides a great potential play area, outstanding views, drier soils, and a network of existing roads and trails.*



*Additional views from the Goldbelt quarry and gravel pit near Echo Cove.*







Separating Echo Cove and the Goldbelt quarry from the 35-Mile project site is Cowee Creek, a high-value salmon stream. Also nearby is the U.S. Forest Service's Heen Latinee Experimental Forest. Any trail connection between these two areas would have to be on the existing Highway 7 bridge. The bridge is on a long tangent, so sight distance is excellent, however the bike lane on the bridge is not wide enough to accommodate an ATV or ROV without encroaching in the traveled way.

### **Juneau Area:**

The CBJ owns and operates gravel pits and rock quarries in the Lemon Creek area, one of which is located behind COSTCO and adjacent to Home Depot. This is an industrial area and the nearest residence is some distance away. This site would be well-suited for a safety training area.



*This City-owned gravel pit near Home Depot would make a good learning area.*

On Douglas Island, the CBJ owns and operates another gravel pit on a 100-acre parcel off Fish Creek Road. This site is referred to as the Fish Creek quarry and it was rejected by the Juneau Planning Commission as an OHV park in 2009. We believe that the nearest residence is more than a quarter-

mile away, and the quarry is about 1/3-mile west of Fish Creek Road. The pit floor is large and located down in a hole. A drilling rig was actively working in the pit during our site visit, and we could not hear it until we were at the lip of the quarry. This quarry could be an excellent site for a motocross track. Over-sized boulders have been piled on one side of the quarry, which could provide outstanding obstacles for full size four-wheel-drive rock crawling, if a demand for that activity arises.



## RECOMMENDATIONS

As much as the riders and the City & Borough of Juneau want to move forward with development of an OHV riding area, we feel it may be an appropriate time to take a step back. After reviewing the 35-Mile site and getting a feel for the big picture, the demand for OHV recreation opportunities is multi-faceted; supplying opportunities to meet that demand could be multi-faceted as well. Some of these recommendations are politically and diplomatically complex. If the CBJ wants to proceed with these, time needs to be invested into carefully crafting a viable proposal or proposals. (This work could be done by CBJ, USKH, or consultants such as NMS.)

1. Utilize the proposed 35-Mile site for parking and develop as many trails with varied experiences and difficulty levels as possible. This will require a significant investment of time, resources, and funding.
2. Develop a plan with CBJ and Goldbelt to expand camping opportunities in the Echo Cove area, and possibly charge fees to cover operation and maintenance. The beach and the water appear to be a huge draw for Juneau residents. Echo Cove provides excellent beach access with a beautiful place to camp, yet there are OHV management issues there and a lack of viable enforcement. The “site host” suggested for the 35-Mile project could easily be based at Echo Cove, and be able to provide education and a management presence at both areas at the same



time. This could be a win-win for the riders, CBJ, and Goldbelt.

3. Provide legal, managed access by OHVs to the Goldbelt quarry near Echo Cove. The riders at Echo Cove presently have no legal place to ride except the parking lot, and it is obvious that this arrangement is not working. The Goldbelt quarry on the east side of Highway 7 would offer direct access from Echo Cove, and is an outstanding opportunity to provide a high-quality play area with a small system of trails. Trails at the quarry would supplement the relatively limited trail system that could be built at the 35-Mile site, and construction costs at the quarry would be far less due to better drainage and the prevalence of gravelly material. The quarry's topography, soil, and vegetation would also allow construction of a "Learner Loop". Any trails built at the quarry site should be confined to the existing clear cut, and some engineering will be required to prevent access by OHVs to sensitive areas, such as Davies Creek. While this scenario has clear riders, the CBJ, and Goldbelt, explaining these benefits will require a carefully developed proposal that is properly presented to the property owner.
4. A connection between the 35-Mile site, Echo Cove, and the Goldbelt Quarry is needed to offer a complete OHV package that provides trails, play area, views, camping, and beach access. Understanding human nature, we know that expecting people to load their OHVs on a trailer and drive a short distance to another site generally does not work. People will ride their OHVs on the state highway. Considering the high-value fish habitat found along Cowee Creek, the only logical connection for OHVs would be the existing highway bridge. A trail could be developed along the shoulder of the highway, and the only place where traffic and OHVs would mix would be on the Cowee Creek bridge itself. Making this type of use legal would require changes in state law, but the advantages of connecting all three of these sites together is huge from a rider experience and OHV management standpoint.
5. Develop a beginner and advanced motocross track in the existing Fish Creek quarry. Motocross is usually a short-duration activity where riders practice or race after school, after work, or between errands on weekends. Motocross is also a popular spectator sport, and motocross tracks are usually close to urban centers to allow quick access by participants and spectators. To reduce noise impacts, all activity would be limited to the quarry floor. There would be parking, a pit/staging area, and one or more port-a-potties. Most track development would be performed by volunteers, and no trails would be developed on this site.

In looking at the project file for the previous North Douglas OHV Park, it appears that a different approach in the project design, project planning, and public process could lead to improved project acceptance and approval. There is also a potential to bring in other stakeholder groups to increase the acceptance of OHV use on this site.

6. A training site is needed close to town, where it will be easy riders to access and receive beneficial training. It was exciting to hear the riders endorse the idea of mandatory safety training for all riders. This training is fun,



helpful, and teaches rider ethics and environmental awareness as well as safe riding techniques. Options for such a training area include:

- Option A: The CBJ-owned Lemon Creek quarry near Home Depot would be very convenient and is the most suitable site for general OHV training. Class sizes are generally limited to eight or fewer, and the training lasts four to eight hours, depending on the group. The site would be used only when classes are scheduled and not as a neighborhood kiddie track. Corporate entities like the USFS, mining, and timber companies who use ATVs for work may be interested in receiving certification at this site also. The investment to develop this site would be minimal and would probably be done with contributed labor and equipment. A gate may be needed and one or more porta-potties for sanitation.

- Option B: Develop a Youth Training Areas (YTAs) at one or more of the identified sites. These are places where small children, some with training wheels, learn to ride and hone their skills. They are usually limited to children age 12 or younger, and limit engine displacement to not more than 125cc. Adult supervision is required, but adults are not allowed to ride on the course. Most YTAs include a Tot Lot consisting of a small oval (for little kids with training wheels), a larger oval and/or figure eight track, and a variety of logs or rocks to practice skills. The areas usually include mounds of dirt at different heights for climbing. Nationwide, YTAs are very popular since they provide a safe environment to learn how to ride – not a city street or the Echo Cove parking lot. While they are designed for OHVs, YTAs can also be used by kids with bicycles or mountain bikes (use by other users requires careful scheduling to avoid conflicts between motorized and non-motorized users. Picnic tables or sheltered bleachers are sometimes provided so parents can comfortably watch their kids play and learn.



- Option C: Develop a safety training area and YTA as part of the Fish Creek proposal.





*YTAs offer family fun and build valuable balance and coordination skills in the kids*

7. Expanding our analysis to additional areas and sites may increase the scope of the project, however it may decrease overall costs by leveraging more opportunities. Placing a motocross track at the 35-Mile site would require considerable excavation and fill for the base of the track, while the same type of use at the Fish Creek quarry require virtually no site improvements. Similarly, significant cost savings could be achieved if modest improvements were made to formalize existing use at Echo Cove, rather than constructing new facilities at the 35-Mile site.

## CONCLUSION

Again, we appreciated the time, assistance, and positive energy of the CBJ, USKH, and Trail Mix personnel. They were all very helpful, professional, and good humored. Please feel free to contact us about questions or clarification of any aspect of this report.

We hope that NOHVCC Management Solutions can help guide CBJ towards successful implementation of a project or projects that will in the end benefit the riders, CBJ, and the natural resources.



*The little kids just starting out have their own area to practice without interfering with the bigger kids*





*Parents look on as a professional rider instructs a group of kids during a Family Fun Day event in a YTA in British Columbia*

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**MEETING MINUTES**  
**PARKS & RECREATION ADVISORY COMMITTEE**  
**TUESDAY, MARCH 2, 2021 – 5:30 PM**  
Zoom Webinar

**I. Call to Order at 5:30 p.m. – C. Mertl, Chair**

**Present:** Josh Anderson, Alex Beebe-Giudice, Edric Carrillo, Ron Crenshaw, Kirk Duncan, Chris Mertl, Will Muldoon

**Absent:** None

**Staff Present:** George Schaaf, Director; Michele Elfers, Deputy Director; Lauren Verrelli, Staff Liaison

**II. Agenda Changes – None**

**III. Approval of Meeting Minutes –**

- A.** From December 1, 2020 – J. Anderson moves to approve minutes; no objection.

***Minutes adopted.***

- B.** From January 5, 2021 – J. Anderson moves to approve minutes; no objection. ***Minutes adopted.***

- C.** From February 2, 2021 – J. Anderson moves to approve minutes; no objection. ***Minutes adopted.***

**IV. Public Participation on Non-Agenda Items – None**

**V. New Business –**

**A. 2020 Annual Report**

C. Mertl: Included in your packet is our 2020 Annual Report

*No changes; 2020 Annual Report forwarded to HRC.*

**B. Fish Creek Park Habitat Improvements**

John Hudson: I am a restoration biologist with the Southeast Alaska Watershed Coalition (SAWC). We cultivate partnership to help communities steward their watersheds through participator projects, research and learning. Here to discuss a collaboration on habitat and recreational improvements at Fish Creek Park located in North Douglas. Over the years, historic dredging has affected the estuary with consequences for fish, wildlife and recreation opportunities. Current existing conditions for the northeast pond include low habitat complexity due to steep shoreline and very little vegetate littoral zone. Most importantly, there is an eroding dike issues so we do not expect the northeast pond to be around very long. Existing conditions in Fish Creek, is constrained and held in place by the dikes. It is a decent habitat for fish but could be a lot better. The southeast pond was breached in the 80s after a storm and is now connected to the ocean and floods on a daily basis. DIPAC uses it as a king salmon terminal fishery though the pond is poor in habitat value. These impacts offer many opportunities to not only restore fish and wildlife habitat but to do so in a way to improve recreational values and opportunities in the park. We can create accessible and productive coho rearing habitat, restore estuary habitat, preserve existing toad breeding and rearing habitat, enhance

instream habitat and enhance existing and create new recreation opportunities/infrastructure. So the next steps are engaging the public and getting their thoughts/ideas and gather funding.

E. Carrillo: What is the timeline and how do you plan to secure funding?

John Hudson: We have received generous funding from the US Fish & Wildlife Service and will get additional funds soon, including other grant opportunities. For the timing, planning to be completed this year and taking the next step next year.

J. Anderson: What is going to happen with the pond where everyone fishes?

John Hudson: We do not have intentions in modifying the SE pond where the terminal fishery is located.

J. Anderson: I move the PRAC recommend that the Department cooperate on a master planning process and future design development planning with the Southeast Alaska Watershed Coalition to improve fish and wildlife habitat at Fish Creek Park.

***Motion passes unanimously.***

**C. Glacier Valley Rotary Club Proposal for Riverside Rotary Park**

M. Elfers: Glacier Valley Rotary Club has proposed constructing a new picnic shelter at Riverside Rotary Park, relocating the existing shelter and improving the 9/11 memorial. They are proposing relocating the existing shelter to the other side of the playground and then purchasing and installing a new Icy Strait shelter that is 20 by 40 feet. They also would like to build the wall around the 9/11 memorial. The estimated project budget is \$90K and they are requesting the city support this project with \$35K. Staff supports the request for funding and which will come from our Parks & Playground CIP.

E. Carrillo: I would like to volunteer with the build.

R. Crenshaw: I move the PRAC recommends that the department partner with the Glacier Valley Rotary Club to improve the park shelters and 9/11 memorial and fund \$35,000 of the required work.

***Motion passes unanimously.***

Traci Gilmour (River Ct. Way): Will there be increased parking? This is a beautiful thing you'll be adding.

M. Elfers: The master plan does call for parking but parking will not be part of this phase. We do have funding in our 6-Year CIP for it down the line.

**VI. Unfinished Business – None**

**VII. Information Items –**

**A. ORV Working Group Update**

M. Elfers: I want to give an update on the Off-Road Vehicle Working Group, which the staff has been working on with user groups. There is a lack of riding areas for ORVs in Juneau and for the last 20 years, there have been various efforts to identify and evaluate lands for riding. Most recently, there have been conflicts at Montana Creek area between motorized and non-motorized users. With the groups, we created the goal to identify ORV riding sites, create sustainable management structure, support safe riding and build durable infrastructure that protects the natural and built features of the facilities. The working group is not performing comprehensive evaluations of many sites since this has been done before. The user groups involved are Juneau Douglas

Motocross Association, Southeast Jeep Club and Juneau Off-Road Association and the land agencies include CBJ and Goldbelt. The user groups are educating the working group and community on needs, outreaching to members and the riding community and leading the effort on site investigation and planning. The land agencies are facilitating partnerships, discussions and guiding the process. Some of the sites that have been discussed are the 35-mile parcel for trail riding (CBJ land but not parkland), Montana Creek area for trail riding (SOA land), S&S Pond Lemon Creek (private land), the sand and gravel pit behind Home Depot (CBJ land but not parkland) and other privately owned lands. There are different types of facilities user groups are interested including backcountry trail riding, riding park with track and features for motocross and a riding park for 4-wheeler use with features and play area.

