

AGENDA

PARKS & RECREATION ADVISORY COMMITTEE

Tuesday, December 5th, 2017

CBJ Assembly Chambers – 6:00 p.m.

Agenda Item	Presenter	Action Requested
1. Call to Order	Chair, C. Mertl	
2. Agenda Changes		
3. Public Participation of Non-Agenda Items		
4. Approval of Meeting Minutes from November 7 th , 2017		Motion to approve
5. New Business - Commercial Use Fees - Alaska Canopy Adventures		
6. Unfinished Business - Turf Field Proposal - Knotweed - Eagle Valley Center – CBJ Finance Committee		
7. Directors Report - Montana Creek Nordic Bridge Crossing - Parks & Rec Division Updates	K. Duncan	
8. Committee, Liaison, and Board Member Reports - Chair Report - Liaison to the Assembly Report - Liaisons: a) YAB b) Aquatic Facilities c) Jensen-Olson d) Lands e) 1% for art f) Treadwell - Other Partners: a) JNU Urban Forestry b) Eaglecrest c) TrailMix d) Park Foundation - Other Member Business	C. Mertl N. Gregory T. Rutecki T. Rutecki T. Gilmour C. Mertl J. Anderson E. Carillo C. Mertl E. Carillo B. Farrell C. Mertl	
9. Adjournment	Chair, C. Mertl	

AGENDA SYNOPSIS

PARKS & RECREATION ADVISORY COMMITTEE

Tuesday, December 5th, 2017
CBJ Assembly Chambers – 6:00 p.m.

New Business—

- A. **Commercial Use Fees:** Currently the Parks and Recreation Department utilizes a rather confusing set of fees for commercial operators who use our trails. Lauren has created a memo outlining the changes that we propose to take place in April of 2019. [Page 10-12]
- B. **Alaska Canopy Adventures (ACA):** The operator for the zipline near Treadwell has approached the Department for permission to walk their users through the Treadwell Historic District rather than their current use of boats. ACA needs to receive a conditional use permit from the Planning Commission and the Planning Commission is looking to the PRAC for a recommendation. Below is the supplemental information included in the packet on ACA. [Page 13-79]

Trail Working Group Resolution	Page 13-15	PlaceSpeak Results as of 12/5	Page 42-49
ACA's CDD Application	Page 16-22	Facebook Results as of 12/5	Page 50-52
CDD Follow-up Questions	Page 23-26	Public Comment as of 11/28	Page 53-69
Douglas Meeting Minutes	Page 27-28	Public Comment as of 12/5	Page 70-79
ACA's Presentation	Page 29-41		

Unfinished Business—

- A. **Turf Field Proposal:** Larry Johansen has inquired about the potential of leasing fields to his organization. He has been told that while no promises are made at this time, the Department will continue to work with him on ways to assist in securing funding for turfing of fields.
- B. **Knotweed:** The CBJ Law Department has suggested that we proceed slowly and carefully with any knotweed eradication program as there are liability issues to be considered.
- C. **Eagle Valley Center – CBJ Finance Committee:** The Assembly Finance committee had only a few questions concerning the Eagle Valley Center and had no objection to moving forward with the plan that was presented.

Directors Report—

- A. **Montana Creek Nordic Bridge Crossing:** The Nordic Club, Trail Mix and the Park Maintenance division worked to widen the bridge at Montana Creek at the end of the road. The wider bridge makes grooming an easier operation.
- B. **Parks & Rec Division Updates:**
 - o *Treadwell Arena:* The Santa Skate was very well attended and the operation is running smoothly thanks to Lauren and her staff.
 - o *Centennial Hall:* A successful Public Market and other large events. Centennial Hall is coming into its busy time of the year. The new floor has been well received. Dave Pusich has worked with several folks in setting up Pickleball for the Mondays in October and November at Centennial Hall. We wanted to judge the level of enthusiasm for the sport and it appears to be well received. Thanks to Steven Pfister for making the facility available.
 - o *Aquatics:* The pools are operating well. Sales are up and hourly labor costs are down slightly both of which are good.
 - o *Zach Gordon Youth Center:* Use of the facility is strong and the BAM program is off to another good start.
 - o Park Maintenance and Building Maintenance are staying busy.
 - o While not widely distributing the information, the Director has decided to retire in May or June of 2018. The Managers' office is developing a replacement plan.

DRAFT MINUTES
PARKS & RECREATION ADVISORY COMMITTEE

Tuesday, November 7th, 2017
City Hall Chambers– 6 p.m.

I. Call to Order at 6:03 p.m. – C. Mertl, Chair

Present: J. Anderson, B. Farrell, T. Gilmour, C. Mertl, E. Ouderkirk, C. Prussing, T. Rutecki, G. Schaaf

Absent: E. Carrillo

Staff Present: Kirk Duncan, P&R Director; Lauren Verrelli, Staff Liaison

II. Agenda Changes – Approved.

III. Public Participation of Non-Agenda Items – None.

IV. Approval of Meeting Minutes from October 3rd, 2017 – J. Anderson moves to approve the minutes, no objection. *Minutes adopted.*

V. New Business –

A. Greetings Tour Mural Committee:

Dana Herndon: I am a member of the Greetings Tour Mural Committee, representing the DBA. To give some background, the artists from the Greeting Tour reached out to one of our committee members with an exciting opportunity. These artists have been going around the United States and installing large scale murals that highlight various aspects and themes of the cities they are in. We would love the opportunity to have them here in our Capital City. We're interested in this beautification project because it speaks to one of our missions which is to increase public art downtown. Their murals are collaborations with local artists, which we stressed the importance of in our community and plan to do a call for artists. The location we're seeking is the south side of the MPG, which is a large wall that is in plain sight and it can be seen by visitors and locals alike. This mural for Juneau could potentially be a popular backdrop for visitors here to take pictures in front of. For the murals longevity and maintenance, the wall would need to be power washed and primed correctly and have a UV sealant on top of the mural. Typically, the artist said that their murals last around 10 years before they will need to be retouched. But since this specific wall is wind facing, they think it will last around 7 years. In fundraising efforts, we're keeping that in mind and raising enough money to cover future touchups when needed. We're aware of future development plans for the lot next to the MPG. Our idea is to have this placed higher on the wall to not be blocked. In terms of sponsorship, the entire mural will be privately funded and will cost around \$12,000. We have verbal commitment that covers 50% of the costs so far. As far as timing, we're hoping to have the wall primed and prepped by spring 2018.

C. Prussing: Since the proposed site is a public building, I see problems with that. Why isn't a downtown commercial building not been proposed?

D. Herndon: As a collective effort within the committee, we were thinking of a wall that would get the most impressions and views from both locals and visitors alike. The MPG is ideal since it would get at least a million views throughout the summer and because it's in the core of downtown.

E. Ouderkirk: Is the JACC represented in the committee?

D. Herndon: We reached out to them but there are no JACC representatives on the committee.

E. Ouderkirk: You're also considering the maintenance of this in the long term so it doesn't become a financial responsibility on CBJ. How are those funds going to be preserved? How is the financial side of this going to work?

D. Herndon: We're still working on defining it and we will get back to you.

T. Gilmour: The limited involvement by the community until a project is done is my biggest concern. I would really encourage more conversation with the town.

D. Herndon: We could come up with a promotional plan and get back to the board. This committee is comprised with people from Travel Juneau, DBA, local business owners, local citizens, so we can put our heads together and spread the word more.

C. Prussing: We have an indigenous art tradition. I think before we hand out commission to someone who rolls in with a project, the usual procedures for public art should be followed. There is potential here to work with the JACC and local organizations,

G. Schaaf: Will there be an opportunity for the individual components within each letter to be reviewed?

D. Herndon: Yes.

G. Schaaf: What are the PRAC's role in the request and the Assembly's role in the request?

K. Duncan: The Managers Office requested this be brought to the PRAC and the PRAC making a recommendation to the Assembly on how to proceed.

C. Mertl: I'm excited about this; everything I'm hearing is there is collaboration with local artists. We have artists that are willing to come up here that has done multiple of these. We already have a mural on this building. When visitors come, they're always looking for photo-ops to identify where they're at. If we have an artist that is willing to take the lead and a local group willing to champion this and we can include local artist, I'm all for it. One thing to consider is having them on panels in case if they need to be moved.

J. Anderson: I think it's a great idea. It needs a little bit more polishing.

G. Schaaf: The PRAC recommends to the Assembly approving the Greetings Tour proposal for the mural on the MPG and encourages the city to reopen the discussion on a mural ordinance in the future.

Yea: J. Anderson, B. Farrell, T. Gilmour, C. Mertl, E. Ouderkirk, T. Rutecki, G. Schaaf

Nay: C. Prussing

Motion passes.

B. Quarterly Engineering Report:

Michele Elfers: *Chicken Yard/Capital Park*: Hired PND Engineers to look at the wall and drainage issues in Capital Park. They're also looking at wall structural issues in Chicken Yard Park and adding a hose bib. They're doing a cost estimate and structural assessment. The most pressing issues in the parks are public safety. *Auke Lake*: Can't afford a shelter or restrooms but looking at creating a hardened area, picnic tables and grill. *Adair Kennedy*: Doing a cost estimate of Phase One of the master plan to see how much more money we will need; moving the restroom/concession area and doing some work on the entry. *Overstreet Park*: In Phase Three; working on the plaza, fountains and foundation of restrooms. Completion is May 31st, 2018. *Kax Trail*: Assessment of entire trail; some sections need to be relocated because of the erosion. *Rotary Park*: Finalizing construction documents with Corvus Designs. Early spring construction, Rotary will install the playground equipment and the contractor will prep and clean up the site. The park should be open in early July 2018. *Arboretum Parking Lot*: Construction started this fall, currently in winter shut down. They have until May 15th to complete the work. *Project Playground*: Corvus Design in partnership with Leathers was the successful proposers. Steering committee is running public outreach and going into the schools. Looking at 10% of the original design changing. Will be completed Summer 2018.

T. Gilmour: With insurance paying for 100% of this rebuild, why are we not replacing the original pickets?

K. Duncan: We will look into that.

C. Mertl: Any help PRAC can do to make these projects a reality?

M. Elfers: From the last 1%, the Lemon Creek Plan and OHV Park projects were not funded. I would suggest discussion and value of those projects and revisiting them.

C. Knotweed:

C. Prussing: There is a knotweed problem throughout the borough, especially in the Twin Lakes area. John Hudson has extensive experience with invasive species control through his work with the Forest Service and Southeast Watershed Coalition. Knotweed isn't something you spray and get rid of, it's a multiyear eradication. What would be helpful for residents that are concerned about knotweed invasions on their property is having a tutorial on how to deal with it on CBJs website. I would like the PRAC to recommend to the Manager's office to have something put up on the website.

K. Duncan: I will talk with the Manager's office; as much as people want knotweed eliminated, people will say chemicals are not the way to do it. With the City giving out information, it would be an appearance that the City is backing this concept. Parks & Rec does not use pesticides. We're aware of the Knotweed problem, we have dedicated the amount of resources we have to it, and we're doing what we can do in the areas top priority.

VI. Director's Report – K. Duncan

A. Master Plan Update:

K. Duncan: Currently writing chapters, once written it will go out for public comment in March/April. In May will be brought to PRAC for comments and adoption, then to the Planning Commission and then finally to the Assembly for adoption into the CBJ Comprehensive Plan.

B. Indian Point Land:

C. Mertl: This land might be turned over to Goldbelt or Sealaska. Lands Committee is currently collecting information on the history of Indian Point. Desire to return it to some native cultural use or foundation.

K. Duncan: The Department does not promote use of the area, it is culturally sensitive. There is a trail out there but it is not well maintained.

C. SAIL Ropes Course:

K. Duncan: The ropes course is a technical thing to manage; together with SAIL we're putting together a lease. They will manage the operation under a 5 year contract with a 5 year extension. They will pay us per people who use it. It is available for their clients or any other person that wants to use the course.

D. Eagle Valley Center – CBJ Finance Committee:

K. Duncan: Looking for \$1,500 in general fund support to operate the EVC. Our rentals are strong and we will absorb that in our own budget. Kristi West is managing the operation and we're notifying the Assembly we're adding a permanent position at the EVC.

VII. Unfinished Business –

A. Turf Field Proposal:

K. Duncan: Continued discussion with Larry Johansen is included in the minutes.

VIII. Committee, Liaison, and Board Member Reports

- A. Chair Report—** No proposed changes to Marine Park in the D&H Master Plan. Proposed change to put restrooms and visitor center off the north side of the MPG. Intent of Master Plan is to create open and public space.

B. Liaison to the Assembly Report— Welcome Gregory Norton.

C. Liaison Reports—

YAAB – T. Rutecki: Have not have been able to meet; don't have a quorum.

Aquatics – T. Rutecki: 1% of 5 million was approved for the AGB maintenance. Four options being considered by the Aquatics board on their sunset deadline.

Jensen-Olson Arboretum—T. Gilmour: None.

Lands – C. Mertl: Been talking about Indian Point land and CBJ driveway standards.

1% for Art— J. Anderson: Aquilean sculptures are up.

Treadwell Arena Board – E. Carrillo: None.

