

Initial / Capital Cost:	\$0-\$250,000
Annual O&M Cost:	\$50,000
Land Cost:	???
Owner:	Goldbelt, Inc.

Possible Types of Motorized Use:
• Motocross
• General Play
• Learning Area
• Trail Riding (limited)

Option A

Goldbelt Quarry at Echo Cove

Narrative

For many OHV riders, the quarry and clearcut owned by Goldbelt, Inc. near Echo Cove provide the only opportunity to ride in Juneau. The quarry offers a spacious play area, and several logging roads lead up the hillside, offering spectacular views of Berners Bay and Lynn Canal. Unfortunately, anyone riding on these lands is also trespassing on private property. Over the years, Goldbelt has worked to discourage this illegal access by constructing gates and dispatching private security patrols, all with little success. In addition to the quarry and clearcut, Goldbelt also owns land adjacent to the CBJ-owned parking lot and boat launch at Echo Cove. This area is a popular campground for OHV riders and others, but does not have adequate facilities to accommodate this type of use. The parking lot and boat launch are managed by the CBJ Docks & Harbors Department, which reports major problems that include property damage, thefts, weapons misconduct, and alcohol-related issues.

This site is clearly popular with OHV enthusiasts, and offers many of the things they are looking for in a recreational park. It would take relatively little money and effort to formalize the existing site to accommodate responsible, managed use by an organized group.

Opportunities

- Development costs would be low, relative to Option B (35-Mile Parcel).
- Quarry floor offers excellent opportunities for play riding, while a limited network of logging roads would provide some trail riding opportunities.
- New trails could be developed quite easily given existing terrain and soils.
- Durable surfaces with excellent drainage will sustain heavy motorized use.
- This site is already popular among OHV enthusiasts, even though such use is illegal.
- Conveniently located near Echo Cove, which offers access to water, camping, and toilets.
- Excellent viewpoints.

Constraints

- Property is not publicly owned.
- Any effort to improve the site and make it available to the public will require extensive negotiations between Goldbelt and CBJ.
- Management costs could be significant, especially if Parks & Recreation takes over management of the parking lot, boat launch, and campground.
- If not properly managed, motorized use could extend into sensitive watershed areas.
- Site is adjacent to the Héen Latinee Experimental Forest, and would require special considerations to avoid impacts to U.S. Forest Service activity.
- Law enforcement, emergency medical services, and communications are limited.

Initial / Capital Cost:	\$3M-\$12M
Parking -	\$100,000
Trails – Min.	\$250K/mile
Fencing/Barriers –	Significant \$\$
Annual O&M Cost:	\$50,000
Owner:	CBJ

Possible Types of Motorized Use:
<ul style="list-style-type: none"> • Trail Riding

Option B Mile 35 Parcel

Narrative

In 2012, the CBJ identified this large parcel of city-owned land near Bridge Cove Natural Area Park as a potential OHV park. City staff worked with consultants USKH, Inc. and the National Off-Highway Vehicle Conservation Council to evaluate the site, develop maps, and work with stakeholders to identify opportunities and constraints. Despite the relatively large size of the parcel, the area available for development is limited due to steep slopes, cliffs, wetlands, anadromous streams, and the Cowee-Davies watershed. A small portion of the site was logged in the 1960s, offering an opportunity to develop a parking area and trailhead.

The site is best suited for engineered trails that would provide challenge without speed, and prevent OHVs from getting “out of bounds” and damaging ecologically sensitive areas. Even with volunteer labor, developing a trail system will be expensive due to the cost of design, permitting, and materials. Because the site is not able to accommodate a wide range of motorized recreation, it will not address all of the needs of the community by itself.

Opportunities

- Owned by the City & Borough of Juneau.
- Excellent viewpoints.
- Existing clearcut could be used as a parking area and trailhead.
- Thick forests and rock features make it possible to create a relatively large trail network in a small area.
- Trails could be routed to avoid sensitive areas, including the Cowee watershed.

Constraints

- Extremely high development costs (even with volunteer labor) due to wet soils and steep cliffs.
- Extensive wetlands, cliffs, and steep slopes limit the amount of land that could be developed for motorized trails.
- Permitting. ACOE will require alternatives analysis
- Site is located adjacent to Point Bridget State Park and Bridget Cove Natural Area Park. Noise from OHVs could impact these other recreational areas, which are geared toward quiet, passive recreation.
- Management costs will be significant due to the site’s remote location.
- Law enforcement, emergency medical services, and communications are limited.