Ursula Jones (Goldbelt): I am the land manager for Goldbelt Inc. We own over 1000 acres out at Echo Cove that extends to Cascade Point. In recent years, there has been many interactions with ORV and we want to be part of this process to help relocate these folks so they have a good place to ride. AF&G will be adding two tributaries for fish at Davies Creek, which is used as an ATV crossing and will need to stop.

R. Crenshaw: Is Goldbelt willing or able to contribute money to this riding area?

Ursula Jones: We do not have a grant program but I can see if we could get some kind of funding from our board.

J. Anderson: What are the next steps for the ORV working group?

M. Elfers: We will continue to meet and talk about the considerations mentioned. Parks & Recs role is to facilitate the desire of the user groups.

#### **B. Montana Creek Recreation Area Master Plan**

M. Elfers: We are looking at working on a master plan for recreation in the Montana Creek Area. We do not have adequate infrastructure in the Montana Creek area to support all the uses that we have out there. The land ownership and management is complicated; City land is a gateway from Montana Creek Road into State and Federal land. We need a master plan to look at management and infrastructure of the area. We have been talking to Trail Mix, Forest Service and will be talking to the state to get the landowners involved. There has been a lot of enthusiasm. The process would look like community engagement throughout the summer into fall to understand existing usage and then move into conceptual design planning. Talking to the Forest Service, they do not think funding would be a problem for a lot of these improvements.

R. Crenshaw: Will Parks & Rec take the lead on the planning process?

M. Elfers: It is not decided yet; but we are thinking that Trail Mix would be great.

R. Crenshaw: It seems to me that an agency should take the lead. It concerns me that Trail Mix does not have the staff.

Fred Hiltner (N. Douglas): As a board member, JNSC had introduced a good steward agreement but talks have broken down. Safety standards for all users have not been reached. Recently, the Hank Harmon parking lot suddenly cannot be used for parking which is an issue in the area. I would like to propose to share that parking space.

M. Elfers: We are currently in talks with the JNSC and Hank Harmon Public Range.

#### **C. Operations Update**

G. Schaaf: *Can be found in the [director's report](#).*

## VIII. Committee, Liaison, and Board Member Reports

**A. Chair Report—** Thank you to Tom Rutecki and Emily Palmer for their service on the board.

**B. Liaison to the Assembly Report—** Bond packages have been passed and will be sold locally. There will be a boards training March 18 & 20.

**C. Liaison Reports—**

Aquatics – W. Muldoon: Pools are going really well; starting to work on commercial activities again.

YAB – J. Anderson: Public attend meeting to learn about changes to YAB grant application.

Eaglecrest – VACANT

Jensen-Olson Arboretum— E. Carrillo: Welcomed Ginger Hudson, new arboretum manager; improvements to manager residence and continued discussion on commercial use.

Lands – C. Mertl: None.

Park Foundation— C. Mertl: Discussed ways JPF can be involved in Capital School Park redesign; working on challenge grants with neighborhoods.

Treadwell Arena Board – K. Duncan: None.

Trail Mix— R. Crenshaw: Currently hiring for summer season, over 75 applicants so far; season starts May 3 through end of August.

1% for Art— J. Anderson: None.

**Other Member Business –**

W. Muldoon: Thanks to Michele for taking care of the lighting issue at Lemon Creek.

**Adjournment – 7:07 p.m. *Having no other business before the board.***

Respectfully submitted by Lauren Verrelli, Recreation & Public Services Manager, 3/8/2021



Minutes  
**Planning Commission**  
***Committee of the Whole***  
CITY AND BOROUGH OF JUNEAU  
*Nathaniel Dye, Acting Chairman*  
July 13, 2021

**I. ROLL CALL**

Nathaniel Dye, Acting Chairman, called the Committee of the Whole Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held virtually via Zoom Webinar and telephonically, to order at 6:00 P.M.

**Commissioners present:** All Commissioners present via video conferencing – Nathaniel Dye, Vice Chairman; Paul Voelckers, Clerk; Travis Arndt, Deputy Clerk; Ken Alper; Dan Hickok; Josh Winchell; Erik Pedersen; Mandy Cole

**Commissioners absent:** Michael LeVine, Chairman

**Staff present:** Jill Maclean, CDD Director; Alexandra Pierce, CDD Planning Manager; Irene Gallion, CDD Planner; Michele Elfers, Parks & Rec Deputy Director

**Assembly members:** Loren Jones

**II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA – None**

**III. APPROVAL OF MINUTES – None**

**IV. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION – None**

**V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None**

**VI. ITEMS FOR RECONSIDERATION – None**

**VII. CONSENT AGENDA – None**

**VIII. UNFINISHED BUSINESS – None**

**IX. REGULAR AGENDA**

**A. Off Road Vehicle (ORV) and Montana Creek Recreation Master Planning Update  
from Parks & Recreation (P&R)**

Michele Elfers, Deputy Director, CBJ Parks & Recreation Department, presented the current status of the ORV Master Plan. This is of importance because there is a good chance the issue will come before the PC in the form of conditional use permits in the future. Ms. Elfers explained there have been several ad hoc meetings with some of the interested ORV groups in

town including the Douglas Motocross Association, the Southeast Jeep Club, Juneau Off-Road Association. Ms. Elfers explained the various groups all had different ORV goals and it was likely that more than one site would need to be developed to meet those needs.

Several sites have been identified as potential ORV riding sites. Those garnering most attention are:

- 35-mile parcel – CBJ land. This could be managed via a Memorandum of Agreement with a local interest group similar to how the Harmon Rifle Range is managed.

Commissioner Winchell asked how they foresee tourism playing a part in ORV opportunities. Ms. Elfers said they had not looked at the tourism angle yet but it was an interesting question and she would bring it up to the working group.

Mr. Voelckers thought the terrain at the 35-mile site would be good for leisurely riding and asked if 'high energy' riding or racing was being considered for another location. Ms. Elfers agreed this would likely not be a site conducive to motocross or racing competition sports riding and said they are looking at other sites for that.

- Montana Creek Area – This area is highly utilized currently with the shooting range and Nordic skiing and other recreational activities. Challenges in this area include lack of parking and coordinating between agencies as portions of the area are owned by CBJ, some by State DNR and the rest is Federal Forest Service lands.
  - Mr. Arndt asked if the State were to transfer management of land in the area, would CBJ become the owner or would the State retain ownership with CBJ managing it. Ms. Elfers confirmed it would be the latter.
  - Mr. Winchell asked if Ms. Elfers foresees the need for CBJ to cover insurance costs for these lands if they were to move forward with a management agreement with the State. Ms. Elfers said they have not gotten far enough to have that discussion yet.

Other sites mentioned in the presentation slides but not discussed before time ran out were:

- S&S Pond in Lemon Creek – Privately owned
- Echo Cove – Owned by Goldbelt – There is already some illegal riding happening here
- Other privately owned areas are also being considered

X. **BOARD OF ADJUSTMENT** – None

XI. **OTHER BUSINESS** – None

XII. **STAFF REPORTS** – None

XIII. **COMMITTEE REPORTS** – None

XIV. **LIAISON REPORT** – None

XV. **CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** – None

XVI. **PLANNING COMMISSION COMMENTS AND QUESTIONS** – None

XVII. **EXECUTIVE SESSION** – None

XVIII. **ADJOURNMENT** – 6:29 P.M.

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Join us for a

# PUBLIC MEETING

FEBRUARY 9 | 5:30 - 7:00 PM | ZOOM



## 35 MILE OFF ROAD VEHICLE PARK



Juneau Parks and Recreation and Juneau Off-Road Association invite you to learn about a proposal for an ORV Park at the 35 mile CBJ property. Scan the code or go to [bit.ly/35milepark](https://bit.ly/35milepark) to join the meeting on February 9.





# 35 Mile ORV Riding Park

Juneau Off-Road Association  
(JORA)

CBJ Parks and Recreation  
Department



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# ORV in Community Plans

CBJ Comprehensive Plan Chapter 9.1 - IA12 Implementing Action includes

“Seek location and construction for an ATV/snowmobile course with a programmed riding course as well as trails.”

## Parks and Recreation Master Plan, 2019

ORV riding areas are a park system gap

Commit to working with and supporting the ORV community to identify a suitable site and facilitate development of viable opportunities for ORV recreation.

P&R Survey - over half of respondents believe CBJ should make specific investments in recreation assets or facilities, the top rated investment was Off Road Vehicle Trails and Park

Survey also finds ORV use as a top activity that adults would like to participate in but currently don't.

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# History

**1970s-1990s** ORV and Motocross riding Thane, Dredge Lakes, Airport, Eagle River and Lemon Creek Industrial Areas. All of these areas have been shut down to riding.

**2001** USFS, CBJ, Trail Mix, and the State evaluated many sites for riding and ultimately focused on N. Douglas Quarry and Lemon Creek area behind the jail. There was some grant money, but both projects fizzled out and grant money was lost.

**2009** Many sites evaluated and top proposal for the Fish Creek quarry riding park was unsuccessful due to neighborhood concerns.

**2013** Study on 35 mile CBJ parcel for riding. Project was deemed too expensive for CBJ to undertake.

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# ORV Working Group

*Juneau Douglas Motocross Association, Southeast Jeep Club, Juneau Off-Road Association*

- Motorized and non-motorized user conflicts in the Montana Creek area resulted in significant public comment to the Parks and Recreation Department about the public's desire for riding areas
- Informal meetings with user groups since fall 2020 to discuss recreational opportunities



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# Goal of Working Group

*Identify ORV (Off Road Vehicle) riding sites, create a sustainable management structure, support safe riding, and build durable infrastructure that protects the natural and built features of the facilities.*



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# Sites Identified

## *Facility types:*

- 1. Backcountry trail riding*
- 2. Riding Park with track and features for motocross*
- 3. Riding Park for 4 wheeler use with features and play area*

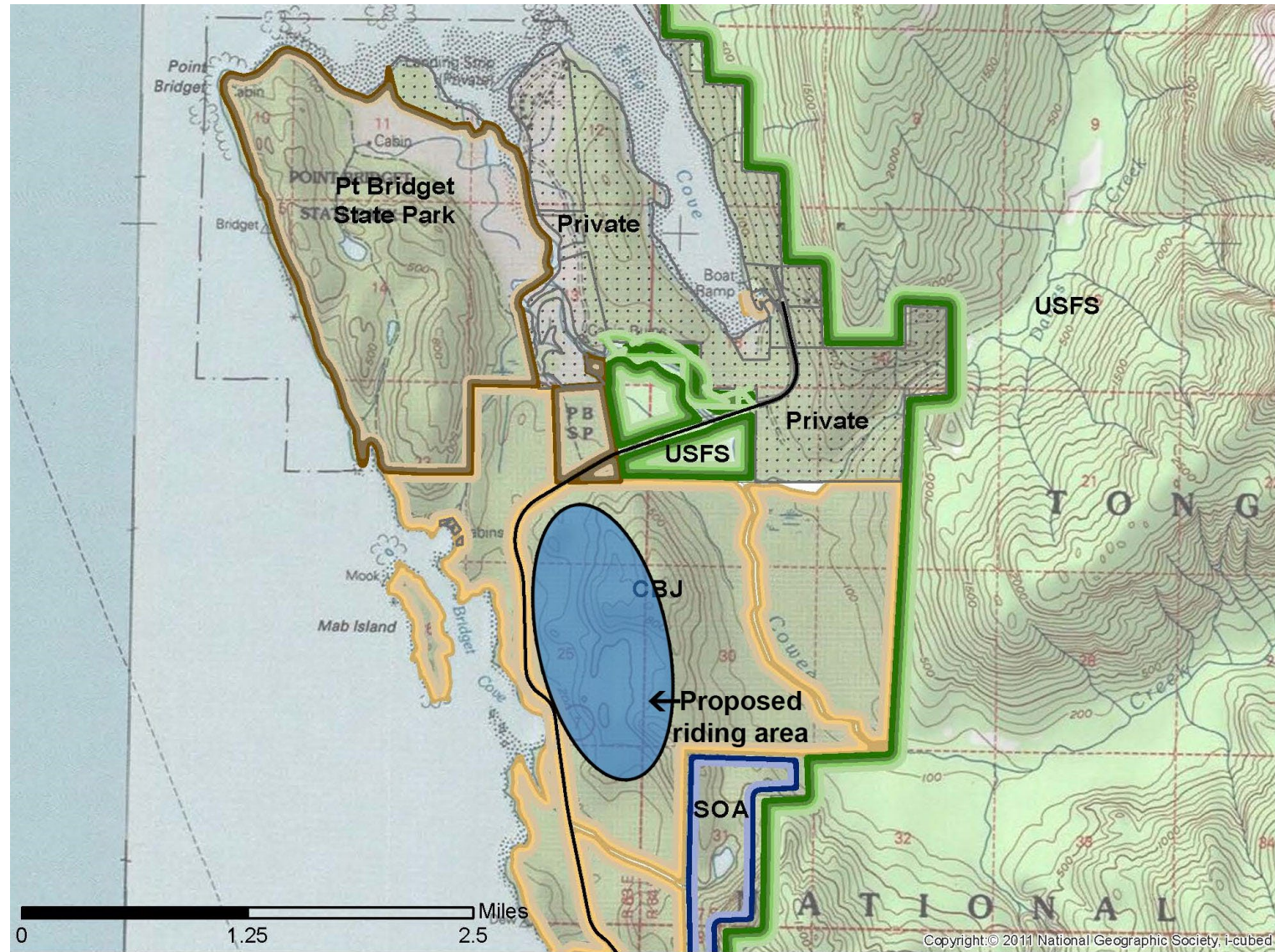
- 35 mile parcel for trail riding, CBJ land
- Montana Creek area for trail riding, State of Alaska DNR land
- S&S Pond Lemon Creek, private land
- Sand and gravel pit behind Home Depot, CBJ land
- Echo Cove, Goldbelt Land
- Other privately owned lands

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# CBJ 35 Mile Site

CBJ studied the 35 mile property in 2013 for an ORV riding park as it was considered one of the most promising options for ORV riding in Juneau.