JNU Urban Forestry – C. Mertl: None.

Eaglecrest – E. Carrillo: None.

TrailMix—B. Farrell: None.

Park Foundation— C. Mertl: Going between Law Dept. & Managers Office.

Other Member Business –

Adjournment – 7:40 p.m. *Having no other business before the board.*

From: [Kirk Duncan](#)
To: [Lauren Verrelli](#)
Subject: FW: Turf field & MLB Community Grant
Date: Tuesday, November 07, 2017 9:00:06 AM

From: Kirk Duncan
Sent: Monday, November 06, 2017 9:33 AM
To: 'Larry Johansen'
Cc: erik.mccormick@alaska.gov; midnightsunsbaseball@gmail.com; Chad Bentz
Subject: RE: Turf field & MLB Community Grant
 Hi Larry

Parks and Recreation, through the Capital Improvement Project (CIP) process has identified a desire/need to turf the Adair Kennedy field however that request is in the future years category which means it is a minimum of 7 years out. In addition, the amount slated for that project is \$8.5 million which includes another ball field, improving the drainage issues and other related costs. I think it is accurate to say, gauging the reaction from the PRAC members that selling the Adair Kennedy complex and relocating the complex to an area further from the valley would not be desirable.

It may be possible, if you could find land that was available for lease and you could fund the project from MLB as well as private donations, Parks and Recreation could work with you on a maintenance agreement where we do basic maintenance. Your organization would maintain the lease and would be responsible for major maintenance and eventual replacement of the turf field.

Many details would need to be worked out and I am not making any promises at this time, simply saying that the department would be happy to have a conversation about the possibility of this type of interaction occurring

Thanks

Kirk

From: Larry Johansen [<mailto:LarryJ@archipelagowebcasting.com>]
Sent: Thursday, October 26, 2017 3:10 PM
To: Kirk Duncan
Cc: erik.mccormick@alaska.gov; midnightsunsbaseball@gmail.com; Chad Bentz
Subject: Re: Turf field & MLB Community Grant

Kirk,

Thank you for your response. I was just thinking this morning about my effort to get this done. I could so easily let the momentum generated for this project fall by the wayside since my kids are through the program, but I vowed that I wouldn't so I persist.

The MLB grant committee has followed up with me twice urging me to complete the application. I feel like they want to give us the money as our story is a good example of the message they want to spread- planting baseball seeds in places that baseball seems unlikely to catch on.

They will fund 50% max of the project IF someone else comes up with the other 50%.

At the meeting it sounded like Parks & Rec Board might be willing to include it in capital request in future budget. If Parks & Rec can't say they will support the other 50% that's understandable. But I reiterate my testimony where I proposed the CBJ sell land that could be allocated to the project. I proposed that AK field be sold to add on to the neighborhood surrounding it for its increased property value and that turf be installed on a remote field currently being underutilized. The single field would be redesigned to accommodate baseball as well as softball like Sitka's field. This may not be a conventional idea but I can't see why that wouldn't work. We would be trading convenience for a little longer drive to a nicer place to play. If Parks & Rec is open to the idea of a land sale, the first place to go would be an

estimate on upgrading an existing field and an estimate on the land value that would be sold. Also, it may be possible to lease private land to build a new field. This has been done in Juneau before when the AJ Mine leased land in Last Chance Basin to the local baseball league. Then we wouldn't need to worry about funding 12 years from now.

Lj

PS we can do this!

ArchipelagoWebcasting.com

<http://www.AlaskaSports.tv>

<http://www.AlaskaNews.tv>

AKSightseeing.com

RowdyDogImages.com

On Oct 26, 2017, at 12:39 PM, Kirk Duncan <Kirk.Duncan@juneau.org> wrote:

Larry – Given current funding level within the Parks and Recreation department making any financial commitment for turf fields is not possible at this time. It must also be pointed out that turf fields have about a 12 year useful life and would need to be replaced at some point in the future. A potential funding source for replacement of the turf would need to be identified.

In regards to the requested information, you would need to contact the user groups for their budget information.

With regards to construction and maintenance plans as well as project timelines, we could develop some very rough numbers however until funding seems possible, we don't have capacity at this time to develop those numbers. Please let me know if you have any questions.

Thanks

Kirk

From: Rowdy Dog Images [<mailto:LarryJohansen@rowdydogimages.com>]

Sent: Tuesday, October 10, 2017 1:39 PM

To: erik.mccormick@alaska.gov; midnightsunsbasketball@gmail.com; Kirk Duncan

Cc: Chad Bentz

Subject: Turf field & MLB Community Grant

Gentleman,

I'm following up on my testimony to Park & Rec Advisory committee and their request to see a written proposal of the opportunity that the MLB Community Grant will present the city to fund the proposed turfing of Adair-Kennedy and Melvin fields. This grant would cover possibly 50% of the estimated 2.2million cost. I have started the application process and with Eric's help we are mostly ready to apply for the grant. What is needed now for the grant is a commitment from CBJ to fund the other 50% or at least supplement up to 50% of the remaining cost subtracting other sources of potential revenue from sponsors, donations, and fund raising efforts.

Also, to complete the application, the following items need to be included:

Required Supporting Documentation Forms

Download and complete the forms below. Attach each completed form where indicated in the online application Attachment section where instructed. An application submitted without these forms is incomplete and may not be considered for funding.

- [Annual Organization Operating Budget for Baseball/Softball Organizations](#) –

Please use this form to provide the annual operating budget for your youth baseball/softball organization **or** the youth baseball/softball programs operated by your organization. In any case, an annual operating budget for the applicant organization must be provided.

- [Budget Summary](#) – This form must be completed for all requests to BTF.
- [Detailed Project Budget](#) – This form must be completed for all requests to BTF.
- [Detailed Project Budget Narrative](#) – This form must be provided only for field renovation, construction or field lighting requests.
- [Project Timeline](#) – Please review the [BTF Grant Review Process](#) before completing this form. This form must be completed for all requests to BTF.
- [Field/Facility Maintenance Plan](#) – This form must be provided only for field renovation, construction, field lighting and training facility requests.
- [Required Photos](#) – Photos must be provided for field renovation, construction, field lighting and training facility requests.
- [Required Construction Design Plans](#) – Construction design plans must be provided for field renovation, construction, field lighting and training facility requests. This document outlines the information needed in the construction design plans.

We have the design plans, photos, but the other items need to be summarized by Parks & Rec staff to insure accuracy.

Thank you all for contributing to this effort.

Larry j

321-0775

RowdyDogImages.com



MEMORANDUM

To: Mila Cosgrove, Deputy City Manager
From: Kirk Duncan, Parks & Recreation Director
Date: November 20, 2017
Re: Parks & Recreation Commercial Use Pricing Structure Change

This memorandum summarizes the current pricing structure used by the Parks & Recreation Department (Department) for Commercial Use on Parkland and the new pricing structure we propose to adopt. The goal of these changes is to provide simplification to our fee structure, reducing time spent by both the permittee and Department Administration.

The Department offers three types of commercial use permits: 2-Year Commercial Use Permit, 1-30 Day Commercial Use Permit and Special Use Commercial Use Permit. The 2016-2017 commercial use season just concluded with our four 2-Year Commercial Use permittees: Above & Beyond Alaska (ABAK), Alaska Rainforest Sanctuary (AKRS), Alaska Travel Adventures (ATA) and Gastineau Guiding (GG). The Department also issued three Special Use permits and one 1-30 Day Commercial Use permit in 2017. This memo will recommend changes to the 2-Year Commercial Use Permit and 1-30 Day Commercial Use permit only at this time.

Our current pricing structure requires permittees to provide the Department an estimate based on the number of people for the season (May-September) and amount of time spent on Parkland. Permittees that will be on Parkland for up to an hour start at \$2.00 per person plus an additional \$0.08+ depending on the number of people for the season. Permittees that will be on Parkland for greater than one hour starts at \$3.25 per person plus an additional \$0.13+ depending on the number of people for the season. This is a cumbersome process for all involved. Below is the current pricing structure:

Number of People	Up to 1 Hour on Parkland \$2.00 per person PLUS	Greater than 1 Hour on Parkland \$3.25 per person PLUS
0 – 500	.08	.13
501 – 1,000	.09	.14
1,001 – 2,000	.10	.15
2,001 – 3,000	.11	.16
3,001 – 4,000	.12	.17
4,001 – 5,000	.13	.18
5,001 – 6,000	.14	.19
6,001 – 7,000	.15	.20
7,001 – 8,000	.16	.21
8,001 – 9,000	.17	.22
9,001 – 10,000	.18	.23
10,001 – 11,000	.19	.24
11,001 – 12,000	.20	.25
12,001 – 13,000	.21	.26
13,001 – 14,000	.22	.27
14,001 – 15,000	.23	.28
15,001 +	.01 increase for every 1,000 people	.01 increase for every 1,000 people

For the 2016-2017 2-Year permittees, AKRS and ATA both used our Parkland up to one hour, while ABAK and GG used our Parkland for greater than one hour. All four permittees estimates for the amount of people they would walk during the entire season varied. The below table shows the rates and the amount of people each permittee paid for their locations. The average hourly rate for permittees that used Parkland for up to one hour was \$2.16, while the average hourly rate for permittees that used Parkland for greater than one hour was \$3.40.

Permittees	Parkland Location	Hourly Rate Per Person	Time on Parkland	# of People Projected	# of People Actual	Fees Collected at Current Pricing Structure	Increase of Fees Paid at \$3.50
Above & Beyond Alaska	Amalga Meadows	\$3.39	Hour +	501-100	296	\$1,003.44	\$1,036.00
	Auke Lake	\$3.38	Hour +	0-500	7	\$23.66	\$24.50
AK Rainforest Sanctuary	Treadwell Mine Historic District	\$2.08	Under Hour	0-500	348	\$723.84	\$1,218.00
Gastineau Guiding	Perseverance	\$3.41	Hour +	2001-3000	46	\$156.86	\$161.00
	Rainforest Trail	\$3.42	Hour +	3001-4000	1,926	\$6,586.92	\$6,741.00
	Treadwell Mine Historic District	\$3.41	Hour +	2001-3000	156	\$531.96	\$546.00
AK Travel Adventures	Last Chance Basin	\$2.23	Under Hour	14,001-15,000	13,080	\$29,168.40	\$45,780.00
Total:						\$38,195.08	\$55,506.50

The fee schedule has not changed in the last four years. A modest increase of \$0.10 for greater than one hour users is very reasonable. AKRS is changing the format of their tour eliminating the use of boat to deliver their patrons to the zipline. Increasing their fees from \$2.16 to \$3.50 may increase their costs by as much as \$7,100 in the first year which is reasonable given their 1420% increase use of Parkland. However, it is recommended that ATA be given a three year phase in period with fees increasing \$0.50 per year until they reach parity with the other commercial use permittees. In addition, it is recommended that commercial use fees increase 2.5% per year to keep up with the cost of inflation.

With a single flat fee of \$3.50, the Department would increase revenue collection by \$17,311.42 in commercial use fees when ATA reaches parity. These funds would be used to maintain and improve Parklands. This policy change would also eliminate any confusion when completing and processing the application, along with extra administrative duties through the season if the permittees under estimated and would require retro payments.

Currently the commercial use permits are issued every two years for a 2-year period. The application period is open from January to March on even numbered years. If a commercial use user wished to apply in the odd numbered year, the permit would not be considered until the even numbered year. This is not a user friendly system. The Department recommends that the permit period be open every year from January to March and permits would be used for a 2-year period.

These changes would allow the Department to administer an easier to understand system that allows uniform fee collection. As the tour operators have already posted their prices for the 2018 tour season, it is recommended that these prices go into effect on January of 2019. The Department will notify the permittees as soon as the change is approved so that they can make the needed marketing changes for the 2019 tour season.

Presented by: The Manager
Introduced: 09/13/2004
Drafted by: J.W. Hartle

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2280

A Resolution Supporting the Trails Working Group Commercial Use Recommendations.

WHEREAS, the mission of the Trails Working Group is to systematically evaluate all trails in Juneau to develop a common vision for agency management to guide commercial use of trails, reduce conflicts between commercial and non-commercial users, and minimize natural resource degradation to preserve quality experiences for all trail users; and

WHEREAS, during the winter of 2003/2004 the Trails Working Group reconvened to consider requests and issues that had arisen since the recommendations made in 2001 for the commercial use of trails; and

WHEREAS, recommendations are presented to the Assembly, Alaska State Parks, and the U.S. Forest Service for endorsement, and then provided to these agencies to be used as state and federal guidelines when issuing permits; and

WHEREAS, the approved recommendations will become a chapter in the updated Juneau Trails Plan; and

WHEREAS, the Assembly Lands Committee at its meeting of August 9, 2004, requested legislation incorporating the 2004 Update of the Commercial Use of Trails Recommendations prepared by the Trails Working Group.

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

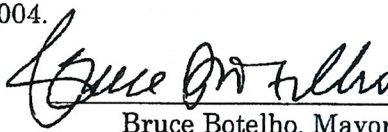
Section 1. That the Assembly adopts the 2004 Update of the Commercial Use of Trails Recommendations.