Initial / Capital Cost:
Less than - \$100,000

Annual O&M Cost: \$35,000

Owner: CBJ

Possible Types of Motorized Use:

- Motocross
- General Play

Option C Fish Creek Quarry

Narrative

The Fish Creek Quarry is located on Fish Creek Rd., about a mile from North Douglas Highway. The area has been used as a quarry since the 1970s, and is in active production today. A proposal in 2008 to develop a large OHV recreation area in and around the quarry met significant public resistance. That proposal included a play area in the quarry floor, as well as a drag strip and trails through the surrounding clearcut, some of which came near a residential neighborhood. Residents voiced concerns that noise impacts from OHVs would negatively impact their homes and property values.

During their visit to Juneau in July 2013, consultants from the National Off-Highway Vehicle Conservation Coalition visited the Fish Creek Quarry, and also reviewed the history of the 2007 proposal. They suggested that if OHV use was limited to the quarry floor (such as with a small motocross track), then noise would be effectively contained by the rock walls. They noted that noise from rock crushing activity at the quarry is presently contained within the quarry floor.

Opportunities

- Owned by the City & Borough of Juneau.
- Development costs would be low due to the availability of shot rock and overburden stockpiled around the perimeter of the quarry.
- If activity is confined to the quarry floor, the rock walls will shield surrounding properties from engine noise. Noise from ongoing quarry activities, including drilling, and crushing rock, is already effectively contained within the site.
- Restricted vehicle noise limits in accordance with national standards.
- Durable surfaces will sustain heavy motorized use.
- Access to the site could be effectively controlled through a single, gated road.
- When not scheduled for use by motorized users, the site could be used as a "pump track" by mountain bikers and BMX enthusiasts.

Constraints

- A 2008 proposal to allow motorized recreation in this location was extremely controversial, and the conditional use permit for the project was denied by the planning commission. (This proposal included a trail system that routed OHV's roughly next to the adjacent private property lines; a proposal limiting use to the quarry floor would avoid many of these issues.)
- At <3 acres, the quarry floor is relatively small, limiting track size and the number of users able to use the area at one time.
- The quarry is committed to active rock extraction through 2014, and is being considered as a source for rock to build the first phase of the Douglas Highway extension in 2014-15.
- If not properly managed, motorized use could extend into sensitive watershed areas.

Initial / Capital Cost:	\$200,000
Annual O&M Cost:	\$25,000
Owner:	CBJ

Possible Types of Motorized Use:
• Learning Area

Option D

Lemon Creek Gravel Pit

Narrative

The Lemon Creek Gravel Pit is located above and behind Home Depot, adjacent to Lemon Creek. This 10-acre site is frequently suggested as a possible site for a recreational off-highway vehicle (OHV) park, and is located in an industrial area with little residential development. In July 2013, consultants from the National Off-Highway Vehicle Conservation Coalition (NOHVCC) visited the gravel pit to assess its suitability for recreational OHVs. Staff from NOHVCC felt that this location could be developed as a learning area where children and novice riders could acquire skills and gain experience in a controlled environment. Functionally, this would be similar to the ABATE training for motorcycle operators that takes place in the parking lot at the Dept. of Transportation's Southeast Region Headquarters at 7-Mile Glacier Hwy.

Due to poor drainage and gravel extraction activities, this site could only be used on Sundays during periods of dry weather.

Opportunities

- Owned by the City & Borough of Juneau.
- Development costs would be low.
- Easily accessible from main population centers
- Industrial area will result in few user conflicts.

Constraints

- At 10 acres, the site is only for training and education under close supervision and management; the site is not able to address general needs for motorized recreation.
- Site has poor drainage and is susceptible to erosion during spring thaw.
- The pit is actively used for gravel extraction six days per week (Sundays are available).
- Due to stormwater permit restrictions, the site cannot be used when wet.
- Recreational use by OHVs will require strict supervision to prevent riders from accessing sensitive areas, including drainage swales and ditches.
- Site is slated to be subdivided and sold for private development at some future date. Property is worth ~\$5M. Any OHV use not likely to last more than 5 years.
- If other areas are not made available for motorized recreation, providing a learning area to recruit and train new enthusiasts could compound existing problems in other locations.
- Perimeter security will need to be dramatically increased to prevent off-hours use.