JORA and P&R are evaluating this site for a proposed riding area building on the 2013 data gathered.



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# CBJ 35 Mile Site Size and Topography



- Total size of parcel is 1505 acres
- In 2013, 530 acres identified as suitable for riding in environmental analysis, 975 acres unsuitable
- Adjacent to Cowee Creek and Héen Latinee Forest, separated by a ridge

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# CBJ 35 Mile History

35 mile area was logged in the 1950s-1960s, often known as the McMurchie cut.

McMurchie was the former owner of Echo Ranch and logged areas by the ranch property as well.



EC15 fw McMurchieNbridget

date: 20140721 • observer: all • acres: 54.92 • elevation: 170 feet • aspect: wsw wsw • slope: 6% • roughness: dissected • d-rank: d5 • landform: ancient marine subshed: North Bridget • PCN: 3B4501000010 • partseen: 50%

Narrative: Much of this is mature alder, colonized since McMurchie cut in the (?) 1950s or 60s.<sup>1</sup> Two of us (cp, rc) assessed here, but our AA form

1 The USFS database *managed\_stands.shp* contains no records for Juneau 'out the road.' For the CBJ Natural History Project, I [rc] mapped most of Alan McMurchie's logging from combination of the 1979

was later superseded by another (by aa & ra) when the line was redrawn for North- versus South Bridget subsheds.

Drops from 360 feet down to 110—a rise of 150 feet over run of 2,400 (6%), with one much steeper 70-foot escarpment in the middle

NASA color infrared aeriels and selective ground-truthing, down to units of probably an acre or so in size. (Carstensen, 2013a:38). But with a few exceptions from increment coring, which gives approximate 'release date' for survivors to within a few years, my estimates of logging year are imprecise, bracketed only by pre- and post logging photography.

42 • Supplement to the JWMP

Richard Carstensen • 2016

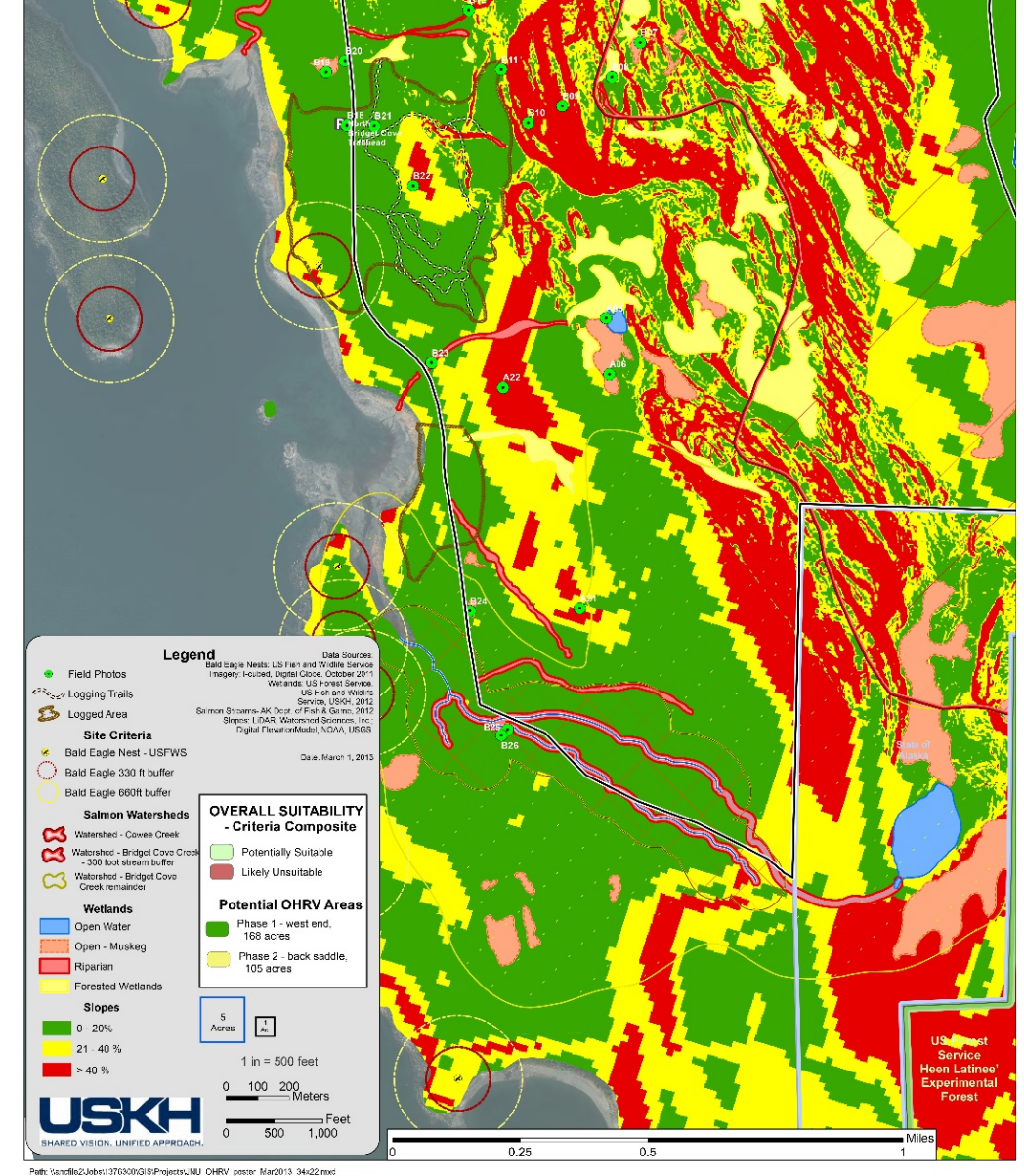
Excerpt from the Supplement to the 2016 Juneau Wetlands Management Plan, Assessment Area Narratives, Bosworth Botanical Consulting

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# 2013 Environmental Analysis

- Lots of work done on this site in 2013 study with consultant and CBJ
- Map identifies eagles' nests, watershed boundaries, wetlands by type, slopes, waterbodies
- Previously logged area and logging roads identified

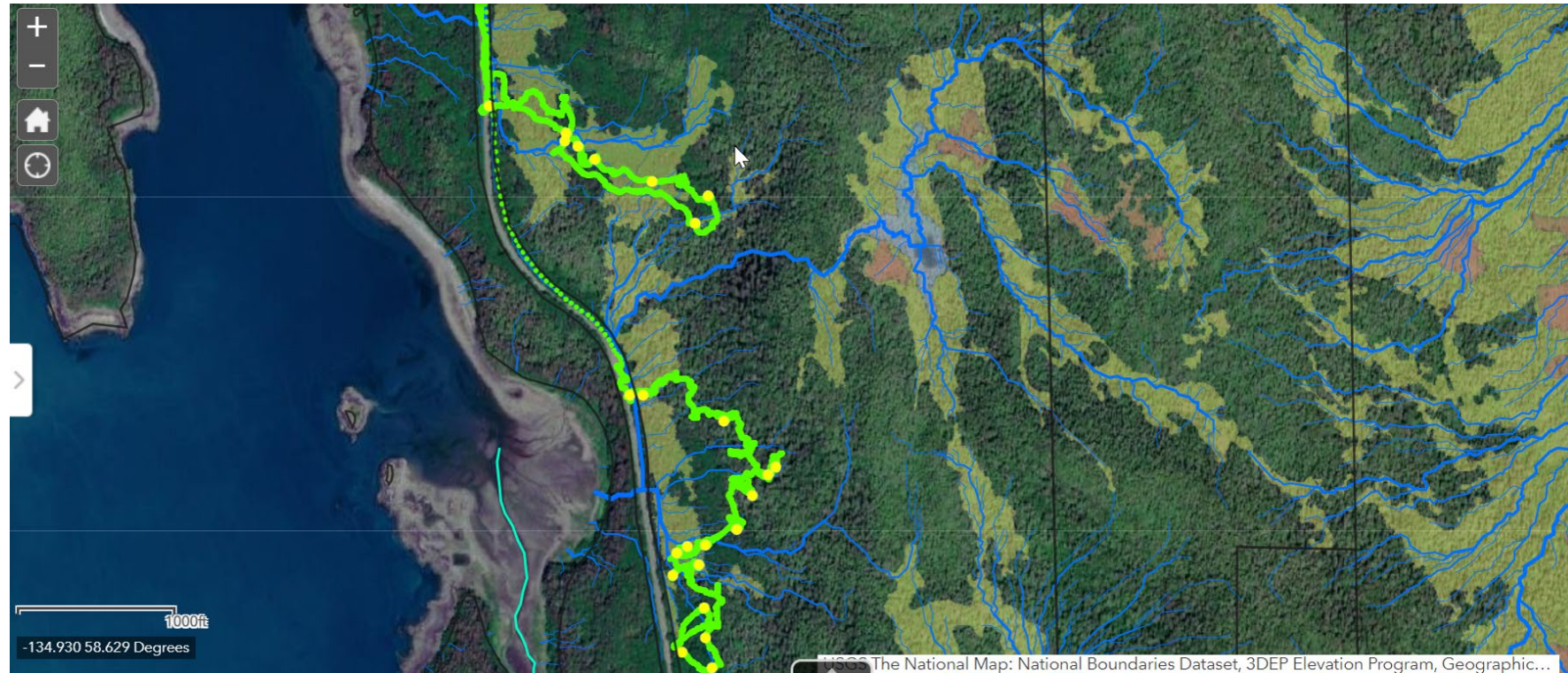


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# Work to Date

- GPS field investigation and initial trail locating with P&R, JORA, and Trail Mix and GIS Resource Mapping
- Pre application meeting with ACOE
- Ongoing meetings with informal ORV working group
- Pre-application meeting with CDD for Conditional Use Permit
- Planning for wetland delineation Spring 2022