Section 2. That the Assembly requests that the 2004 Update of the Commercial Use of Trails Recommendations be incorporated as a chapter in the updated Juneau Trails Plan.

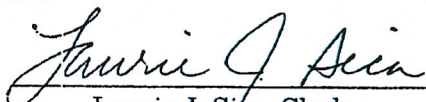
Section 3. That the updated Juneau Trails Plan be distributed to the Alaska State Parks and U.S. Forest Service to be used as guidelines when issuing permits.

Section 4. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 13th day of September, 2004.


Bruce Botelho, Mayor

Attest:


Laurie J. Sica, Clerk

Summary of Commercial Use Recommendations 2004

Trail	Sub Area	Group Size	# groups per day	spacing	Hours of operation	Weekend use	comments
Ernest Gruening State Historical Site	1	up to 10	up to 4	1 group in park at a time		M - F no weekend	As Park improvements are made it is anticipated that allowable commercial use will increase
Herbert Glacier Trail	1	up to 15	up to 4	30 people per day maximum		M - F limited weekend	1 group of 8 per day on weekends
Sunshine Cove Beach Access	1	up to 20	up to 2				Commercial use restricted to southern most beach access trail
Amalga Meadows Beach Access	1	up to 30	up to 4	No more than 1 group on beach	off trail by 7:00 PM		
West Glacier Trail	2	up to 15	up to 4	45 people per day maximum	off trail by 6:00 PM	M - F no weekend	Improve parking and trail tread
Auke Lake Parking Area	2	up to 15	1				
DOT ROW on Montana Creek	2	up to 15	up to 5	1 group on trail at a time	off trail by 5:00 PM	M - F 1 weekend day	Road and parking area need upgrading Weekend day to be negotiated each season
Moraine Ecology /Fish View Trail	3	up to 15	up to 4		off trail by 6:00 PM		Improve trail to minimize side trails
Photo Point	3	no limit	no limit				Interp. allowed when FS Interp. not present No commercial use on sand bars
Nugget Creek Trail	3	up to 15	up to 2				
East Glacier Loop Trail	3	up to 15	up to 4				
Trail of Time Nature Loop	3	no limit	no limit				Commercial use allowed with no interpretation Create pullouts along trail for group interp.
DZ School Trail (being planned)	4						If design is compatible use will be determined after construction
Perseverance Trail System	6						
A. Perseverance Trail	6	up to 15	up to 4	no more than 2 groups on trail	off trail by 7 pm	M - F 1 weekend day	Encourage 1/2 hour spacing
B. Red Mill Trail	6	up to 15	up to 4	no more than 2 groups on trail	off trail by 7 pm	M - F 1 weekend day	Encourage 1/2 hour spacing
C. Glory Hole Trail	6	up to 15	up to 4	no more than 2 groups on trail	off trail by 7 pm	M - F 1 weekend day	Encourage 1/2 hour spacing
D. Mine Camp Ruins Trail	6	up to 8	1		off trail by 7 pm	M - F 1 weekend day	
Mt Roberts Trail-above the tram	6						
A. Loop to Terrace above the cross	6	up to 15	no limit				Go Clockwise on loop, Encourage 15 minute spacing on loop
B. Cross to Gold Ridge	6	up to 10	up to 2				Operator familiar w/preservation practices No motorized access
C. Gold Ridge to Mt. Roberts Peak	6	up to 10	1			M-F No Weekends	No more than 10 groups per season No motorized access
Treadwell Mine Historic Loop Trail	7	up to 15	up to 4		off trail by 5:00 p.m.	M-F 1 weekend day	No Parking on St. Anns No use on July 4th, no beach use
Eaglecrest Trails	8						Open for commercial use proposals that provide improved infrastructure
Rainforest Trail New Trail	8	up to 15		15 minutes between groups	off trail by 7:00 p.m.		

DEVELOPMENT PERMIT APPLICATION

RECEIVED

Page 16

AUG 31 2017

Date Received:

PERMIT CENTER/CDD

Project Number

CITY and BOROUGH of JUNEAU

Project Name

(City Staff to Assign Name)

Project Description

ALASKA Canopy Adventures would like to amend their site access to include walking guests from either St. Ann's gate or SANDY BEACH to the zipline location

PROPERTY LOCATION

Street Address

NO ADDRESS

City/Zip

SOUTH DOUGLAS MINING CLAIMS

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)

Site is located approximately 4,000 ft east of the St. Ann's Avenue Terminating

Assessor's Parcel Number(s)

220301020050

Property Owner's Name

AJT mining properties

Contact Person:

Alec Mesdag

Work Phone:

907 463 6303

Mailing Address

5601 Tongard CF

Home Phone:

907 723 2624

Fax Number:

E-mail Address

Alec.Mesdag@aep.com

Other Contact Phone Number(s):

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 officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X

[Signature]

Landowner/Lessee Signature

8/22/2017

Date

X

[Signature]

Landowner/Lessee Signature

Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT

File name as OWNER, write "BAND" and print and detail as below

Applicant's Name

ALASKA Canopy Adventures

Contact Person:

DEREK JETZKE

Work Phone:

907-523-2920

Mailing Address

76 EGAN DR. SUITE #100, 99801

Home Phone:

907-723-3466

Fax Number:

907-523-2860

E-mail Address

jetzke@alaskacanopy.com

Other Contact Phone Number(s):

907-225-8800

X

[Signature]

Applicant's Signature

8/22/2017

Date of Application

OFFICE USE ONLY BELOW THIS LINE

✓

Permit Type

Building/Grading

Permit

City/State

Project Review and City Land Action

Inquiry Case

(Fee in Lieu, Letter of ZC, Use Not Listed)

Mining Case

(Small, Large, Rural, Extraction, Exploration)

Sign Approval

(If more than one, fill in all applicable permit #'s)

Subdivision

(Minor, Major, PUD, St. Vacation, St. Name Change)

✓

Use Approval (Allowable, Conditional, Cottage Housing,

Mobile Home Parks, Accessory Apartment)

Variance Case

(De Minimis and all other Variance case types)

Wetlands

Permits

Zone Change

Application

Other

(Describe)

Date Received

8/23/17

Application Number(s)

USE 20170021

Comments:

***Public Notice Sign Form filled out and in the file.

Permit Status Initials

[Signature]

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

INFORM 2010 Applications

Revised November 2009

DEVELOPMENT PERMIT APPLICATION

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Project Number	CITY and BOROUGH of JUNEAU	Date Received:
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description <i>ALASKA Canopy Adventures would like to amend their site Access to include walking guests from either St. ANN's gate or SANDY BEACH to the zipline location</i>		
	PROPERTY LOCATION		
	Street Address <i>NO ADDRESS</i>	City/Zip	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) <i>Site is located Approximately 4,000 ft east of the St. ANN's Avenue Terminus</i>		
	Assessor's Parcel Number(s) <i>2D0301020050 SOUTH DOUGLAS MINING Claims</i>		
	LANDOWNER/ LESSEE		
	Property Owner's Name <i>ADT mining Properties</i>	Contact Person: <i>Alec Mesday</i>	Work Phone: <i>907 463 6303</i>
	Mailing Address	Home Phone: <i>907-723-2624</i>	Fax Number:
	E-mail Address <i>Alec.Mesday@aelp.com</i>	Other Contact Phone Number(s):	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****	
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 officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X		Landowner/Lessee Signature	Date
X		Landowner/Lessee Signature	Date
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name <i>ALASKA Canopy Adventures</i>		Contact Person: <i>DEREK JETZKE</i>	Work Phone: <i>907-523-2420</i>
Mailing Address <i>76 EGAN DR Suite #100, 99801</i>		Home Phone: <i>907-723-3466</i>	Fax Number: <i>907-523-2860</i>
E-mail Address <i>jetzke@alaskacanopy.com</i>	Other Contact Phone Number(s): <i>907-225-8800</i>		
X	Applicant's Signature <i>[Signature]</i>	Date of Application <i>8/22/2017</i>	

STAFF APPROVALS	OFFICE USE ONLY BELOW THIS LINE				
	☒	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State Project Review and City Land Action			
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	☒	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		<i>8/23/17</i>	
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
		Zone Change Application			
		Other (Describe)			
	***Public Notice Sign Form filled out and in the file.				
	Comments:				Permit Intake Initials

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

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Project Number	Project Name (15 characters)	Case Number USE20170021	RECEIVED Date Received AUG 3 2 2017 PERMIT CENTER/CDD																																			
TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED ☐ Accessory Apartment*** (AAP) ☐ Driveway in Right-of-Way (ADW) ☒ Use Listed in §49.25.300 (USE) (Table of Permissible Uses) Please list the Table of Permissible Uses Category: <u>6.270 Aerial conveyances; apartment facilities</u> ***An Accessory Apartment Application will also be required.																																						
DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED. <u>Alaska Canopy Adventures would like to Amend their site access to include walking guests from either St ANN's gate or Sandy Beach to the Zipline location</u>																																						
IS THIS A MODIFICATION OF AN EXISTING APPROVAL? ☐ NO ☒ YES - Case # <u>USE2005-0058</u>																																						
CURRENT USE OF LAND OR BUILDING(S): <u>A canopy tour Accessed by boat consisting of ziplines, skybridges, a rappel, and a ride in an off road style vehicle. Shelters are used for gearing up and a small store</u>																																						
PROPOSED USE OF LAND OR BUILDING(S): <u>Continuing the same tour, but access the location by walking and offering a short narrative including the History of the treasured area and Mexican mine</u>																																						
UTILITIES PROPOSED: WATER: ☐ Public ☐ On Site SEWER: ☐ Public ☐ On Site																																						
SITE AND BUILDING SPECIFICS: Total Area of Lot _____ square feet Total Area of Existing Structure(s) _____ square feet Total Area of Proposed Structure(s) _____ 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																																						
PROJECT NARRATIVE AND SUBMITTAL CHECKLIST: ☒ Site Plan ☐ Floor Plan of proposed buildings ☐ Elevation view of existing and proposed buildings ☐ Proposed Vegetative Cover ☒ Existing and proposed parking areas (including dimensions) and proposed traffic circulation ☐ Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)																																						
For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side. If you need any assistance filling out this form, please contact the Permit Center at 586-0770.	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ALLOWABLE/CONDITIONAL USE FEES</th> <th style="text-align: center;">Fees</th> <th style="text-align: center;">Check No.</th> <th style="text-align: center;">Receipt</th> <th style="text-align: center;">Date</th> </tr> </thead> <tbody> <tr> <td>Application Fees</td> <td style="text-align: right;">\$ 500⁰⁰</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Admin. of Guarantee</td> <td style="text-align: right;">\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Adjustment</td> <td style="text-align: right;">\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Fee</td> <td style="text-align: right;">\$ 50⁰⁰</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Deposit</td> <td style="text-align: right;">\$ 100⁰⁰</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Total Fee</td> <td style="text-align: right;">\$ 650⁰⁰</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table> RECEIVED AUG 3 2 2017			ALLOWABLE/CONDITIONAL USE FEES	Fees	Check No.	Receipt	Date	Application Fees	\$ 500 ⁰⁰	_____	_____	_____	Admin. of Guarantee	\$ _____	_____	_____	_____	Adjustment	\$ _____	_____	_____	_____	Pub. Not. Sign Fee	\$ 50 ⁰⁰	_____	_____	_____	Pub. Not. Sign Deposit	\$ 100 ⁰⁰	_____	_____	_____	Total Fee	\$ 650⁰⁰	_____	_____	_____
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Total Fee	\$ 650⁰⁰	_____	_____	_____																																		

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

Project Narrative Alaska Canopy Adventures

August 2017

Prepared by Alaska Canopy Adventures (ACA)
Juneau, Alaska

Overview

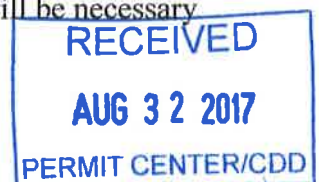
Alaska Canopy Adventures (ACA) has operated a zipline at the historic Treadwell Mine for over 10 years. The objective of this tour is to provide a small group experience for visitors who want to see the Tongass National Rainforest from a unique perspective. Guides will also provide a historical and eco driven narrative for guests to learn about the significance of the area and the impact it had. The tour will originate from designated points in the downtown area where tour groups meet and load onto small passenger busses or vans. These busses will carry up to 18 passengers from the downtown area and drop them off at St. Ann's gate to meet with 2 guides. Here they will walk from the turnaround to the avalanche control pad which takes approximately 10 minutes. For interpretive purposes, there will be one 3-5 minute stop in the large open area at the base of the Glory Hole. Another interpretive break will occur at the avalanche control pad before walking on private property for the final 5-10 minute walk to the ACA site. From there, guests will be geared up and take a 4x4 vehicle to the first platform at the top of the hill and zip through the course. The guests will return the same path they arrived. The tour will take a total of 4 hours.

Shoreside Operations

ACA is highly experienced and has operated out of Juneau for over 10 years. They have on-board contracts with the majority of the cruise lines that serve Juneau and also sell tours independently through local vendors. ACA employees will greet passengers in front of the cruise ships or at a meeting location under the Mt. Roberts Tram and coordinate the delivery of passengers onto busses i.e. Alaska Coach, Holland America-Princess. They operate out of an office located in the downtown area in the Seadrome Building.

Transfer Operations

Passengers will take a short ride from the downtown area to the St. Ann's turnaround, approximately a 10-15 minute drive. Upon arriving at the St. Ann's turnaround guides will greet passengers and give them a brief safety talk including staying together as a group, the distance being walked, and the presence of dogs. Transfers will coordinate with a schedule to create the least amount of traffic through the area, ideally having groups departing while others are arriving. Due to the limitations of certain guests, a small amount of flexibility will be necessary.



to schedule pickups. A location near the turn-around would be designated so to not interfere with normal traffic and parking.

Table of Transport Operations				
Hour	Passengers Arrive Group 1	Passengers Arrive Group 2	Passengers Depart Group1	Passengers Depart Group 2
8:45	x			
11:45		x	x	
15:15				x

Treadwell Ground Operation

From the turnaround at the end of St. Ann's Avenue, guests and guide would walk through CBJ property (Treadwell Mine Historic Park) along the upper trail – which is actually the road used by the state Department of Transportation to access the avalanche control pad located about a quarter mile from the turnaround. This road is wide enough to allow joggers or dog walkers to be unimpeded by our guests. The walk from the turnaround to the avalanche control pad takes approximately 10 minutes. For interpretive purposes, there would be one 3-5 minute stop in the large open area at the base of the road to the Glory Hole. Another interpretive break would happen at the avalanche control pad before walking on private property for the final 5-10 minutes to the ACA site. The estimated total time on the upper trail on a busy day would be less than 3 hours. ACA's hours of operation have the heaviest traffic during the weekday afternoons when trail traffic is exceptionally light. Traditionally, weekends have very light traffic and often a maximum of 3 groups on Saturdays and Sundays. Because ACA's schedule is highly driven by the cruise ship industry, most tour departures will begin after morning walkers and finish prior to locals who use the trail in the evening.

Arriving at the site, guests will then have the opportunity to use the restroom and begin to get outfitted for the canopy course. This includes: Helmets, safety harnesses, trolleys, lanyards, and if applicable, rain gear.

Participants and guides will then board an off-road 4x4 vehicle to drive approximately 1800 feet up the old Treadwell Trail where guides will point out historical landmarks. At the top of the trail participants will listen to a safety briefing and witness a "zip demonstration". They will begin the course at the canopy zip line starting point, called "Start#1" on the drawing. From there, they will glide over a series of ziplines and walk across sky bridges that have been strategically located to take advantage of some of the geographical and historical highlights of the Treadwell site. From high above, guests will look straight down into the glory holes and see various relics that make up Treadwell history.



After several zipline traverses, guests will complete a rappel where their guides will walk them back to base camp. Here, guests will have the opportunity to refresh themselves with water and snacks. They will go through an awards ceremony and view photos of themselves on the last zip.

Guides will then walk guests back the same path they arrived.

Estimated Tour Timetable

Begin	End	Est. Time	Event
:00	:15	:15	Transfer from ship to bus
:15	:20	:05	Load bus
:20	:35	:15	Bus ride to St. Ann's turnaround
:35	:40	:05	Unload bus and guide walking briefing
:45	1:00	:15	Interpretive walk
1:00	1:15	:15	Orientation and gear up
1:15	1:30	:15	Unimog drive and ground school
1:30	3:00	1:30	10 Ziplines, 2 sky bridges, Rappel
3:00	3:20	:20	De-gear, awards ceremony, snacks
3:20	3:40	:20	Interpretive walk back
3:40	3:45	:05	Load bus
3:45	4:00	:15	Bus ride to downtown docks

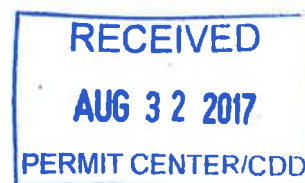
Tour Operations

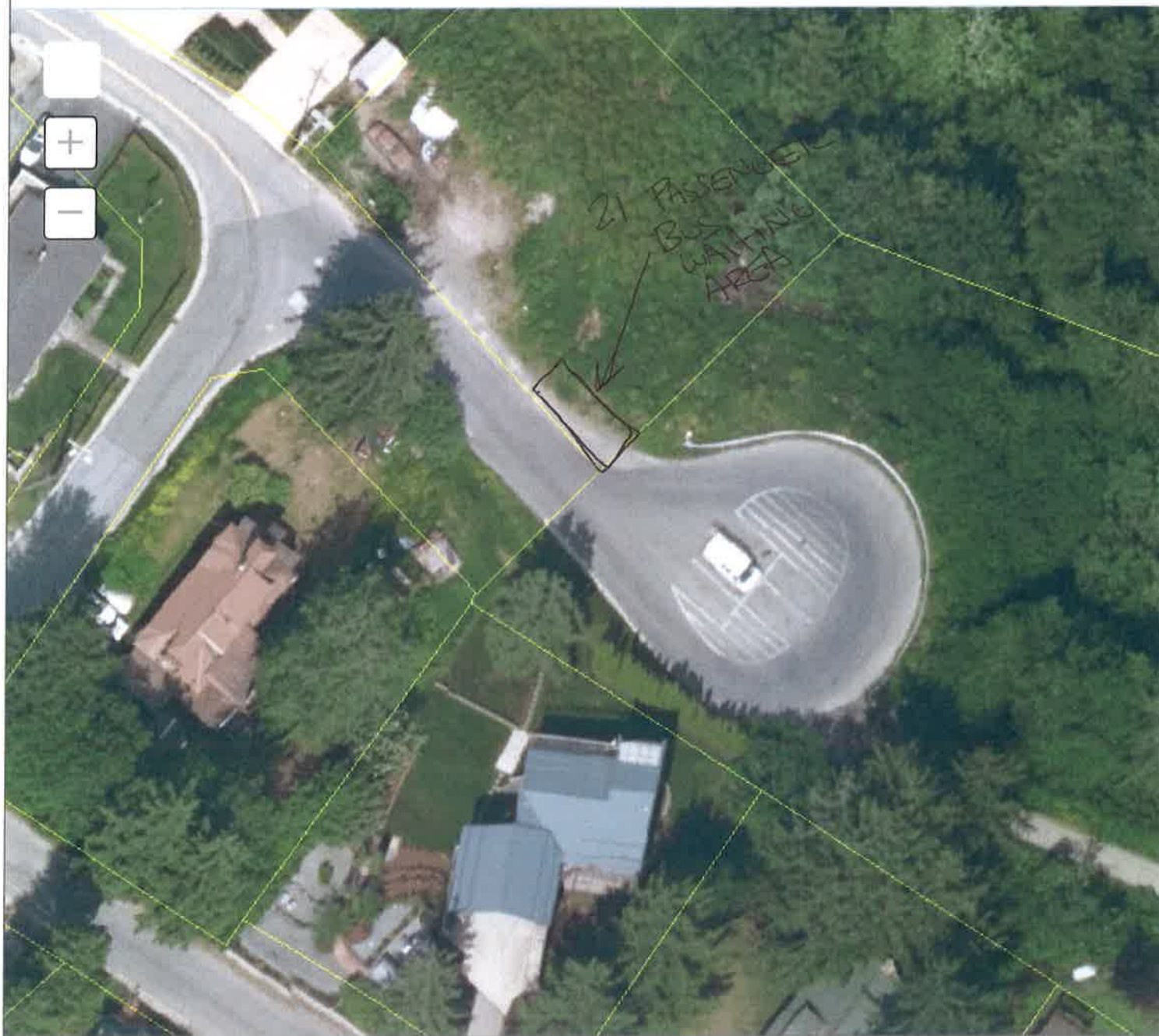
Maximum tour capacity would be limited to 18 guests per departure with departures at 30 minute intervals throughout the day. The approximate total tour length is 4 hours with approximately 3 hours and 20 minutes at the Treadwell site.

Environmental Considerations

Site access: Access to site would begin through a publicly used trail and would involve limited vehicle use. The road from the end of St. Anns Avenue to the site is gated to prevent vehicular access except by AJT, its assigns like ACA, and the CBJ. ACA will continue its responsibility of maintaining the road as needed to prevent ponding, potholes, and secure ledges.

With an increased flow of pedestrian traffic guides will do a daily pick-up of trash along the trail and ensure that guests do not veer from the established path.



[Disable Parcel Detail](#)[Show Control Panel](#)

From: jetzke.alaskacanopy.com
To: [Allison Eddins](#)
Subject: Re: Some questions about AKA application
Date: Sunday, September 17, 2017 3:19:46 PM
Attachments: [image003.png](#)

Hey Allison,

I was hoping you would be the planner for this! I was also meaning to check in with you because it seemed like a few other items in our old proposal is a bit outdated and I would like to avoid any conflict with the use of the trail. It looks like you covered most of the changes with these questions, but I wanted to check on 2 things involving access.

1. At the beginning and end of the season, we generally need access to the site for set-up and tear-down. This is usually just 2 or 3 additional trips for inventory and supplies.
2. Do we have any type of special situation access, or could we add that in? Trail maintenance, maintenance supplies, vehicle maintenance access is key for us to operate, and there has been a bit of confusion with that.

Whenever we access the site we are extremely sensitive to trail users and surrounding neighbors. We also use well below what I believe we are allowed, but it would be nice to have a clear answer on what that allowance is.

Below are the answers to the best of my knowledge, but I have also CC'ed Tory Korn, our General Manager to confirm. Please let me know if you have any follow up questions.

Kind regards,

Derek Jetzke
 Operations Manager-Juneau
 Alaska Canopy Adventures
 T: (907) 723-3466
www.alaskacanopy.com

On September 15, 2017 at 5:37 PM Allison Eddins <Allison.Eddins@juneau.org> wrote:

Hi Derek,

I will be handling AKA's conditional use permit application. After reading through the project narrative and previous staff reports for AKA's project I have some questions that I'd like for you to answer when you have time. You can just put the answer into the body of this email.

1. How many bus trips per day is AKA expecting to make to the site, on average? [During peak season \(June-August\) we expect to do an average of 7-10 bus trips per day. May and September will likely be less.](#)
2. If the current application is approved will AKA stop using boats to transport guests or will both boats and busses be used? [If approved, we will no longer use](#)

boat access and transport guests only by small bus or passenger van as soon as possible. Our hope is to begin this in the 2018 tour season, however we still need to communicate the potential changes with several parties to make it possible.

3. Why does AKA want to switch from boats to busses?
 - We would like to offer a more environmental friendly tour by eliminating the boats. They consume a large amount of fuel and maintenance to transfer guests such a short distance.
 - Offer tourists a historical narrative of the importance of the Treadwell area in hopes of bringing attention to it and contribute to restoration projects
 - Offer tourist a better understanding of the flora and fauna of the Tongass National Rainforest
 - Increase the length of our tour to offer tourists more value and stay competitive.
4. How many tours per day? Each day will be different. Some days we may run as little as 1-2 tours (especially on weekends and during the shoulder season), while other days we may have up to 8 departures.
5. The permit that AKA received in 2005 stated that the maximum number of guests per day would be 200. Is the number of guests per day expected to increase if AKA is allowed to use busses to bring guests to the site? No. With the increased time added by walking guests, I think the very maximum amount of departures in a day would be 10. Our capacity on the zipline for a departure is 18.
6. AKA is currently allowed to use 6 ATVs to transport guests to the start of the course. If the number of guests increases will AKA need to use more ATVs? We currently do not use ATV's. We use 1 large vehicle called a Uni-Mog. This would not change
7. Will more structures (i.e. more bathrooms and more eating/sitting areas) be needed if the number of guests does increase? If so, this is most likely mean more vehicle trips to service the facilities and bring in food. AKA's current permit states that one vehicle trip is made per week for supplies and bathroom maintenance. No, we would not be putting in any additional structures, but would be willing to provide 2 port-a-potties at the trail head for anyone to use. The food provided is granola bars and water bottles. We can continue to do a weekly trash run/snack supply.
8. If the number of guests increases, will this mean that more food and drinks will be brought on site? More food being prepared on-site? Answered in 7
9. How does food currently get to the site? We bring bottled water to the site approximately once every 2-3 weeks by driving it in to the site. We try to bring as much as possible to limit traffic and would continue to do so.
10. Will the zipline be open to residents? Where will residents park? Will they have to take the bus to the site like all the other guests? Yes, the tour is open to residents and we offer a local rate that is approximately half the cost. Residents providing their own transportation could park at either Sandy Beach or The St. Ann's turnaround and meet us at the St. Ann's gate or at the site. In the past we

have been very flexible on this because residents often want to explore on their own or not park in downtown.