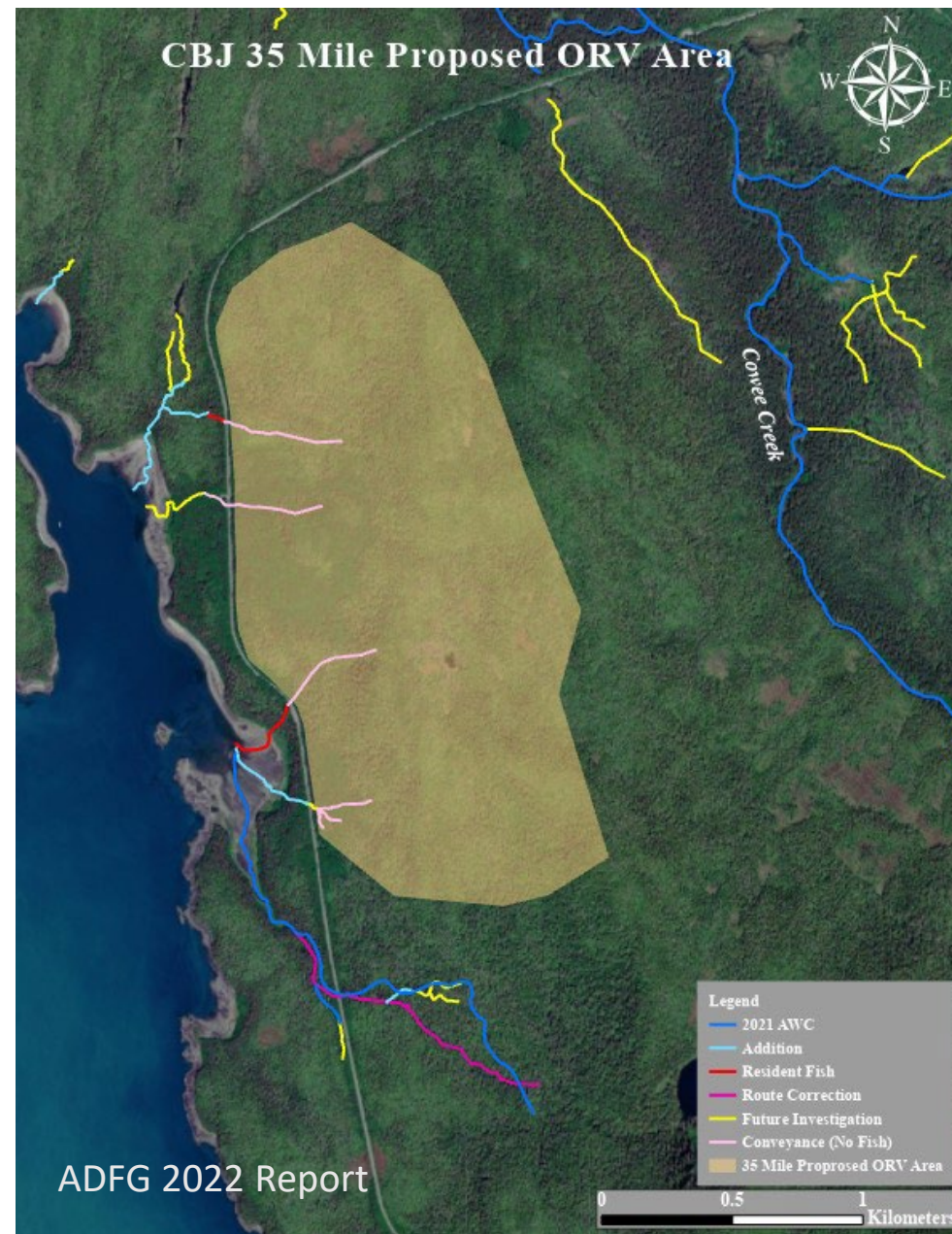
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# Work to Date

- ADFG surveyed streams in the project area in June 2021
- “No fish habitat upstream of Glacier Highway” as shown in the attached map
- Some fish habitat below the highway, outside of the project area
- Perched culverts and high gradient likely contribute to lack of fish habitat
- Hardened stream crossings and managing erosion and sedimentation in project area is important

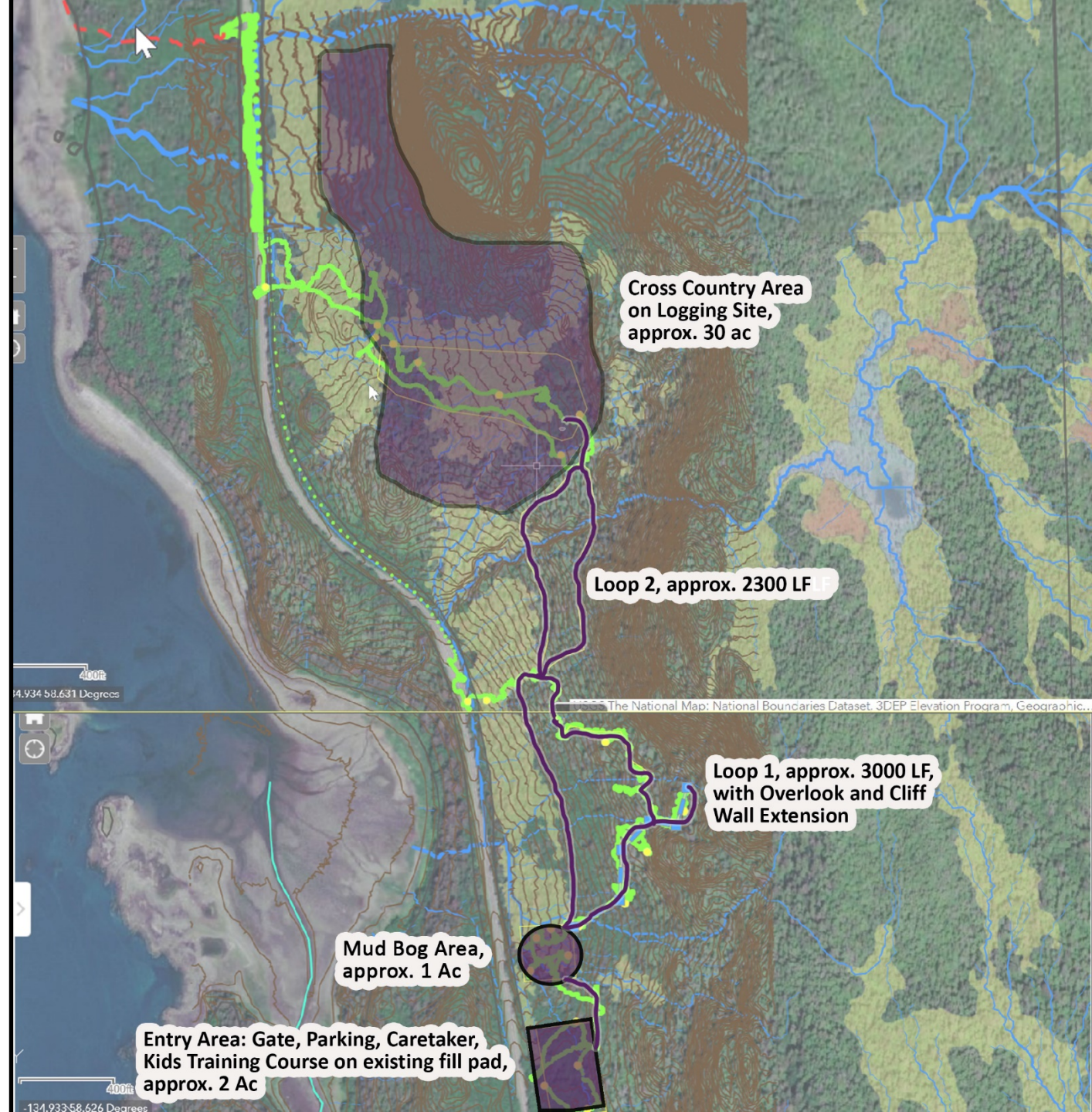


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# Conceptual Site Plan

- **Entry Area: Gate, Parking, Caretaker, Kids Training Course**
- **Loop Trails**
- **Mud Bog**
- **Cross Country Area on Logged Site**





# Riding Park Features

Entry Area: Gate, Parking, Caretaker Area, Kids Training Course

- Locked Gate
- Large Parking Area for Trucks, Trailers and Cars
- Vault Toilet
- Caretaker RV Area
- Kids Training Area
- Located on existing fill pad, likely from the logging operations
- Approximately 2 acres



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# Loop Trails

## Two Loops, 1 mile

- ATV's, jeeps and dirt bikes
- Approx. 8' wide trails with turnaround and rest areas
- Shot rock as needed and D1 cap, culverts or bridges over drainages and creeks
- Features a short extension to an overlook area that has a cliff wall at its back, area for a turnaround



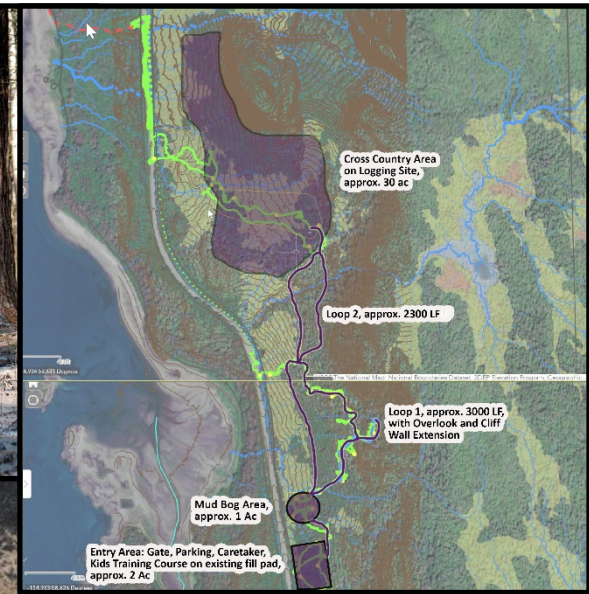
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# Mud Bog

Designed Wet Area for mud play, 1 acre

- Area to allow for play in mud
- May stabilize bottom with rock pad
- Will require good access if machines get stuck for retrieval, important to be near parking lot area
- Stormwater filtration downhill end



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# Cross Country

## Old Logged Area as Open Area, approx. 30 acres

- Open riding in forest, no trail development
- Located in old logged area, dozer tracks and roads still found in this area
- No fill required for free riding
- Stormwater catchment, treatment and filtration at downhill end
- May create a blocked service road to access the northern free style area for emergency and maintenance access
- Establish clear boundaries using site features, topography and installed elements



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# Operations and Management

## JORA Operates Facility

- Caretaker resides at site and opens and closes gate
- Closed in Winter
- Permit fee for use goes to maintenance and upkeep
- Opportunities for events, classes, programming
- Volunteer Days (litter pick up, drainage/erosion maintenance, etc.)
- Build a Juneau ORV community



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# Operations and Management

## JORA – CBJ Partnership

- Create MOA similar to Hank Harmon Public Range or Community Gardens
- Approve operational rules
- Require compliance with permits and applicable federal, state and local laws
- Perform Annual Reports and Regular Site Visits
- Require Insurance
- Review and Approve Construction and Development Plans
- Establish Maintenance Requirements
- Review and Approve Facility Plan, Maps, Project limits, Site Boundaries, Signage



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# Next Steps

## Public Process, Permitting, Design and Construction

- Gather questions and input from the community, starting with this meeting
- March - Develop a resolution for a partnership with JORA to be reviewed by PRAC, the LHED, and voted on by the Assembly
- April to June – Apply for a conditional use permit with CDD, the Planning Commission will decide on the permit and conditions
- Spring to Summer – Perform wetland delineation, apply for Army Corps of Engineers permit, work with resource agencies on other permits and environmental requirements, perform additional studies as needed
- Summer –design development
- With permits and agreements with CBJ in place, construction can begin

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# Next Steps

## Funding

- Grants – JORA and Trail Mix applying for grants
  - T.R.A.I.L.S, up to \$10,000
  - Trails Trust, average \$15,000-\$30,000
  - State Recreational Trails Program (RTP) dedicated to motorized, safety and education projects in FY2022, up to \$300,000 (application FY23 may be from CBJ)
- Private Donations - JORA is a non profit and may outreach for private donations to support their work
- Existing CBJ CIP – Dedicated to an Off – Highway Vehicle Park, \$250,000,
  - 2012 funding approved by voters from 3% temporary sales tax for the 35 mile parcel development
  - FY12-FY14 Assembly allocated sales tax funding for an OHV park

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# How to be involved

Let us know what you think!

What are we missing?

What else do we need to consider?

Send comments to [parks.rec@juneau.org](mailto:parks.rec@juneau.org)

Get involved with JORA

Follow Juneau Off-Road Association on Facebook

Keep up to date on the project website

<https://juneau.org/parks-recreation/project-list/entry/81872>



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Attachment H- 2022 Public Meeting Presentation



**PARKS & RECREATION ADVISORY COMMITTEE  
MEETING AGENDA  
TUESDAY, APRIL 5, 2022  
5:30 P.M.  
ZOOM WEBINAR**

This meeting will take place virtually via **Zoom Webinar**. To join the Zoom Webinar, go to <https://juneau.zoom.us/j/94184441385> or call: 1 253-215-8782. **Webinar ID: 941 8444 1385**. Members of the public wishing to provide public comment during the meeting can do so by clicking the “Raise Hand” button (online Zoom Webinar) or press \*9 (telephone).

Agenda Item	Presenter	Action Requested
<b>I. Call to Order</b>	C. Mertl	
<b>II. Approval of Agenda</b> Agenda Changes	C. Mertl	<i>If no changes:</i> Motion to approve
<b>III. Approval of Minutes</b>		
<b>IV. Public Participation on Non-Agenda Items</b>	C. Mertl	
<b>V. New Business</b> Urban & Community Forestry Program Kaxdigoowu Trail Rehabilitation Auke Lake Temporary Closure 35 Mile ORV Riding Park	Liz Graham AK-DOT&PF G. Schaaf M. Elfers	None None Recommendation Recommendation
<b>VI. Unfinished Business</b> Disposal of Park Land (Parcel No. 4B2801020070)	G. Schaaf	Recommendation
<b>VII. Staff Reports</b>		
<b>VIII. Committee, Liaison, and Board Member Reports</b>  Chair Report Liaison to the Assembly Board Member Liaisons Other Board Member Business	C. Mertl Alicia Hughes-Skandijs Liaisons All	
<b>IX. Adjournment</b>	C. Mertl	

Auke Lake is a navigable lake that is regulated by both the State of Alaska and CBJ. The Alaska<sup>3 of 21</sup> Dept. of Natural Resources has reviewed the closure and provided a Letter of No Objection.