11. Where do employees currently park their personal vehicles? Will employees ride the bus with the guests? We have very few employees with vehicles generally, but they are directed to park at Sandy Beach because parking at St. Ann's is so limited. Some employees will ride the bus with guests at times, we may do an employee drop-off with a company vehicle to Sandy Beach on some days, and often we have guides ride bicycles or walk to work.
12. In AKA's opinion, how will the increased pedestrian traffic on the trail affect residents enjoyment of the area? How will AKA handle joggers and off leash dogs, both of which are common on the Treadwell Trail? The impact on pedestrian will be minimal due to the hours of operation, the amount of time spent on the trail, and limiting guests to the upper trail only. The total amount of time spent on trail between St. Ann's and the gun pad will be approximately 20 minutes (10 min. walking in and 10 min. walking out) during normal work hours. Prior to beginning the walk, guests will be informed that this is a publicly used trail and that, dogs, joggers, and bicyclists will be present. We will ask guests to stay in a close group, not to pet animals, and to remember to share the trail. We will also have a guide at the front and back of the group to look out for Pedestrians and guide the group out of the way from normal traffic.
13. In AKA's opinion, how will the bus traffic impact the residents on St. Ann's and the rest of the area? We plan on using small busses and passenger vans whenever possible. Scheduling will be set as efficiently as possible to allow for the least amount of trips. this means scheduling pick-ups and drop-offs at similar times. The traffic should have a minimal affect on residents as this is a low traffic area and we will be operating during normal working hours. Dropping off at the St. Ann's gate will also allow for ACA to operate without affecting residents that participate in events like Gold Rush Days, pavilion parties and BBQ's, and sporting events that occur throughout the summer at Sandy Beach.
14. The bus waiting area that is identified in the application is located on private property. Does AKA have an agreement with that property owner? No we do not have an agreement with the property owner, but are willing to reach out them. The area is commonly used as an overflow parking area and we were unaware that it is privately owned. We are also open to any other suggested waiting areas or using a parking space if available. Generally speaking, the parking spots are not all filled.
15. The application also mentions using the parking area at Sandy Beach. Has AKA spoken with CBJ Parks and Rec about this? We have spoken to CBJ Parks and Rec about the potential use of the area. When I last spoke with Kirk, he was open to whatever the suggestion of the CDD is to allow us to use the area. ACA is also open to using either the Sandy Beach or St. Ann's area, but feels the St. Ann's spot would have less impact on locals.
16. With increased foot traffic along the Treadwell Trail, how will historic resources be protected? All guests will be directed to stay on the trail at all times and to not disturb any historical relics. We will also contribute to improving the conditions of relics through suggestions of the the Treadwell Historical Society. Guides at

the front and back of the groups will monitor guests to ensure they are following these instructions.

17. Will the location of the interpretative breaks change or increase? Our plan is to pause at 2 key locations pointed out by the Treadwell historical Society. Depending on time and scheduling of groups, we may move faster through these areas, but do not plan on adding any additional time on the trail. If an area seems to be getting over used and it is suggested by either CBJ or THS to change locations, ACA is happy to adapt.
18. The application states that weekends are typically lighter. “Often a maximum number of 3 groups on Saturday and Sunday.” Is this intentional or are there just fewer cruise ship passengers in town on the weekends? There are generally fewer Cruise Ships on these days.

Let me know if any of these questions are unclear. Once the questions are answered I will send AKA’s application to the necessary agencies for review (i.e. CBJ Streets Dept., Parks and Recreation, AK Fish and Game/Fish and Wildlife, etc.).

All the best,

Allison



Allison Eddins | CBJ Community Development | ph 907.586.0758

[Community Development](#) | [CBJ Historic Resources](#) | [Lemon Creek Area Plan](#)

10/19/17 @ Douglas Public Library
USE17-21

Alaska Canopy Adventures
Neighborhood Meeting

Staff:

CBJ Community Development:

Allison Eddins, Planner II

Jill Maclean, Senior Planner

CBJ Parks and Recreation:

Brent Fischer, Parks, Facilities and Landscape Superintendent

- Allison gave an overview of the project proposal, its previous conditional use permits and conditions, and the conditional use process moving forward
- ACA described their current business and answered questions from those present
- Approximately 22 people in attendance, not including the applicant.
- Generally in support of ACA and their company, their commitment to maintaining the trails, and the minimal impact they have on the area; seen as “good neighbors”.
- All but one person is against the St. Ann’s proposal; may support Sandy Beach alternative, but prefer the boats.
- An abutter noted that the CBJ has made intentional strides to decrease traffic on St. Ann’s in recent years, including the rerouting of Capital Transit buses.

Questions:

- How many trips per day?
 - Max. 8 to 10; 4 to 6 on Saturdays and Sundays; Tuesdays are busiest - varies due to cruise schedule
- How would they access the zipline site?
 - Walk in from St. Ann’s cul-de-sac all the way to ACA’s site
- How many clients in each group?
 - 18 max., 4 minimum; occasionally will take 2
- How frequent are trips/drop-offs?
 - May be every half hour in the morning
- What if people cannot walk to the site? Will ACA come back for ATVs to bring clients from St. Ann’s to their site?
 - Marketing zipline as a “walking tour/zipline” with emphasis on history
 - 2 ACA guides per group; 1 in front and 1 in back for anyone moving slower
- Will boat transport stop?
 - Yes, the lack of a dock is hard on the boats and causes considerable wear and tear
- St. Ann’s has a decent amount of traffic for a narrow street, how will ACA’s busses impact traffic? How many trips per day?
 - Approx. 12 per day
- St. Ann’s does not make sense. Sandy beach would make more sense.
 - ACA stated that they believe Sandy beach to be too busy and the lower trail is used more by hikers and dogs, and is more narrow than the upper trail at St. Ann’s
- Would they use busses?
 - ACA said they could commit to using vans only

- ACA is making money at the expense of Douglas residents.
- Supportive of ACA and sharing the history of Treadwell with others, and does not feel that this expansion is a disservice to Douglas (lives above the St. Ann's trail)
- Do ACA guides/drivers communicate to ensure that the busses will not be idling at St. Ann's?
 - Yes, guides and drivers are in constant communication. ACA does not want their clients waiting around either
- Will ACA use electric busses?
 - Probably not an option due to cost
- What bathroom facilities will clients use?
 - ACA may install port-a-johns at the St. Ann's cul-de-sac and they have facilities at their site
- Installation of port-a-johns at St. Ann's was objected to by all attending. Sandy beach makes more sense given the parking, facilities and access available
- Wasn't it agreed when Juneau began building the tourism industry that it would stay out of the residential neighborhoods?
- ACA said they would not eliminate Sandy beach as an alternative
- Has ACA asked AEL&P for a removable/temporary dock?
 - Yes, but the tides make it difficult for a removable dock
- How will they improve the unimproved portion of the trail?
 - AEL&P has given ACA permission to do improvements, including culvert work



Company History and Makeup





- **Locally owned and operated**
- **Corporate offices based in Ketchikan**
- **Taquan Air – 1999**
- **Alaska Rainforest Sanctuary – 2003**
- **Alaska Canopy Adventures – 2004**
 - **Eagle Creek Course(Ketchikan) 2005**
 - **Treadwell Course(Juneau) 2006**
 - **Bear Creek Course in Ketchikan 2008**
- **Adventure Karts 2010**



- Operating at Treadwell location for 12 seasons
- Onboard contracts with most cruise lines that call in JNU
- Sell through local vendors and online as well
- Popular “locals” tour
- Supporter of local non-profits and schools
- 1-2 year round jobs in JNU
- 20-24 seasonal positions in JNU
- Local spend of approx. \$350,000 annually including payroll, fuel, rents, moorage, permits, etc.
- 2017 sales tax spend of over \$27,000.

Alaska's Ultimate Canopy & Zipline Expedition



- Tour length is 3 hours and 15 minutes
- **TOUR OF THE YEAR**
- Arrive on a jet boat & then ride in a Mercedes Unimog
- Remote site located at historic Treadwell Mine
- Ten dual cable ziplines on our longest course and two sky bridges
- Rappel from the last platform & receive an achievement medal



New Proposal for 2018 Season

- Overall tour length becomes 4 hours
- Arrive to either St. Ann's or Sandy Beach via van/mini bus
- Group met at trailhead and guided walk to site
- Operations of zip tour remain same.
- Guided walk will include two stopping points for public to pass without crowding on trail.
- Guided walk back to St. Ann's or Sandy Beach to meet van/mini bus for transport back to pier.
- May and September max group size 10
- June-August max group size 18

Proposed Tour Timetable

Begin	End	Est. Time	Event
0:00	0:20	20	Transfer from ship to bus
:20	:35	15	Transfer to Trailhead
:35	:40	5	Unload and guide briefing
:40	1:00	20	Guided walk to Tour Site
1:00	3:20	140	Zip line tour & breaks
3:20	3:40	20	Guided walk back to Trailhead
3:40	4:00	20	Load bus and return to pier.

Proposed Transportation Timetable

Busy Tuesday

Departure	Van Drop at Trailhead	Van Pickup at Trailhead	Pier	Total Potential Visitors On Trail
8:00	8:35	11:40	12:00	18
8:30	9:05	12:10	12:30	18
9:00	9:35	12:40	13:00	18
11:00	11:35	14:40	15:00	18
11:30	12:05	15:10	15:30	18
12:00	12:35	15:40	16:00	18
14:00	14:35	17:40	18:00	18

Proposed Transportation Timetable

Busy Tuesday

Departure	Van Drop at Trailhead	Van Pickup at Trailhead	Pier	Total Potential Visitors On Trail
14:30	15:05	18:10	18:30	18
15:00	15:35	18:40	19:00	18
9 Total Departures	3 Drops with no pickups	3 Pickups with no drops	24 total one way trips, 2 per hour at most	162 Potential Guests

Proposed Transportation Timetable

Saturday

Departure	Van Drop at Trailhead	Van Pickup at Trailhead	Pier	Total Potential Visitors On Trail
8:00	8:35	11:40	12:00	18
9:00	9:35	12:40	13:00	18
11:00	11:35	14:40	15:00	18
12:00	12:35	15:40	16:00	18
4 Total Departures	2 Drop off w/no pickups	2 pickups with no drop offs	12 total one way trips, two per hour	72 Potential Guests

Reasons for New Proposal

- Zip sales have been steadily decreasing since 2009.
 - New tour option highlighting Treadwell History and Guided Walk Combo
- Constant issues with disembarking vessels on beach
- We have been walking limited groups in last couple seasons under P&R permit and feedback has been really positive from guests
- Remove highest risk element of our tour, loading/unloading boat on beach from bow
- Reduce operating expenses to offset decrease in sales

Benefits New Proposal

- Our employees will act as de-facto Park Rangers
- Richer cultural and educational experience for visitors
- Revenue paid to CBJ
- Exposure for Treadwell Society
- Daily pick up of trash along trail
- ACA participation in two, annual Treadwell Society site enhancement projects(\$ and labor)
- Maintain access road on AJT Property

- In 2017 our passenger count was 4885
- Approx. 120 operating days
- Average 41 people per day
 - While our max group size is 18 the average group actually sold is approx. 7-8 guests.
- Consolidate departures and small groups whenever possible already.
- Weekends are slowest with 2-4 departures per day

Contact Info:

Tory Korn- General Manager

Alaska Canopy Adventures

907-228-4610

tory@alaskarainforest.com

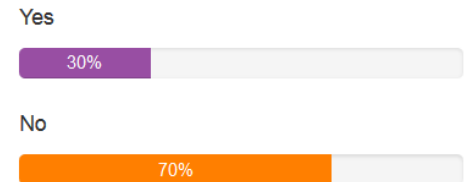
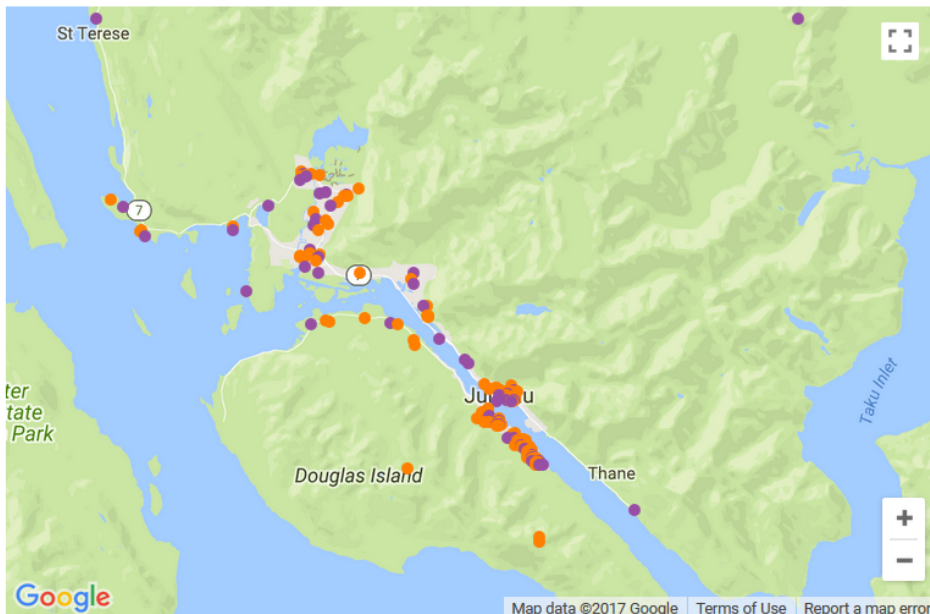
Polls

CBJ Parks and Recreation Planning

Do you support Alaska Canopy Adventures' proposal to increase commercial use of the Treadwell Mine Historic District Trail? - Total responses: 179

Choice	Number of responses
No	126
Yes	53

Poll Results





Discussions and Noticeboard

CBJ Parks and Recreation Planning

Discussions

Alaska Canopy Adventures proposed use of Treadwell Mine Historic District Trail

Please provide comments on Alaska Canopy Adventures' proposal.

Max Mertz - **West Juneau**

Uprated: 3 | Downrated: 5

I completely support alaska canopy using this trail. No problem with them using a trail that I use frequently.

Megan Whitley - **West Juneau**

Uprated: 0 | Downrated: 0

Douglas being less commercial has been such a plus

Tom Rutecki - **Salmon Creek / Vanderbilt**

Uprated: 3 | Downrated: 9

Treadwell Mine trail is dank and dark. What is really abandoned industrial junk has been rebranded as important historical junk. Alaska Canopy Adventures use of the trail is very appropriate and will have minimal negative impact.

Kokanee4life Simpson - **Douglas**

Uprated: 8 | Downrated: 6

Alaska Canopy Adventures has been a great neighbor to the community of Douglas. I believe they have improved the Treadwell Trail and neighborhood by being there. Having small groups of visitors learning about the history of the Treadwell is the least of my concerns. It is the locals who leave garbage, needles, and dog poop on the trails and loiter in the historic structures. I live above the trail head at the end of St. Ann's and walk my dog on the trail every day. The minimal van traffic and extra people on the trail doesn't bother me. I've lived here and used this trail my entire life and while I do consider it my back yard, I do not own it and believe anyone who wants to use it and improve it is fine by me.

Joyce Thoresen - **Juneau**

Uprated: 5 | Downrated: 2

As a resident of Juneau for over 35 years, I am seriously concerned about our local areas of recreation being overrun with tourists. Already there are places I no longer go due to too many people. So sad. PLEASE Do NOT allow an increase in users in this area! I know tourists are important but we are being overrun with people in places that offer some solitude that's easily accessed.

Ron Lind - **Douglas**

Uprated: 4 | Downrated: 4

Sr Ann's Ave should not be subject to increased tourism traffic. The parking at the end of the street has very limited parking. If their business model does not work with a boat it is unfortunate they did not have better cost projections. The trail, either from the upper or lower access, should not be subject to this level of increased use. I doubt if the zip line would have initially been approved if this method of access had been part of the method. How will they provide handicapped access? Vehicular a

Michael Lamonica - **East Valley**

Uprated: 0 | Downrated: 0

Why would they provide handicap accessibility? There are physical requirements to zip lining and the boat is surely not handicap accessible.

Alli Rosen - **East Valley**

Uprated: 6 | Downrated: 3

I'm concerned that this trail will no longer be a family friendly place to walk and take our dog for a walk. I use this trail multiple

times every week and I would be very sad to have it become a busy place, and to have tour buses loading and unloading. It's so nice that Douglas has been a less busy place that those of us who don't enjoy crowds can enjoy a quieter, slower pace of life. Please consider protecting this area for locals and independent travelers.

Kim Valverde - North Douglas

Uprated: 2 | Downrated: 1

I strongly oppose the increase of use of Treadwell Historic park as requested by ACA. As a local and dog owner, I cherish this area as a refuge away from the congested tourist locations throughout Juneau. As it is, I completely avoid the Mendenhall Glacier throughout cruise ship season because the crowds are overwhelming and so many tourists make a fuss or are simply scared of my good natured dog. This will only benefit one business but negatively affect many locals. Please consider local people over businesses. Thank you.

Jamie White - East Valley

Uprated: 0 | Downrated: 0

I completely agree.

Jameel Qureshi - Douglas

Uprated: 0 | Downrated: 0

I live directly above the Treadwell trail and use it daily. I see no problems with more people using a public use trail. It's a public trail. Jobs are at stake as well as a chance for more people to learn about this area. In addition a few vans on the road won't harm anything. Be less selfish.

Ed Schoenfeld - Douglas

Uprated: 6 | Downrated: 1

This trail is used by kids groups, neighbors, bicyclists, hikers and runners. It's a popular off-leash dog trail. And the access roads go through residential neighborhoods, including mine. Expanding the number of vehicles and walkers not used to the landscape is a bad idea. I support business development, but the conflicts in this location are too great. That's why the boat access is great!

Abbey Janes - North Douglas

Uprated: 3 | Downrated: 0

I am deeply concerned about the idea of taking vans of tourists through the St. Ann's neighborhood. This is taking tourism into a family-friendly neighborhood where a lot of people walk and live close to a very narrow street. This is a terrible idea that will change the living experience of those in the neighborhood in a negative way. That being said, I don't live there! Just trying to watch out for the people living in this community. I don't understand why they can't go through the Saviko entrance, where there is ample parking, no homes, and a more public feel.

Wayne Fleek - West Juneau

Uprated: 3 | Downrated: 2

I am opposed to any increased use on this trail that uses vehicles of any type or groups larger than five (5.) ACA has done virtually no maintenance on the main trail since it's inception nor has it provide customers in the past with any historic touring. In fact I have questioned many of it's "guides" about their knowledge of Treadwell and the mining history and they have shown no interest or knowledge of the area. Some have actually told me they didn't even know a mine had existed down there! Some of my family lived there as recently as the 1940's and operated a mining claim at the site of ACA's main building. They removed some of our mining equipment without our family's permission. I walk these trails at least twice weekly year-around and do not want to see access further impeded by sizable groups or the litter they will leave behind.

Mitch Jackson - West Juneau

Uprated: 2 | Downrated: 0

I do not support ACA using the trailhead at the end of St. Ann's. I am not completely opposed to commercial use of the area, but ACA did not use the trailhead in a responsible manner last season. On several occasions I witnessed (and documented with photographs) ACA buses left unattended and parked in such a way that accessing the trail was difficult. Indeed, a family with a stroller would have been hard pressed to get by the bus. This is not how a courteous neighbor should act, and given that this is in a neighborhood that should be the standard of conduct. I think that ACA should be given another opportunity to show they are good neighbors with the same permit they received last year.

Eric Cole - Juneau

Uprated: 1 | Downrated: 2

I support the increased use of the trail system by Alaska Canopy Adventures. They have done an outstanding job maintaining and improving the area they currently use, and I have no reason to believe their care of the trail would be any different.

Uprated: 4 | Downrated: 2

I'm fine with the change, as long as their permit cost goes up 10x or more to account for the increased use. Perhaps adding a caveat for semi-annual maintenance (pre and post season).

Alli Rosen - East Valley

Uprated: 2 | Downrated: 1

I would like more information before I could support this increase in use. It is a pretty big increase from 28 people to 120 people per day. How many buses back and forth to town would that be? I'm more worried about the increase in traffic and less parking at Savikko Park than I am about groups on the trails. Would Alaska Canopy Adventures be supporting the trail too? Is part of allowing this sort of increased use charging a fee for maintenance of the trail? A 4-fold increase would be a lot more wear and tear for the Treadwell trail to absorb. I do like the idea of visitors to town getting to see and experience our beautiful forest and the hard work of our trail crews! I also believe in supporting the outdoor rec side of the tour industry because I think it helps preserve that resource for the community to enjoy as well.

Alexandra Pierce (Administrator) - Juneau

Uprated: 0 | Downrated: 0

The full application and all documentation that CBJ has received to date is in the resources section.

<https://www.placespeak.com/en/topic/4692-cbj-parks-and-recreation-planning/#!/resources>. If you have any additional questions, feel free to email alexandra.pierce@juneau.org. Thanks for commenting!

Isn Leary - Remote Douglas

Uprated: 2 | Downrated: 1

I moved to Douglas over ten years ago to get away from the influx of tourism related congestion. As a 33 yr resident of this town I am tired of being pushed out of local areas based on tourism needs. The Auke bay harbor, most of downtown, Mendenhall glacier even Costco and Fred Meyer parking lots are inundated by the tourism industry and no longer friendly to the locals. Enough is enough CBJ. Keep Douglas as a tourism free zone. Once one company is allowed to use our local streets, trails, boat harbor, beaches and parking lots many more will follow the precedent you set. Taku property owners beware, your boat parking will soon vanish as the tourism industry invades Douglas.

Jill Matheson - Douglas

Uprated: 0 | Downrated: 0

First, I don't like the black and white of a yes and no question on this. I put no until I have more assurances that this will remain an off leash area for dogs under competent voice control as it is now. I am all about commerce and economic development and truly believe that the history and space of the Treadwell area is a place that needs to be shared. And protected. However, it is also Douglas's back yard. Literally. We have no yards and no green space and we need to be able to walk out our doors and run free. This is what the Treadwell area has become, our playground. If Alaska Canopy can balance that with their commercial use and their patrons understand what they are walking through and what it means to the locals now (and why my dog doesn't have to be on a leash), then I would support it.

Alexandra Pierce (Administrator) - Juneau

Uprated: 0 | Downrated: 0

You can view the information in the application that CBJ has received in the resources section. There are no plans to change rules around residents' use of the area, only the commercial application as submitted. The yes/no responses will be considered along with the comments and letters we receive. We encourage everyone to review the application at:

<https://www.placespeak.com/en/topic/4692-cbj-parks-and-recreation-planning/#!/resources>

Becky Monagle - East Valley

Uprated: 0 | Downrated: 0

I have concerns about the traffic on St. Ann's as the streets are narrow and close to houses & yards that may have small children. I'm also concerned about parking at the head of the trailhead at the end of St. Ann's as there are only 5 parking spots currently. Not sure we need more tourist traffic on the trails. I live in the valley but use this trail a lot during the workweek to walk my dog at lunchtime. It seems like the boating option was a good one and feel that it can continue to bring the tourists over to the zip line. If this is approved, maybe only allow access from Savikko Park as there is more parking available.

Kiley Murphy - East Valley

Uprated: 2 | Downrated: 1

I support ACA using the trail for 2 reasons. 1) The downtown harbor is extremely congested with planes and boats so it certainly won't hurt to take a boat out of the equation. 2) The owner of ACA is a local Alaskan and I think we need to encourage those tourism dollars staying in the state.

Uprated: 0 | Downrated: 0

I am concerned with the amount of traffic that we would see on St. Anns Avenue with the proposed increase, it is a narrow road with no sidewalks and quite a few kids live and play near the street. I appreciate tourism for it's economic impact on our community and for the most part ACA has been a good neighbor on the portion of trail they currently use near their operations. The trail has been kept clean and has minimal impact on other trail users with it's current practice of transporting passengers by boat. That being said this is large increase and using more of the trail will undoubtable have an impact on local use. What consideration would there be for events using the trail, for instance the High School Cross Country use of the this trail, local bike races, field trips from local schools, congestion during summer beach activities, etc? Would the vehicles parking in this area ever need to back up and use backing beepers thus disturbing the neighborhood? Tourism Best Management Practices (TBMP) the organization supported by tourism industry to help mitigate impacts and reduce conflicts of the tourism industry encourages members to avoid transiting residential neighborhoods. This would be a significant impact during the busiest time of the year in this very popular recreational area of our community. I strongly encourage the Parks and Rec Advisory Board to vote against this proposal.

Gunnar Noreen - Douglas

Uprated: 1 | Downrated: 1

I am opposed to additional tourism ventures in Douglas. Increased traffic into Douglas and St. Ann's Avenue. The City Bus used to go down there but that's been discontinued. If the Canopy Buses don't park there we have double the back and forth traffic. Where do 5000 tourists and staff go to the bath room at? Will we have plastic Jim's John spread out along the way to enjoy? How about parking? It's pretty skinny with just locals using the Trail. Last summer Canopy staff/vans were there then. The CBJ has invested in a new red roof on the (old hospital) a real durable nice one. Whats that for all of a sudden? I've lived in Douglas my whole life and hate to see us go this way. I think it's a done deal though, one foot in the door the other is sure to follow.

Tera Sanders - Douglas

Uprated: 0 | Downrated: 1

I am opposed to the increased usage for profit. It's opening a Pandora's box of potential problems that will begin limiting usage and enjoyment for the hard working, overtaxed citizens of Douglas. You can bet on it, the dogs are going to be an immediate issue. Someone will be frightened, allergic, or feel threatened, resulting in our losing that privilege. Then there is the lack of toilet facilities for people who are accustomed to more urban settings. Of course, there are no food services, so a pop up vendor would seem likely to follow. What about liability for a trip and fall? What happened to the jet boat? I am not anti tourist, quite the opposite, but where tourists go, more regulations certainly follow. It is noted that the tourists contribute so much, but what precisely, are they contributing? We are already paying to enhance their experience at the expense of our schools, sports programs, and personal freedoms to move about the community for a large part of the year. No to increased usage in Treadwell for PROFIT.