**SUGGESTED MOTION:**

The Parks & Recreation Advisory Committee recommends that the Assembly adopt the ordinance temporarily closing Auke Lake during the IRONMAN Alaska triathlon.

**D. 35-Mile ORV Riding Park – Presented by M. Elfers [Page 14]**

The Parks and Recreation Department has been working with an informal group of off road vehicle enthusiasts to plan for riding opportunities in Juneau since 2019. Using past CBJ studies and evaluations of various sites around the community, the group has identified the 35 mile CBJ property as a potential location for a riding park. An initial concept layout has been developed for the riding park and includes a secure entry with a kids training area, a loop trail, mud bog area, and cross country area. Staff is in initial talks with the Juneau Off-Road Association (JORA) to take the lead as the community non-profit organization on the planning of the park.

**SUGGESTED MOTION:**

The Parks and Recreation Advisory Committee recommends that the Assembly support the manager to negotiate an agreement with JORA to permit, design, construct, operate and maintain an off road vehicle riding park at 35 mile.

**UNFINISHED BUSINESS**

**A. Disposal of Park Land – Requested by CBJ Lands & Resources [Page 15-21]**

James Parise previously applied for an easement to construct a driveway across CBJ land dedicated as a Natural Area Park in Auke Bay (Parcel No. 4B2801020070). For a number of reasons, the Departments of Law and Community Development determined that it is not possible to grant an easement. To accommodate Mr. Parise's renovation project, the Parks & Recreation Department provided Mr. Parise with a Memorandum of Agreement allowing temporary access across the park to facilitate a home renovation project. Mr. Parise has now applied to purchase the entire CBJ parcel; this application is included in the packet for tonight's meeting.

According to the Juneau Comprehensive Plan, it is the policy of CBJ to "hold lands in the public trust, and to dispose of certain lands for private use when disposal serves the public interest" (Policy No. 17.2). The Plan goes on to state:

*"To the greatest extent practicable, retain shoreline and riparian lands in public ownership. However, where disposal of such lands is deemed by the Assembly to be appropriate, ensure the provision of public access to the shoreline and water including provision of adequate trail head or boat launch areas, and retention of a public access easement along beaches" (Development Guideline 17.2 – DG1).*

This parcel holds significant value because it provides public access to Auke Bay. While the Department has no plans or funding to develop this access in the immediate future, this access will become more important in the future as Auke Bay continues to grow. The Department also appreciates the applicant's desire to improve access to their private property. Given the unique





**TO:** Chris Mertl, Chair Parks and Recreation Advisory Committee  
**FROM:** Michele Elfers, Deputy Director Parks and Recreation Department  
**DATE:** April 5, 2022  
**RE:** Off Road Vehicle Park Planning

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The Parks and Recreation Department has been working with an informal group of off road vehicle enthusiasts to plan for riding opportunities in Juneau since 2019. Using past CBJ studies and evaluations of various sites around the community, the group has identified the 35 mile CBJ property as a potential location for a riding park. An initial concept layout has been developed for the riding park and includes a secure entry with a kids training area, a loop trail, mud bog area, and cross country area. Staff is in initial talks with the Juneau Off-Road Association (JORA) to take the lead as the community non-profit organization on the planning of the park.

The formal public process for developing a riding park includes:

1. Approval for the manager to negotiate an agreement with JORA to permit, design, construct, operate and maintain an off road vehicle riding park at 35 mile. Support for this approval will be requested of the PRAC and the Lands, Housing and Economic Development Committee, prior to being considered by the Assembly.
2. Permit application for a Conditional Use Permit to the Planning Commission for the park. CBJ Parks and Recreation Department and JORA would be joint applicants.
3. Ordinance allowing CBJ Parks and Recreation to partner with JORA on the development of the park. The ordinance is needed to authorize a partnership that may include JORA operating a park and charging fees on public land, in addition to procuring services and materials to maintain that land and park.

On February 9, CBJ and JORA held a public meeting to provide information on the park concept and answer questions from the community. Approximately 80 people attended the meeting and received answers to their questions. Additionally, a few public comments were received in writing after the meeting. The process outlined above will provide the public multiple opportunities for formal comment on the project as details and plans develop. Currently, the project is in a conceptual stage with field work and analysis required to develop the plans. Step 1, approval for the manager to negotiate, is a preliminary step that does not commit CBJ to the project, but provides staff support to research and develop a potential project.

Staff recommends the PRAC make a recommendation of support to the Assembly for the manager to negotiate an agreement with JORA to permit, design, construct, operate and maintain an off road vehicle riding park at 35 mile.

**ASSEMBLY STANDING COMMITTEE MINUTES  
LANDS HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE  
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

April 11, 2022, 5:00 P.M.

- I. CALL TO ORDER**
- II. LAND ACKNOWLEDGEMENT**
- III. ROLL CALL** - Chair Hale called the meeting to order at 5:05 pm.  
**Members Present:** Chair Michelle Hale, Greg Smith, Wade Bryson, Wáahlaal Gíidaak  
**Members Absent:** none  
**Liaisons Present:** Chris Mertl, Parks and Recreation; Mandy Cole, Planning Commission  
**Liaisons Absent:** Lacey Derr, Docks and Harbors  
**Staff Present:** Dan Bleidorn, Lands Manager; Jill Maclean, CDD Director; Michele Elfers, Parks & Recreation Deputy Director; Di Cathcart, Deputy City Clerk
- IV. APPROVAL OF AGENDA** – The agenda was approved as presented.
- V. APPROVAL OF MINUTES** – March 7, 2022 Draft Minutes were approved as presented.
- VI. AGENDA TOPICS**

**A. Parise Request to Purchase City Property**

Mr. Bleidorn discussed this topic. Mr. Bryson asked if any area of this property is designed to encourage public use. Mr. Bleidorn replied that there is no direct or manicured access to the shoreline. This property was acquired from the State.

Mr. Smith asked if CDD reviewed this before it went to the PRAC and what type of information would we expect from CDD. Mr. Bleidorn replied that the PRAC is the first step and CDD would be involved after initial support to work with the original proposer. Chair Hale noted that we do not have a positive proposal from the PRAC to move this forward, they didn't recommend this proposal and moved that this property was to be retained.

Mr. Mertl commented that he's available as a resource. PRAC spent a fair bit of time talking about this last week and denied it. Back in 2021 Parks and Recreation did send out postcards mailers to the neighborhood and 60 of those that responded said that there should not be an easement granted, this was when the original proposal was for an easement, not for a purchase. The other thing that I want to follow up on is that the department is seeing more applications to purchase parkland and if you look at policy we're supposed to hold lands in public trust and dispose certain lands for private use when disposal serves the public interest. One of the main reasons why we did deny the purchase of the property, keeping in mind that it is part of the larger Auke Bay neighborhood plan, is that there are limited public access points to the waterfront.

Mr. Bryson asked how we can help this citizen correct their driveway problem. Mr. Bleidorn replied that this is a complex question. A few years ago the State DOT worked with the previous owner when they redid the highway. The DOT paid them for the land they needed to fix the property and work on the right-a-way, similar to what they did with the city in Auke Bay. In theory that payment could have gone to correct the driveway access. We're in a situation now where there's some type of non-conforming issue, or a driveway access safety issue, and it is next to vacant city property, which is vacant city open space park property. We want to be careful with the disposal of this property. Since this application has come forward we've heard from the adjacent neighbor because that property just sold and they may be

**B. Ordinance 2022-23 an Ordinance Temporarily Closing Auke Lake for the 2022 IRONMAN Alaska Triathlon and Providing a Penalty.**

Juneau is set to host the first IRONMAN Alaska triathlon on August 7, 2022, with 1,500 race participants. The race's swimming course consists of a 2.4-mile loop around Auke Lake, which is normally open to motorized vessels each day during the summer and other public uses. This ordinance would temporarily close Auke Lake to motorized vessels and other public uses on August 6-7, 2022 to minimize user conflicts related to the race.

**Mr. Bryson moved that the Lands, Housing and Economic Development Committee move ordinance 2022-23 temporarily closing Auke Lake for the 2022 IRONMAN Alaska Triathlon. Motion passed, no objections.**

**C. 35 Mile ORV Riding Park**

Michele Elfers discussed this topic. Chair Hale asked about the perched culverts, if that is when a culvert is so high that the salmon can't jump into it to cross the road and that the development of this area would not preclude that action, it might just make certain things more complicated if that comes up in the future. Ms. Elfers confirmed that was a fair assessment.

**Mr. Bryson moved that the Lands, Housing and Economic Development Committee make a recommendation of support to the Assembly for the manager to negotiate an agreement with JORA to permit, design, construct, operate and maintain an off road vehicle riding park at 35 mile.**

Mr. Smith objected for a comment, to thank staff on their hard work.

**Motion passed, not further objections.**

**D. Draft Travel Juneau MOA for Lands, Housing, and Economic Development Committee Review**

Chair Hale asked that the LHED committee review the draft MOA and bring back any suggestions, modification, or comments to this committee.

**VII. COMMITTEE MEMBER/LIAISON COMMENTS AND QUESTIONS - None**

**VIII. STANDING COMMITTEE TOPIC**

**A. 2022 LHED Committee Goals – No update**

**IX. NEXT MEETING DATE – May 2, 2022**

**X. ADJOURNMENT - Chair Hale adjourned the meeting at 6:00 PM.**



## 42.20.095 - Disturbing the peace.

- (a) *Policy.* The purpose of this section is to protect the health, welfare and safety of the City and Borough's residents by **regulating the time, place, and manner of unreasonable noise**. It is the intent of this section to secure the health, safety, comfort, convenience, and peaceful enjoyment of all public places, such as public streets and public parks, as well as the City and Borough's residents' homes, by prohibiting unreasonable noise.
- (b) *General.*
- (1) It is unlawful for any person to make or continue, or cause or permit to be made or continued, any unreasonable noise.
  - (2) As used in this section, "unreasonable noise" means noise that unreasonably annoys, disturbs, injures, or endangers the comfort, health, peace, or safety of a reasonable person of ordinary sensibilities in the vicinity. The factors which will be considered in determining whether a noise is unreasonable will include, but not be limited to, the following:
    - (A) The volume of noise;
    - (B) The intensity of the noise;
    - (C) Whether the nature of the noise is usual or unusual;
    - (D) Whether the origin of the noise is natural or unnatural;
    - (E) The volume and intensity of the background noise, if any;
    - (F) **The proximity of the noise to residential sleeping facilities;**
    - (G) The nature and zoning of the area within which the noise emanates;
    - (H) **The density of the inhabitation of the area within which the noise emanates;**
    - (I) The time of the day or night the noise occurs;
    - (J) The duration of the noise;
    - (K) Whether the noise is recurrent, intermittent or constant;
    - (L) Whether the noise is produced by a commercial or noncommercial activity; and
    - (M) Whether the noise contains pure tones.
  - (3) Liability. In a prosecution under this section, it shall be a rebuttable presumption that the owner, tenant, or person in charge of real property from which noise emanates in violation of this section has caused or allowed to be caused the noise which violates this section.
- (c) *Construction of buildings and projects.* It is unlawful to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment, before 7:00 a.m. or after 10:00 p.m., Monday through Friday, or before 9:00 a.m. or after 10:00 p.m., Saturday and Sunday, unless a permit shall first be obtained from the City and Borough building official. Such permit shall be issued by the building official only upon a determination that such operation during hours not otherwise permitted under this section is necessary and will not result in unreasonable disturbance to surrounding residents. The building official may revoke any noise permit after making written findings that the construction activity has resulted in unreasonable disturbance to surrounding residents or that operation during hours not otherwise permitted is not necessary.
- (d) **Noise emanating from vehicles.**
- (1) *Policy.* It is unlawful for any person to play, continue to play, or allow to be played, any sound system from, within, or on any motor vehicle so that any sound, music, or vibration emanating therefrom can be heard at a distance of more than 30 feet from the vehicle unless the vehicle is a sound truck operating pursuant to a permit issued under section 72.10.150.
  - (2) *Liability.* In a prosecution under this section, it shall be rebuttable presumption that the registered owner of a vehicle from which emanates noise in violation of this section has played or allowed to be played the sound system causing the noise.
- (e) *Exemptions.* The provisions of 42.20.095 shall not apply to noise produced by any authorized emergency vehicle when responding to an emergency call or when otherwise authorized by law or ordinance to activate its siren or other warning device, or noise produced by any activity for which a valid noise permit has been issued.
- (f) *Defenses.* It is an affirmative defense to a charge under subsection (b) of this section that the noise is a normal result of a kennel authorized in an industrial zone under Title 49 of this Code.
- (g) **Disturbing the peace is an infraction and each occurrence of a prohibited act shall constitute a separate violation.**

(Serial No. 78-36, § 3, 1978; Serial No. 85-56, § 45, 1985; Serial No. 2000-44am, § 2, 1-22-2001; Serial No. 2006-18(b), § 3, 6-5-2006; Serial No. 2013-14(c), § 2, 1-6-204, eff. 2-5-2014.)

**State Law reference—** Disorderly conduct, AS 11.61.110.

# MEMORANDUM

## State of Alaska

Department of Fish and Game  
Habitat Section

TO: Kate Kanouse  
Southeast Regional Supervisor

DATE: February 7, 2022

FILE: 58.63230 N, 134.93598 W

SUBJECT: CBJ 35-Mile Proposed ORV  
Area

FROM: Jesse Lindgren *JL*  
Habitat Biologist

PHONE NO: (907) 465-1635

---

The City and Borough of Juneau (CBJ) has recently been working with the Juneau Off Road Association to evaluate the 35-mile CBJ property as a potential off-road vehicle (ORV) riding park. The CBJ 35-mile property has been previously reviewed by CBJ dating back to 2013.

On June 28, 2021, Fish and Wildlife Technician Ben Landes and I surveyed streams along the CBJ 35-mile proposed ORV area. We observed no fish habitat upstream of Glacier Highway as many of the culverts are perched and grade increases to over 20%. Appendix A documents our findings of fish presence within the proposed ORV area identifying streams used by anadromous or resident fish, or conveyance (no fish). Addition lines are anadromous streams that are under review to be added to the anadromous waters catalog (AWC) and future investigation lines are suspected fish habitat that require additional sampling. Fish habitat permits are not required for ORVs crossing drainages within the proposed 35-mile park area.

While we observed no fish in the proposed ORV area, some drainages flow downstream to anadromous and resident fish habitat so erosion controls may be needed, such as hardened stream crossings, to avoid erosion and sedimentation. Similarly, redirecting the drainages should be avoided to ensure stream channels with fish habitat are not dewatered downstream.

Containing ORV use to inside the proposed ORV area is important to protect surrounding anadromous streams; to the east and separated by a ridge is Cowee Creek<sup>a</sup> and to the south is Stream No. 115-10-10230<sup>b</sup>. Additionally, ORV use should not occur downstream of Glacier Highway to the beach where anadromous and resident fish streams are present. Other areas with

---

<sup>a</sup> Cataloged for chum, coho, and pink salmon, Dolly Varden char, and cutthroat trout and steelhead trout.

<sup>b</sup> Cataloged for coho salmon and cutthroat trout.

ORV use in Juneau, such as Echo Cove<sup>c</sup>, Montana Creek<sup>d</sup>, and Davies Creek<sup>e</sup> have anadromous stream crossing violations and problems containing ORV use.

Once draft plans are created for the ORV riding park, please share with ADF&G so we have an opportunity to comment and ensure fish habitat and wildlife concerns are addressed.

Email cc:

Al Ott, ADF&G Habitat, Fairbanks  
ADF&G Habitat Staff, Douglas  
Dan Teske, ADF&G SF, Douglas  
Dave Harris, ADF&G CF, Douglas  
Roy Churchwell, ADF&G WC, Douglas  
Teri Camery, CBJ, Juneau  
Michele Elfers, CBJ, Juneau  
Doug Cooper, USFWS, Anchorage  
Ben Soiseth, USACE, Sitka  
Habitat Conservation Division, NMFS, Juneau  
Sgt. Robert Welch, DPS/AWT, Juneau

---

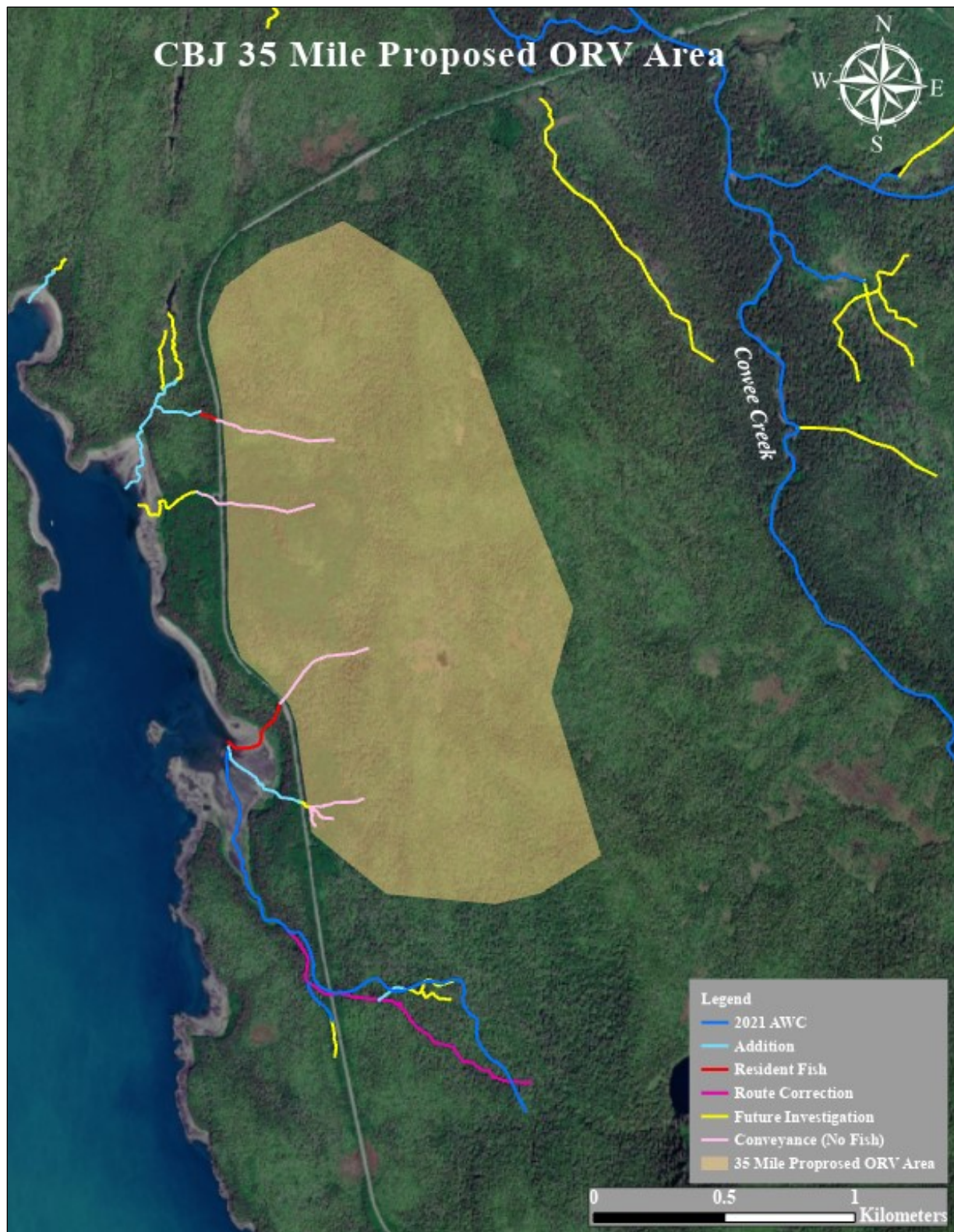
<sup>c</sup> Dylan Krull, Habitat Biologist, ADF&G Division of Habitat, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Division of Habitat. Memorandum: Echo Cove-Unpermitted Fords; dated November 15, 2018.

<sup>d</sup> Jesse Lindgren, Habitat Biologist, ADF&G Habitat Section, to Kate Kanouse, Southeast Regional Supervisor, ADF&G Habitat Section. Memorandum: Montana Creek ATV Stream Crossings; dated January 22, 2021.

<sup>e</sup> Kelsey Dean, Habitat Biologist, ADF&G Habitat Section, to Kate Kanouse, Southeast Regional Supervisor, ADF&G Habitat Section. Memorandum: Davies Creek Tributary Additions and ATV Crossings; dated November 6, 2020.



Appendix A.—CBJ 35-Mile Proposed ORV Area



**From:** [Peterson, Ryan E \(DEC\)](#)  
**To:** [Jennifer Shields](#); [Zimmer, Raymond T \(DEC\)](#)  
**Subject:** RE: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request DEADLINE EXTENDED TO 12/28  
**Date:** Wednesday, December 28, 2022 4:02:07 PM

---

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Good Afternoon Jennifer,

Thank you for sending this on. This looks great as it covers the requirements for plan review and approval from the Department per 18 AAC 72 in regards to vault privy installations and the disposal of the wastewater generated on the RV into the onboard wastewater holding tank to an approved facility.

Please let Ray or I know if you have any additional questions. Thank you.

**Ryan Peterson**

Phone: 907-262-3402

[septic.alaska.gov](mailto:septic.alaska.gov)

---

**From:** Jennifer Shields <[Jennifer.Shields@juneau.gov](mailto:Jennifer.Shields@juneau.gov)>  
**Sent:** Friday, December 23, 2022 8:54 AM  
**To:** Zimmer, Raymond T (DEC) <[raymond.zimmer@alaska.gov](mailto:raymond.zimmer@alaska.gov)>; Peterson, Ryan E (DEC) <[ryan.peterson@alaska.gov](mailto:ryan.peterson@alaska.gov)>  
**Subject:** FW: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request DEADLINE EXTENDED TO 12/28

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Hi Mr. Zimmer & Mr. Peterson,

Did you have any comments on this project? If so, please send them to me no later than next Wednesday, 12/28.

Thank you in advance,

**Jennifer L. Shields | Planner II**

[Community Development Department](#) | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4<sup>th</sup> Floor Marine View Building

**Office: 907.586.0753 ext. 4139**



(907) 586-0715  
CDD\_Admin@juneau.org  
www.juneau.org/CDD  
155 S. Seward Street • Juneau, AK 99801

## **COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT**

**DEPARTMENT:** State of Alaska Department of Transportation & Public Facilities

**STAFF PERSON/TITLE:** Arthur Drown, Right of Way Agent, Property Management SCR Right of Way

**DATE:** December 9, 2022

**APPLICANT:** CBJ Parks and Recreation, Juneau Off-Road Association

**TYPE OF APPLICATION:** USE22-15 Conditional Use Permit

### **PROJECT DESCRIPTION:**

Conditional Use Permit request to develop an Off-Road Vehicle (ORV) Riding Park beginning past Glacier Highway Mile 35 north and east on CBJ-owned land.

**LEGAL DESCRIPTION:** ASCS 96-13 96-14 96-15

**PARCEL NUMBER(S):** 3B4501000010

**PHYSICAL ADDRESS:** N/A

### **SPECIFIC QUESTIONS FROM PLANNER:**

### **AGENCY COMMENTS:**

All access from Glacier Highway is subject to review and permitting by DOT&PF ROW.  
Any permanent fixtures, such as fences, gates and signage to be erected within ROW are subject to review and permitting, if permissible, as an encroachment. Encroachments are subject to economic rent.  
Permits for such development as that proposed may be subject to strict stipulations to ensure that unauthorized motorized vehicles are not operated within DOT ROW.  
Any construction or development to be conducted from within ROW is subject to a Lane Closure Permit and approved traffic safety plans.

Please feel free to reach out directly with additional questions regarding permissible uses and needed permitting within ROW. For detailed information regarding uses of ROW, please feel free to review the Alaska Right-of-Way Manual at this link: [https://dot.alaska.gov/stwddes/dcsrow/assets/pdf/manual/2019\\_row\\_all.pdf](https://dot.alaska.gov/stwddes/dcsrow/assets/pdf/manual/2019_row_all.pdf)



**AGENCY COMMENTS (CONTINUED):****9.6. Use of Highway Right of Way by Others**

There are three situations where property belonging to the State may be used by others:

- rental of property during the short term between the date of acquisition and the date of project construction;
- permitted encroachment; and
- other permitted uses, such as driveways and utilities.



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## **COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT**

**DEPARTMENT:** State of Alaska Department of Transportation & Public Facilities

**STAFF PERSON/TITLE:** Arthur Drown, Right of Way Agent, Property Management SCR Right of Way

**DATE:** December 9, 2022

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**LEGAL DESCRIPTION:** ASCS 96-13 96-14 96-15

**PARCEL NUMBER(S):** 3B4501000010

**PHYSICAL ADDRESS:** N/A

### **SPECIFIC QUESTIONS FROM PLANNER:**

### **AGENCY COMMENTS:**

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Please feel free to reach out directly with additional questions regarding permissible uses and needed permitting within ROW. For detailed information regarding uses of ROW, please feel free to review the Alaska Right-of-Way Manual at this link: [https://dot.alaska.gov/stwddes/dcsrow/assets/pdf/manual/2019\\_row\\_all.pdf](https://dot.alaska.gov/stwddes/dcsrow/assets/pdf/manual/2019_row_all.pdf)

**From:** [Percy, Colton T \(DFG\)](#)  
**To:** [Jennifer Shields](#)  
**Cc:** [Carter, Marla M \(DFG\)](#); [Koch, Carl H \(DFG\)](#); [Churchwell, Roy T \(DFG\)](#)  
**Subject:** FW: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request  
**Date:** Friday, December 23, 2022 6:53:50 AM  
**Attachments:** [JORA 35mile Phase one comments.pdf](#)

---

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Hi Jennifer,

First, thank you for the additional time to comment on the CBJ Off-Road Vehicle Riding Park at mile 35 of the Glacier Highway. I have attached the comments provided by the Douglas Fish and Game Office Assistant Biologist and Area Biologist. You can reach them directly at the Douglas Office 907-465-4265.