Richard Fraser - Douglas

Uprated: 0 | Downrated: 0

as a resident of treadwell st I am opposed to dropping zip line visitors at the bus turnaround at the end of st anns st.sandy beach has all the facilitys to cope with the influx of more treadwell visitors.the sandy beach has ample parking,ample area to drop off and pick up zip line users.also bathroom facilitys ,drinking fountains and an excellent intro to the historical treadwell mine area.the bus turn around at the end of st anns has none of these amenities and is in the middle of a quiet neighborhood that will be greatly impacted by the increase in traffic not to mention the very narrow street.thank you for your consideration in this matter. Richard Fraser 404 treadwell st douglas 321 5436

Londi Ensor - Douglas

Uprated: 0 | Downrated: 0

I live at on the corner of Treadwell and St. Anns. This would impact our quiet neighborhood all for the profit of a tourist company! Please do not let this happen. St. Anns is a narrow street where in the summer months has constant traffic with families walking to/from trail with children and dogs and bikes. This would be a very negative route for the people who LIVE here. I am not against the alaska canopy company but I do not want them driving their customers through our neighborhood all summer, becoming part of their tour!! I am not opposed to them using Sandy beach to drop off their customers. It is a public place and not a neighborhood!! It has all the facilities they may need and does not impact our neighborhood. Tourism is not welcome in our neighborhood all for the benefit of profit for the company. Please, please, please DO NOT let this happen!! The people who will be impacted the most live here year round and must be your priority as the agency that represents us! We still are more important than visitors...right?

Kristen Spencer - Douglas

Uprated: 0 | Downrated: 1

This is a neighborhood. The vehicle and foot traffic brought by the significant increase in tourists would make it a neighborhood no more. Please do not allow this to happen.

Jamie White - **East Valley**

Uprated: 3 | Downrated: 1

St Ann's is such a small street, I would hate to see what the increase would do to the people that live there. Can't we keep one thing off limits from all the busses and tourists?

Carol Race - **Juneau**

Uprated: 0 | Downrated: 0

This trail is one of the most popular local trails. The increase Use by a tourist focused business would be detrimental To the enjoyment of locals. Not a good match, Thanks, Carol Race

David Dierdorff - **Douglas**

Uprated: 0 | Downrated: 0

The Treadwell trail system is a great asset for the residents of Juneau, particularly those of us who live in Douglas. I walk my dog on the trails several times a week throughout the year. It is used for dog walking, hiking, running, strolling, bird watching, history lessons, cross-country racing and training, mountain biking, etc. In short, it is a fairly high use area. Winter uses are not relevant to the current proposal, but they could be affected by trail changes, including erosion, related to increased use. The maintenance of the primary trail from St. Anns to the artillery pad is mostly done by the State DTPF and Parks and Rec. From the gate to the zipline, ACA has done some maintenance and improvement to facilitate vehicular use and improve drainage. However, what is generally a pleasant semi-wilderness walk has become a walk on a sometimes tricky forest road. Even though I walk it 4 or 5 times a week, I still have to pay close attention to my steps due to the uneven and ever-changing surface (each major rainfall and winter storm brings change to the surrounding forest and the trail). Fewer residents use that portion of the trail. in part because of the terrain and the nature of the surface. I rarely see zipline-related trail traffic beyond the commuting seasonal employees and an occasional maintenance vehicle. But the proposed significant increase in trail usage will surely affect other trail users. Conflicts between resident and casual non-resident users and the commercial users would probably be frequent and could be disturbing. Most dogs are off-leash and most are friendly. But their interaction with humans can result in negative behavior by both the human and the canine elements. Now that Capitol Transit no longer uses St. Anns, the parking situation at the turnaround has improved, but there are still many days in summer when trail users have to park in violation of the current signage. Like many others, I am concerned about the return of any sort of bus traffic to that spot. If more usage is allowed, perhaps ACA should be required to drop their customers off at Savikko, which can handle far more vehicles. It would also give their customers a better opportunity to see and understand the history of the area. Like many others, I love to share our history and scenic values with non-residents. However, I do believe that we need to retain some areas that are primarily for residents, without significant commercial impact. If CBJ is going to grant a permit for the desired number of users, it must be conditioned in a way that guarantees continued enjoyment of the area by residents and their families. Thank you for giving me the opportunity to share my views. David Dierdorff, Douglas

David Summers - **Juneau**

Uprated: 1 | Downrated: 0

I live on Douglas Island, my daughters and I are frequent users of Savikko Park and Sandy Beach. For the Alaska Canopy Adventures - JUNEAU, AK Permit request: I could support Sandy Beach / Savikko Park access with user fees that not only maintain but also enhance the trail and Savikko Park as well with things such as new equipment for the playground, updates to the shelters, highly improved trail conditions, etc. I do not support, and strongly object, to St. Ann's Avenue access for this use. As part of this permit process, I would like to see Alaska Canopy Adventures - JUNEAU, AK adventures increase mitigation efforts on the road / trail from the use of vehicles. Vehicles I agree are sometimes necessary, so I'd like to see improved maintenance of the road so there are no ruts. The ruts are bad for walkers, bikers, and access for anyone with mobility challenges. Overall, I appreciate the benefits of Alaska Canopy Adventures - JUNEAU, AK operations in Douglas, and with conditions being met in writing, could support this permit. David David Summers Home: 2961 Simpson Ave. Douglas Island, Alaska Email: emailsummers@gmail.com

Lorraine Murray - **East Valley**

Uprated: 0 | Downrated: 1

The Mendenhall glacier area has been taken over by tours - walking tours, biking tours etc.... last year the number of tourists in the groups tripled as did the number of tours on the trails :(Tourism is an "industry" and just like any other industry, it needs to be restricted. Locals deserve to have an enjoyable summer too. A number of years ago, our city had at least one day a week with ZERO tour ships in town, I think it was Sundays but we need to do this again.

Janine Reep - **Douglas**

I am a long time resident of Douglas and I am strongly opposed to the current proposal to add organized groups of walkers multiple times a day on the Treadwell Trail. I walk on the Treadwell trail nearly every day and I know it is well used by families, dogwalkers, and people who enjoy quiet activities such as birding and photography. Treadwell is one of the last "refuges" for locals in Juneau/Douglas from organized tourism. I believe that adding organized commercial walking groups will completely change the nature of the environment in a negative way. I believe that we have the perfect compromise right now for zipline users and that Alaska Canopy should be required to stick with their original plan and continue to use the boats to transport zipline users. The proposal to use St. Ann's as a drop off and pick up point makes no sense because St. Ann's is a narrow, quiet, residential street and parking is already totally congested at the trail head. I do not think the convenience of the zipline business should trump the rights and enjoyment of our local Juneau and Douglas residents. We already have a plan that works and it does not need to change. Thank you for your consideration.

Maren Brantner - **East Valley**

Uprated: 0 | Downrated: 2

I often walk my dogs on this trail, and have noticed an increase in trail traffic, resulting in a poorer quality trail. On my last walk on Treadwell trail, my dog and I were almost run over by an SUV speeding down the trail. I have noticed deep tire ruts throughout parts of the trail, but wasn't aware that passenger vehicles were even allowed on this trail. If an increase in tourist traffic in the area means that pedestrian or vehicular traffic will increase, I do not support this. As others have stated, there are many areas in Juneau completely overrun with tourists half of the year, and I appreciate the opportunity to take a peaceful walk in the woods with my dogs on such an accessible trail. Not only will increased traffic conflict with local trail walkers, but it will disturb a quiet and small neighborhood.

Ginger Johnson - Non-resident

Uprated: 2 | Downrated: 1

I am writing in support of Alaska Canopy Adventures request for a new permit that will allow them to transport clients to their zip line site via bus. I live on 5th St. and use the Treadwell trail twice daily on average. My interactions with ACA employees and their guests have been completely positive. This past summer I shared the trail with their groups as they were walking to the site. They were respectful of the trail and local users. It was easy to share the trail with them. I believe ACA will continue to be a good neighbor and take all the necessary measures to successfully manage the use of the trail by their clients. The company does an excellent job of providing a positive experience for visitors. Our tourists should be afforded the same access we expect and experience when traveling to other communities. I believe related issues - traffic and parking, number of visitors, environmental - can be addressed and managed with a positive outcome for everyone. Let us be good hosts to our visitors while supporting a local business that is working hard to stay viable and in turn contribute to the success of our community.

Carin Smolin - **Douglas**

Uprated: 0 | Downrated: 0

I am a Douglas resident and regularly walk Sandy Beach and Treadwell Trail. I do not support having tour buses on St Ann's or using the drop off parking and walking trail. I am concerned about increased tourist traffic on our local trails and less access for local use. I am not opposed to Sandy Beach access for small groups who want to walk the trail to the zipline area but not large groups or large buses taking up parking and area use. Will there be trail improvements by this business group? What other impacts need to be considered?

Adam Rice - **Juneau**

Uprated: 4 | Downrated: 3

Since 2007, Alaska Canopy Adventures has been a consistently positive contributor to the Juneau and Douglas community. It has brought full time as well as seasonal employment to at least 25 people each year. It has brought renewed awareness off the mining history in the Treadwell area. They have done major upgrades to and continued to maintain the outer portion of the Treadwell trail making it much more enjoyable for regular trail users. I believe that expanding ACA's use of the trail will bring more benefits to the Douglas community and serve to increase awareness of and support for the Treadwell historic area. I have personally benefitted from the presence of Alaska Canopy Adventures and hope that you will approve their use request as it is a positive use of the main road and Treadwell trail system. Thank you

Michael Lamonica - **East Valley**

Uprated: 0 | Downrated: 0

I'm surprised that they haven't asked to do this sooner. While the boat option isn't bad, it is not the environmental or fiscally best option. I worked there for one season and I'm sure that the crew would be happy to help with trail maintenance. Even years ago I know some of the employees that would pick up trash on the way to/from work when they didn't take the boat. A few small groups per day won't make a major impact on the trail (the zip line is limited in the number they can be running through at one time). It's a good small business with many employees, even the seasonal ones, who do care about Juneau.

If you have general comments on commercial use of parks and trails, please provide your input here.

Joyce Thoresen - Juneau

Uprated: 1 | Downrated: 0

This past summer it seems that at least one commercial group was still coming into Cope Park with tourists in small bus or van. I thought Cope Park was listed among those places to leave for locals. I've been worried that this increase of traffic and people diminishes the experience of this park. Please keep Cope Park for locals. Downtown residents are overwhelmed by industrial tourism.

CBJ Facebook Page



City & Borough of Juneau

November 18 at 11:56am ·

A tour company has requested increased use of a Douglas trail. In order to make an informed decision, CBJ wants the public to weigh in during a Parks and Recreation Advisory Committee meeting on Dec. 5.

Alaska Canopy Adventures (ACA) currently has a CBJ commercial use permit that allows 28 people per day with a maximum of 500 people for the summer season to walk on the Treadwell Mine Historic District Trail from Savikko Park parking lot or the end of St Ann's Street to the company's zip line at the end of the trail. Commercial use permits for CBJ parks and trails are administered by [Juneau Parks & Recreation](#).

ACA has requested to increase its use of the trail to a maximum of 120 people per day with a maximum of 5,000 for the summer season. The company would be eliminating its current tour operation of boating participants from the cruise ship docks to the zip line location across the channel. ACA would utilize vans or busses to access Savikko Park or the end of St Ann's Street.

Parks & Recreation is seeking public comment on this potential increased use of the Treadwell Mine Historic District Trail at the next Parks & Recreation Advisory Committee (PRAC) meeting on Tuesday, Dec. 5 at 6 p.m. in City Hall Chambers.

Members of the public are also encouraged to take a poll and provide comments on this issue at www.placespeak.com/cbjparkrec. First-time users of PlaceSpeak are required to go through a short, privacy-protected registration process. Comments and poll results will be provided to PRAC in advance of the Dec. 5 meeting.

For more information, contact Parks and Recreation Administrative Assistant Lauren Verrelli at 586-0423 or lauren.verrelli@juneau.org.



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   Ana Maria Corcoran, Alexandra Pierce and 15 others

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Write a comment...



Erica Simpson Qureshi I have a different take on the matter than some of my friends and neighbors- not all of them, most of us who live on the actual trail really appreciate what ACA does to maintain the trail and keep us informed of anything going on... this isn't about being "pro tourism."

I helped start this company and grow it from 2006-2013 with a lot of blood, sweat and tears. It's since lost half the business it used to do... They are basing the numbers given off the numbers they allocated this past summer... which will likely decline even more without the boat transport option. They are assuming maximum capacity (not actual attendance) to be safe but the reality is that the numbers will be half that. Many days this company now operates one or two tours with 4-9 people at best.

I live literally on top of the trail head and walk my dog down there every. single. day.. and I love seeing people. Most of the time I am walking and don't see anyone.

They aren't using busses as many people are saying. They have a Ford Explorer and a van. They don't intend to stage or park... just drop off and pick up... it's pretty harmless and I'd rather 15 people keep their jobs and keep one more business in Juneau viable... but I get that people don't want tourism taking over everything, however, this is still a public use trail (at least part of it).. and even though I've considered it my backyard since the day I was born... I'm happy to share it with eager adventure seeking people who actually want to learn about history and go on a cool eco-friendly tour.

I wish people were less selfish... it's really sad to me that people would put their own self interests over 15 people's jobs and a company that is eco friendly, been a great neighbor and support for our community. 34 years I've lived on this trail. It's certainly not the tourists who are leaving needles, garbage and dog poop everywhere...