No anadromous streams have been identified in the area so a Fish Habitat Permit from the ADF&G Division of Habitat is not required. However, streams in this area have the potential to be nominated to the catalog. If fish are observed in the streams, please contact the Division of Habitat in the Douglas office at 907-465-4105 or [dfg.hab.infodou@alaska.gov](mailto:dfg.hab.infodou@alaska.gov).

Thank you again for the opportunity to review this project and comment. Please don't hesitate to reach out with any questions.

## Colton Percy

### Habitat Biologist

### Access Defense Program

Alaska Department of Fish and Game  
Division of Wildlife Conservation  
333 Raspberry Rd  
Anchorage, AK 99518  
907-267-2118

---

**From:** Jennifer Shields <[Jennifer.Shields@juneau.gov](mailto:Jennifer.Shields@juneau.gov)>  
**Sent:** Friday, December 9, 2022 9:08 AM  
**To:** Kanouse, Kate M (DFG) <[kate.kanouse@alaska.gov](mailto:kate.kanouse@alaska.gov)>  
**Cc:** Lindgren, Jesse W (DFG) <[jesse.lindgren@alaska.gov](mailto:jesse.lindgren@alaska.gov)>  
**Subject:** USE22-15: 35-Mile ORV Riding Park - Agency Comment Request

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Ms. Kanouse,

Application:

Attached is a CBJ Conditional Use Permit application to develop an Off-Road Vehicle (ORV) Riding



Park beginning past Glacier Highway Mile 35 and extending northward, as shown below. This request will be heard by the CBJ Planning Commission on January 24, 2023.



#### Project Summary:

The CBJ Parks and Recreation Department (CBJ P&R) is partnering with the Juneau Off-Road Association (JORA) to develop an Off-Road Vehicle (ORV) Riding Park on CBJ owned land. The proposed park would extend from Glacier Highway after Mile 35 north and east to the ridgeline that separates the project area from Cowee Creek. The park area would encompass about 565 acres, but much of the area is steep slopes that cannot be developed as riding trails.

Phase 1 of the proposed park would consist of 5 miles of trails through approximately 175 acres of the site, and would include a gated entrance, parking area, picnic area, caretaker facility on an existing upland fill pad, loop riding trails, mud bog, and cross country riding. This initial phase will likely take multiple years to build. Although wetlands will be avoided when possible, Phase 1 would require a wetlands permit from the U.S. Army Corps of Engineers.

Subsequent phases will be mapped and planned in the field and then wetland fill permits will be applied for as needed.

#### Memorandum of Understanding:

CBJ P&R and JORA would partner under a Memorandum of Understanding (MOU) to develop, operate, manage and maintain the riding park. The attached application includes a draft Memorandum of Understanding (MOU) for the purpose of helping the Planning Commission understand the partnership and roles and responsibilities of each entity. A finalized MOU, approved permits, JORA's required insurance certificates, and development plans would be the documents that would outline the partnership terms, and would include conditions that CBJ and other permitting agencies require of the development and operation as well as outline compliance and enforcement procedures.

#### Agency Comments:

**If you would like to submit formal comments on this development proposal, please submit them on the attached form, if possible, no later than Friday, December 16, 2022. If that does not give you enough time just let me know and we'll work something out.**



## MEMORANDUM

TO: Colton, Percy  
Habitat Biologist, Access Defense

DATE: 12/22/2022

THROUGH: Roy Churchwell  
Douglas Area Biologist

PHONE: 907-465-4265

FROM: Carl H. Koch  
Douglas Assistant Area Biologist

SUBJECT: USE22-15: 35 Mile ORV Park

Thank you for the opportunity to comment on the proposed ORV park at 35 mile of Glacier Highway which would be managed by the Juneau Off-Road Association (JORA) and the City and Borough of Juneau (CBJ). The plan describes only Phase 1 which proposes to allow development of a 565-acre parcel of land with details focused primarily on developing 5 miles of trails through approximately 175 acres of land. We might be able to provide more helpful comments in the future if the applicant is able to provide more specific details as it seems the design of the trails has high potential for future changes since the document only describes "possible" future riding trails.

The site is less than a ½ mile from Cowee Creek (an anadromous fish stream) and even closer to some areas where "resident fish" are identified on the map on page 6. The Cowee Creek and the surrounding area is habitat used by brown bears, black bears, deer, and occasionally moose, etc. Noise from ORVs has the potential to displace feeding bears (and other wildlife) and operators may encounter bears while riding or utilizing the entrance, picnic area, etc.

We are pleased to see that there is a plan to pick up trash and keep the area clean and have trash emptied "frequently". We note that the picnic area, trash cans, and dumpster have high potential to attract bears and unintentionally providing food rewards to bears which could lead to food conditioning and bear-human conflicts. It is essential that the facilities include bear resistant trash cans and that the dumpsters be secured from bears. As a partner with the ORV group, we strongly encourage CBJ to take measures to ensure that trash is properly secured and that food items are never left unattended unless properly secured. The plan mentions that JPD will only respond to the site when called under specific circumstances and does not patrol the area. JORA and the caretaker should be held accountable for ensuring that all bear attractants are secured by visitors and at their campsite/picnic area. This could be accomplished by storing any attractants within a properly installed electric fence or other secure container such as those that meet the

Interagency Grizzly Bear Committee Certification standards. ADF&G does not enforce bear attractant violations, but we would be happy to help provide ideas for how to best secure items in a manner that prevents bears from obtaining rewards and subsequently becoming food conditioned.

Cutting down trees and building trails will permanently remove some habitat that might be used by bears, deer, and other wildlife. Since, a portion of the area has been logged (i.e., already subject to some habitat degradation). Some of the area to be utilized falls within previously degraded habitat. We encourage JORA and CBJ to utilize previously harvested areas as much as possible when developing trails for ORV use.

The area considered in this proposal is currently open to hunting. We do not see any suggestion of controlling hunting in this proposal and so we suggest that developers consider that folks might be hunting in the area when they are developing this recreational area.

We appreciate the opportunity to share information about potential effects on wildlife and ways to mitigate conflicts. Please feel free to contact us if you have any questions or would like advice about mitigating wildlife conflicts.

If CBJ or JORA has any questions or would like advice they can feel free to contact the Douglas office of Fish and game at 907-465-4265.





(907) 586-0715  
CDD\_Admin@juneau.org  
www.juneau.org/CDD  
155 S. Seward Street • Juneau, AK 99801

**COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT**

**DEPARTMENT:** Fire  
**STAFF PERSON/TITLE:** Daniel Jager, Fire Marshal  
**DATE:** December 8, 2022  
**APPLICANT:** CBJ Parks and Recreation, Juneau Off-Road Association  
**TYPE OF APPLICATION:** USE22-15 Conditional Use Permit

**PROJECT DESCRIPTION:**

Conditional Use Permit request to develop an Off-Road Vehicle (ORV) Riding Park beginning past Glacier Highway Mile 35 north and east on CBJ-owned land.

**LEGAL DESCRIPTION:** ASCS 96-13 96-14 96-15  
**PARCEL NUMBER(S):** 3B4501000010  
**PHYSICAL ADDRESS:** N/A

**SPECIFIC QUESTIONS FROM PLANNER:**

**AGENCY COMMENTS:**

CCFR would like to have a designated helicopter landing zone if possible due to long travel distance to this site and to the hospital and helicopter may be the best way to transport someone injured. Again, if possible and practical, not required. We anticipate increased calls to this area due to the nature of use and potential for injuries minor or significant.



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**COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT**

**DEPARTMENT:** General Engineering  
**STAFF PERSON/TITLE:** Alec Venechuk, PE / Chief Engineer  
**DATE:** December 8, 2022  
**APPLICANT:** CBJ Parks and Recreation, Juneau Off-Road Association  
**TYPE OF APPLICATION:** USE22-15 Conditional Use Permit

**PROJECT DESCRIPTION:**

Conditional Use Permit request to develop an Off-Road Vehicle (ORV) Riding Park beginning past Glacier Highway Mile 35 north and east on CBJ-owned land.

**LEGAL DESCRIPTION:** ASCS 96-13 96-14 96-15  
**PARCEL NUMBER(S):** 3B4501000010  
**PHYSICAL ADDRESS:** N/A

**SPECIFIC QUESTIONS FROM PLANNER:**

**AGENCY COMMENTS:**

Parking lot surface should conform to general ADA requirements and entrance facility should be designed by a licensed Civil Engineer. Plans should be submitted with an application for a grading permit, if required under the CUP. It appears that no utility permits are necessary.

**From:** [David Campbell](#)  
**To:** [Jennifer Shields](#); [Dan Jager](#); [Charlie Ford](#); [General Engineering](#); [Dan Bleidorn](#)  
**Cc:** [Jill Maclean](#); [Scott Ciambor](#)  
**Subject:** RE: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request DEADLINE EXTENDED TO 12/28  
**Date:** Thursday, December 22, 2022 7:45:11 PM

---

Hi Jennifer.

I spoke with all my Lieutenants and Public Safety Manager. There are no concerns about this project from JPD's perspective.

Thanks,

Deputy Chief Campbell

---

**From:** Jennifer Shields  
**Sent:** Thursday, December 22, 2022 3:27 PM  
**To:** Dan Jager <[Dan.Jager@juneau.gov](mailto:Dan.Jager@juneau.gov)>; Charlie Ford <[Charlie.Ford@juneau.gov](mailto:Charlie.Ford@juneau.gov)>; General Engineering <[General\\_Engineering@juneau.gov](mailto:General_Engineering@juneau.gov)>; David Campbell <[DCampbell@juneaupolice.com](mailto:DCampbell@juneaupolice.com)>; Dan Bleidorn <[Dan.Bleidorn@juneau.gov](mailto:Dan.Bleidorn@juneau.gov)>  
**Cc:** Jill Maclean <[Jill.Maclean@juneau.gov](mailto:Jill.Maclean@juneau.gov)>; Scott Ciambor <[Scott.Ciambor@juneau.gov](mailto:Scott.Ciambor@juneau.gov)>  
**Subject:** FW: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request DEADLINE EXTENDED TO 12/28

Hello All,

I haven't heard back from anyone yet so I'm resending this – please try to get me comments no later than next Wednesday, 12/28.

Thank you in advance,  
Jennifer

---

**From:** Jennifer Shields  
**Sent:** Thursday, December 8, 2022 3:26 PM  
**To:** Dan Jager <[Dan.Jager@juneau.gov](mailto:Dan.Jager@juneau.gov)>; Charlie Ford <[Charlie.Ford@juneau.gov](mailto:Charlie.Ford@juneau.gov)>; General Engineering <[General\\_Engineering@juneau.gov](mailto:General_Engineering@juneau.gov)>; David Campbell <[DCampbell@juneaupolice.com](mailto:DCampbell@juneaupolice.com)>; Dan Bleidorn ([Dan.Bleidorn@juneau.org](mailto:Dan.Bleidorn@juneau.org)) <[Dan.Bleidorn@juneau.org](mailto:Dan.Bleidorn@juneau.org)>  
**Cc:** Michele Elfers <[Michele.Elfers@juneau.gov](mailto:Michele.Elfers@juneau.gov)>; George Schaaf <[George.Schaaf@juneau.gov](mailto:George.Schaaf@juneau.gov)>; Roxie Duckworth <[roxie.duckworth@juneau.gov](mailto:roxie.duckworth@juneau.gov)>  
**Subject:** USE22-15: 35-Mile ORV Riding Park - Agency Comment Request  
**Importance:** High

Hello All,

Application:



**From:** [Schneider, Pete- FS](#)  
**To:** [Jennifer Shields](#)  
**Subject:** RE: [External Email]FW: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request DEADLINE EXTENDED TO 12/28  
**Date:** Wednesday, December 28, 2022 10:55:15 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image005.png](#)  
[image006.png](#)

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Hi Jennifer,

I was holding out to see if our Ranger had input but he is on leave at the moment.

Considering the description and maps depict the planned riding sites for the park well away from the USFS boundary, we do not have any official comments on the proposal.

Thanks for the opportunity to comment.



**Pete Schneider**  
**Recreation Staff Officer**

**Forest Service**  
**Tongass National Forest, Juneau Ranger District**

**p: 907-789-6237**

**c: 907-209-4547**

[peter.schneider@usda.gov](mailto:peter.schneider@usda.gov)

8510 Mendenhall Loop Rd

Juneau, AK 99801

[www.fs.fed.us](http://www.fs.fed.us)



**Caring for the land and serving people**

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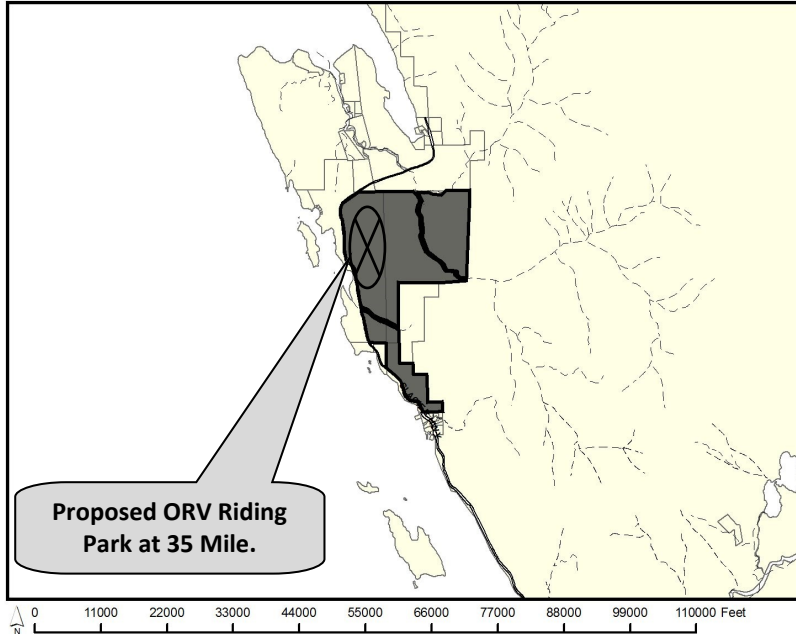
**From:** Jennifer Shields <Jennifer.Shields@juneau.gov>  
**Sent:** Friday, December 23, 2022 9:14 AM  
**To:** Schneider, Pete- FS <Peter.Schneider@usda.gov>  
**Cc:** Berger, Jennifer -FS <jennifer.berger@usda.gov>; sara.shoemaker@usda.gov; Hood, Chad -FS <chad.hood@usda.gov>  
**Subject:** [External Email]FW: USE22-15: 35-Mile ORV Riding Park - Agency Comment Request DEADLINE EXTENDED TO 12/28  
**Importance:** High

**[External Email]**

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# Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission  
*Your Community, Your Voice*



COMMUNITY DEVELOPMENT

155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a Conditional Use Permit for an **Off-Road Vehicle (ORV) Riding Park at 35 Mile** in a **Rural Reserve (RR) Zone**.

## PROJECT INFORMATION:

Project Information can be found at:

<https://juneau.org/community-development/short-term-projects>

## PLANNING COMMISSION DOCUMENTS:

Staff Report expected to be posted **January 17, 2023** at

<https://juneau.org/community-development/planning-commission>

Find hearing results, meeting minutes, and more here, as well.

### Now through Jan. 2, 2023

Comments received during this period will be sent to the Planner, **Jennifer Shields**, to be included as an attachment in the staff report.

### Jan. 2, 2023 — noon, Jan. 20, 2023

Comments received during this period will be sent to Commissioners to read in preparation for the hearing.

### HEARING DATE & TIME: 7:00 pm, Jan. 24, 2023

This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting <https://juneau.zoom.us/j/85488605721> and use the Webinar ID: 854 8860 5721 OR join by telephone, calling: 1-253-205-0468 and enter the Webinar ID (above).

You may also participate in person in City Hall Assembly Chambers, 155 S. Seward Street, Juneau, Alaska.

### Jan. 25, 2023

The results of the hearing will be posted online.

## FOR DETAILS OR QUESTIONS,

Phone: (907)586-0753 ext. 4139 ♦

Email: [pc\\_comments@juneau.org](mailto:pc_comments@juneau.org)

Mail: Community Development, 155 S. Seward Street, Juneau AK 99801

Case No.: **USE20220015**

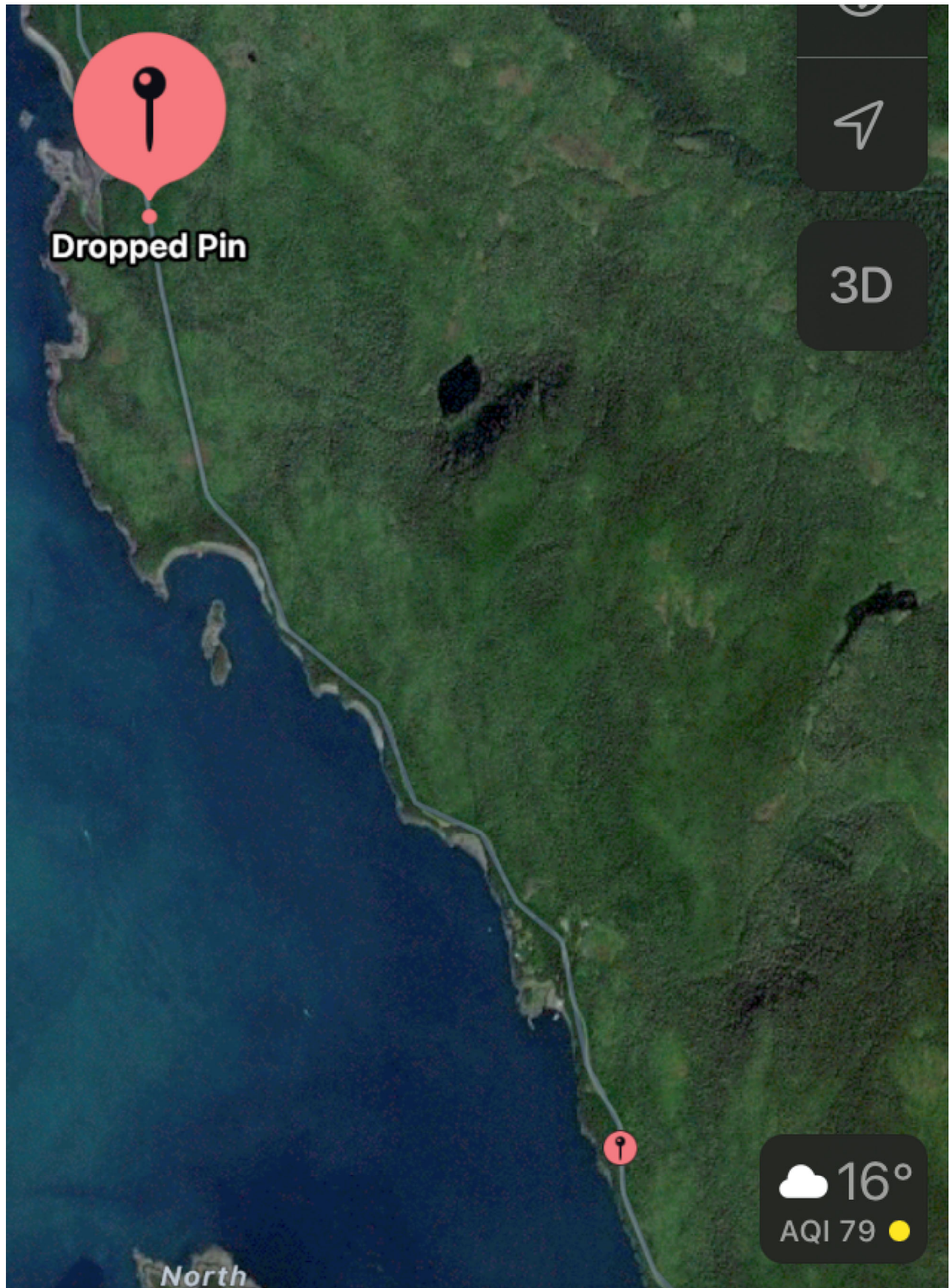
Parcel No.: **3B4501000010**

CBJ Parcel Viewer: <http://epv.juneau.org>

<b>Parcel Number</b>	<b>Owner</b>	<b>Site Address</b>	<b>Mailing Label</b>
3B4502000020	ALAN K AKIYAMA		ALAN K AKIYAMA 1705 EVERGREEN AVE JUNEAU, AK 99801
3B4401000053	CITY AND BOROUGH OF JUNEAU DOCKS AND HARBORS & YANKEE COVE DEVELOPMENT LLC	Glacier Hwy	CITY AND BOROUGH OF JUNEAUDOCKS AND HARBORS & DOCKS AND HARBORS & YANKEE COVE DEVELOPMENT LLC155 S SEWARD STJUNEAU, AK 99801
3B4401000053	CITY AND BOROUGH OF JUNEAUDOCKS AND HARBORS & DOCKS AND HARBORS & YANKEE COVE DEVELOPMENT LLC	Glacier Hwy	CITY AND BOROUGH OF JUNEAU DOCKS AND HARBORS & YANKEE COVE DEVELOPMENT LLC 2280 BRANDY LN SP 4 JUNEAU, AK 99801
3B4501000010	CITY AND BOROUGH OF JUNEAU LANDS AND RESOURCES		CITY AND BOROUGH OF JUNEAU LANDS AND RESOURCES 155 S SEWARD ST JUNEAU, AK 99801
3B4401000094	DANIEL J GARCIA & CAROLYN A GARCIA	34240 Glacier Hwy	DANIEL J GARCIA CAROLYN A GARCIA PO BOX 34244 JUNEAU, AK 99803-4244
3B4401000093	DAVID A HUTCHINS	34200 Glacier Hwy; 34240 Glacier Hwy	DAVID A HUTCHINS PO BOX 210635 AUKE BAY, AK 99821
3B4501000050	GOLDBELT INC		GOLDBELT INC 3025 CLINTON DR STE 100 JUNEAU, AK 99801-7154
3B4501000020	GOSPEL MISSIONARY UNION INC		GOSPEL MISSIONARY UNION INC PO BOX 210608 AUKE BAY, AK 99821
3B4501000100	HENRY ANDERSON & HEIRS		HENRY ANDERSON & HEIRSC/O JULIA WILLIAMS 8131 DOGWOOD LN JUNEAU, AK 99801
3B4401000080	JAMES SINCLAIR BROWN & HEATHER A BROWN		JAMES SINCLAIR BROWN & HEATHER A BROWN PO BOX 240462 DOUGLAS, AK 99824-0462
3B4401000062	KYLE M WILLINGHAM	Glacier Hwy	KYLE M WILLINGHAM 2994 FOSTER AVE JUNEAU, AK 99801



3B4401000061	LARRY HOOTON	34201 Glacier Hwy	LARRY HOOTON 11001 BLACK BEAR RD JUNEAU, AK 99801
3B4502000030	MARTIN MCKEOWN & MARJORIE MCKEOWN & SEAN MCKEOWN & HEIDI MCKEOWN, & MARK SMITH & ERIN SMITH & WADE MCKEOWN & NANCY MARSHALL MCKEOWN & STACEY MCKEOWN NAOMI AND MARION LIVING TRUSTMARION B HOBBS & NAOMI R HOBBS, TRUSTEES	Glacier Hwy	MARTIN MCKEOWN & MARJORIE MCKEOWN & SEAN MCKEOWN & HEIDI MCKEOWN & MARK SMITH & ERIN SMITH & WADE MCKEOWN & NANCY MARSHALL MCKEOWN & STACEY MCKEOWN PO BOX 210388 AUKE BAY, AK 99821-0388 NAOMI AND MARION LIVING TRUST MARION B HOBBS & NAOMI R HOBBS, TRUSTEES 2280 BRANDY LN JUNEAU, AK 99801
3B4401000101	SHANE HOOTON	Glacier Hwy	SHANE HOOTON 11001 BLACK BEAR RD JUNEAU, AK 99801
3B4401000112	STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES & DEPARTMENT OF NATURAL RESOURCES WILLIAM SHATTENBERG & TONI L SHATTENBERG	No Site Address Information 34275 Glacier Hwy; 34275 Glacier Hwy Unit B	STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES PO BOX 110211 JUNEAU, AK 99811-0211 WILLIAM SHATTENBERG & TONI L SHATTENBERG PO BOX 210327 AUKE BAY, AK 99821-0327
3B4401000033	YANKEE COVE TRUSTMARION HOBBS TRUSTEE & MARION HOBBS TRUSTEE Central Council of the Tlingit & Haida Indian Tribes	35000 Glacier Hwy	YANKEE COVE TRUST MARION HOBBS TRUSTEE PO BOX 35544 JUNEAU, AK 99803 Central Council of the Tlingit & Haida Indian Tribes PO BOX 2550 Juneau, AK 99801
3B4401000070			







## NEAR YANKEE COVE AREA



## NEAR PARK ENTRY AREA