Like · Reply ·  20 · November 18 at 8:40am

↳ 2 Replies



Tess Quinn I have such fond memories of soothing, quiet ambles down those trails, no sound but raindrops on wet leaves. I know many people who escape to Treadwell for the same reasons. This would be heartbreaking. Please Juneau, stop selling out.

Like · Reply ·  6 · November 18 at 1:36am



Jamie Lynn White Please, no. They already overrun the glacier, the downtown streets, all businesses cater to them. To me that area is very special. Many families in that neighborhood use those trails with their pets and kids. Increased traffic on st Ann's would be a nightmare! Just no.

Like · Reply ·  4 · November 17 at 11:41pm



Amy Myers Trail limitations from local, state, and federal levels are what pisses me off most about being a summer tour guide. There is no easy way to explain why we as a small tour (10 ppl or less, 2x a day or less) can't access a trail that anyone else on thei... [See More](#)

Like · Reply ·  3 · November 18 at 9:04am



Barbara Charles Wow, remodel that building and open up for homeless, like first stop to better yourself, staffed with a trade to teach so clients can find a job, given a time limit to help them self so others can come in that have goals.

Like · Reply ·  1 · November 17 at 9:32am



Fran Compton Please identify which trail because if you use the high trail then there is still room on the lower trail for locals. This is not heavily used by Tours.

Like · Reply · December 2 at 10:41am



Mj Hinman Does that mean locals can't access it during tourist season ?

Like · Reply ·  1 · November 18 at 11:26am



Tammy Hunt Isn't there a good sized homeless camp very near there?

Like · Reply · December 2 at 10:26am



Steph Hinckle Analisa Hinckle Steven Hinckle may be worth taking the poll

Like · Reply · November 17 at 7:24am · Edited

Parks & Rec Facebook Page

Juneau Parks & Recreation shared **City & Borough of Juneau's** post — at **Treadwell Mine Historic Trail**.
Published by [Lauren Verrelli](#) [?] · November 16 at 12:02pm · Douglas ·

Parks & Recreation is seeking public comment on this potential increased use of the Treadwell Mine Historic District Trail at the next Parks & Recreation Advisory Committee (PRAC) meeting on Tuesday, Dec. 5 at 6 p.m. in City Hall Chambers.



City & Borough of Juneau
November 16 at 11:56am ·

A tour company has requested increased use of a Douglas trail. In order to make an informed decision, CBJ wants the public to weigh in during a Parks and Recrea...
[See More](#)

1,273 people reached [View Promotion](#)

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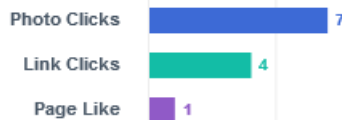
1,061

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32

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Actions | People | Countries



**Treadwell Historic
Preservation & Restoration
Society, Inc.**

P.O. Box 240584
Douglas, Alaska 99824

Page 53



Date: October 10, 2017
To: Allison Eddins, CBJ Community Development
From: Treadwell Historic Preservation and Restoration Society, Inc.
Subject: Alaska Canopy Adventures Conditional Use Permit

The purpose of this letter is to comment on Alaska Canopy Adventures request for a new Conditional Use Permit. The Treadwell Historic Preservation and Restoration Society (Society) is a 501 C 3 non-profit entity. The Society was established to stabilize and preserve the remaining structures and foundations in the Treadwell Mine Historic Park (Park) for the purpose of public access, education and enjoyment. Our Articles of Incorporation speak to this Mission.

In our Memorandum of Agreement (MOA) with the City and Borough of Juneau (the landowner of the site), the Treadwell Society is "granted the right to use the Property for public use...and shall not restrict public use." The MOA specifies our role to be *"...the development of interpretive materials and preservation of historic structures."*

To date, the Treadwell Society has produced a detailed walking map of the Treadwell Mine Historic Park, installed 15 interpretive signs on the site (a 16th is in production), restored the roof of the Treadwell Pump House and is currently preserving the mine's office building.

The Treadwell Society has reviewed the application of Alaska Canopy Adventures (ACA) in which they ask to walk their clients along the upper trail - beginning at the St. Ann's Avenue turnaround - to access their zipline site at the former Mexican Mine. ACA seeks a maximum of 5,000 people, over the course of the 120-day summer season, to walk through the Park.

As a community organization whose focus is local history and preservation, we will confine our comments to issues that pertain to 1) our Mission; 2) our financial investment in the site, and 3) our working relationship with ACA whose zipline operation is on private land adjoining the Treadwell Mine Historic Park.

1. There is nothing in the ACA proposal that impedes our Mission. By disseminating accurate information about the Treadwell Mine, ACA could potentially further our Mission by increasing awareness of this historically significant site.
2. Issues of public safety, graffiti, vandalism and litter are a concern for the Treadwell Society. Our signs (\$2,200 each) have been knocked down, and the office building, currently undergoing a \$450,000 preservation, is frequently defaced. ACA would monitor the site on a regular basis and help maintain and clean the trail. Their added presence could deter vandalism and have a beneficial effect on the security of the area.
3. Over the past several years the Treadwell Society has enjoyed a positive working relationship with our ACA neighbors. We have provided ACA with historically accurate training for their guides that they have shared with their guests. ACA has also volunteered on work projects to enhance the site and donated significantly to our Treadwell Centennial fundraising efforts.

Thank you for the opportunity to comment. Should you have questions, please contact Paulette Simpson, President, Treadwell Historic Preservation & Restoration Society, Inc. at 907-321-0056.

Lauren Verrelli

From: Allison Eddins
Sent: Wednesday, November 15, 2017 4:36 PM
To: Lauren Verrelli
Subject: FW: ACA conditional use permit change

Hi Lauren,
This is a comment submitted by a resident along St. Ann's.

From: Carol Coyle [<mailto:treadwellhouse@gmail.com>]
Sent: Sunday, October 22, 2017 12:13 PM
To: Allison Eddins
Subject: ACA conditional use permit change

Hi Allison - Thank you for your efforts at public process in our neighborhood. I live on St Ann's Avenue and use the Treadwell trails almost daily. I am definitely concerned about the proposed changes to the conditional use permit that ACA now has. I am really concerned about using Saint Ann's as a conduit for 8 van trips per day both up the street and then down the street to transport tourists. It really is a busy street as it is without this additional traffic (folks coming down from 5th street and 6th street, Laurel Dr and Alta Ct generally use St Ann's as well as St Ann's residents). Also there are only 6 parking spots at the cul de sac - having one mostly taken by a van would be a significant impact on folks wanting to use the trail (I usually walk up from my house but have been injured this summer/fall so I am more aware of the lack of parking in our community than usual). I drove up on Friday morning around 10 am and all the spots were full in October!

I am really disappointed with this request. I am also disappointed with the number of "departures" per day and the size of the groups (8 departures of 18 people?). This is not an insignificant request to a small neighborhood.

I am also disappointed with that many people being added to the trail. This is a large group of many groups and are we saying every day? I love the Treadwell area and I do want to share it, but I also don't want to ruin it.

I would be willing to compromise to a 1 year trial at Sandy Beach using the Parks and Recreation guidelines for commercial guided hikes within Savikko Park. Or perhaps they could use the Treadwell arena lot and walk folks from there as the arena is closed during the summer. I also think that part of the permit for any commercial hiking groups in CBJ would be to emphasize Leave No Trace guidelines.

I would be vehemently opposed to porta potties at the cul de sac on Saint Ann's. We don't need more garbage or litter or unsightly facilities. I would also be vehemently opposed to the use of motorized vehicles on a daily basis on the trail for tourist transport. I would also be opposed to a designated parking spot at the St Ann's cul de sac for commercial vans. I would be opposed to any more street signs or signs of any nature on our street or the trail as a result of this impact.

All this being said, ACA has been a very good neighbor. They have shared the AELP property with us, are always friendly and professional, have acted well as stewards for historic property, there is no garbage or litter at their facility, the facility is well-maintained, they have volunteered to help clear the historic tennis courts of brush with the Treadwell Society, and have re-gravelled the area above the red beach. Overall I only have good things to say about their business and how they conduct it. They are really first -rate. I have really appreciated the use the boats for client transport :) - I did not realize it was so difficult (but boy have I appreciated it!). I would like to see their business succeed.

Please consider my comments. Thank you for the opportunity to participate, and for your service to our community.

--

What if the mightiest word is love? - Elizabeth Alexander

October 11, 2017

Allison Eddins
CBJ Community Development

Please accept our comments about Alaska Canopy Adventures' (ACA) request for a new Conditional Use permit for their seasonal zipline operation.

We are 35-year residents of the Linellen Heights subdivision in Douglas and one of seven homes that border the upper Treadwell Trail. Not only are we daily users of the trail, we can see it from nearly every room of our house. As such, we feel we are in a particularly and especially relevant position to submit comments, and appreciate the ability to do so. We have no financial interest in ACA.

ACA proposes to walk up to 5,000 visitors over the 120-day summer season along the upper Treadwell Trail to their tour site at the Mexican Mine. This averages to about 40 people per day, which to us, does not seem excessive. We support the ACA application for the following reasons:

- We appreciate that ACA is an Alaskan-owned small business that has creatively and productively “repurposed” historic property that previously was sitting vacant and unused.
- This tour’s “niche” fulfills an often overlooked demand for cultural and historic tourism and combines it with an active, adventure-based, historic tour that offers healthy exercise and is not just a bus ride and photo-op.
- We know from experience that the ACA guides are familiar with the historical significance of the site, respectful of the property, and incorporate the history of the Treadwell Mine in their tours.
- We genuinely enjoy sharing our community with visitors. When we encounter visitors on the trail, we are happy to have them and gladly answer any questions they might have.
- Dozens of people use the trail every day, and to us as residents, a major difference between some locals and visitors is that visitors do not leave dog poop and litter that we must pick up.
- While the jet boats were fast and out of sight, walking guests to the site is a much more environmentally friendly option with a smaller carbon footprint.
- The CBJ cannot afford to pay “park rangers” to regularly monitor the area, but the regular presence of ACA guides could deter vandalism and increase safety in the area.

Thank you for the opportunity to comment. Should the conditional use permit be approved, we expect ACA to hold up their end of the deal and we will be the first to notice if they do not.

Sincerely,

Budd and Paulette Simpson
402 Alaska Belle Ct.
Douglas, AK 99824

From: Allison Eddins
Sent: Wednesday, November 15, 2017 4:37 PM
To: Lauren Verrelli
Subject: FW: ACA permit request

Another comment from a Douglas resident.

From: Ginger Johnson [<mailto:gingersnap@gci.net>]
Sent: Tuesday, October 10, 2017 1:53 PM
To: Allison Eddins
Subject: ACA permit request

To whom it may concern,

I am writing in support of Alaska Canopy Adventures request for a new permit that will allow them to transport clients to their zip line site via bus. I live on 5th St. and use the Treadwell trail twice daily on average. My interactions with ACA employees and their guests have been completely positive. This past summer I shared the trail with their groups as they were walking to the site. They were respectful of the trail and local users. It was easy to share the trail with them.

I believe ACA will continue to be a good neighbor and take all the necessary measures to successfully manage the use of the trail by their clients. The company does an excellent job of providing a positive experience for visitors. Our tourists should be afforded the same access we expect and experience when traveling to other communities. I also believe the issues mentioned in your letter - artifacts, transportation, number of visitors, environmental - can be addressed and managed with a positive outcome for everyone.

Let us be good hosts to our visitors while supporting a local business that is working hard to stay viable and in turn contribute to the success of Juneau.

Ginger Johnson
118 5th St
Douglas
907-321-3319

From: David Summers <emailsummers@gmail.com>
Sent: Tuesday, November 28, 2017 9:43 AM
To: Parks Rec; infojnu@alaskacanopy.com
Cc: Maria Gladziszewski; mike_eberhardt@alaska.gov; Kirk Duncan; Lauren Verrelli
Subject: CBJ PRAC: Douglas Island - AK Canopy Adventures Conditional Use Permit Request

CBJ PRAC Ref: AK Canopy Adventures Conditional Use Permit Request,

I live on Douglas Island, my daughters and I are frequent users of Savikko Park and Sandy Beach. For the [Alaska Canopy Adventures - JUNEAU, AK](#) Permit request: I could support Sandy Beach / Savikko Park access with user fees that not only maintain but also enhance the trail and Savikko Park as well with things such as new equipment for the playground, updates to the shelters, highly improved trail conditions, etc.

I do not support, and strongly object, to St. Ann's Avenue access for this use.

As part of this permit process, I would like to see [Alaska Canopy Adventures - JUNEAU, AK](#) adventures increase mitigation efforts on the road / trail from the use of vehicles. Vehicles I agree are sometimes necessary, so I'd like to see improved maintenance of the road so there are no ruts. The ruts are bad for walkers, bikers, and access for anyone with mobility challenges.

Overall, I appreciate the benefits of [Alaska Canopy Adventures - JUNEAU, AK](#) operations in Douglas, and with conditions being met in writing, could support this permit.

David

David Summers, Owner
Alaska Knifeworks
2 Marine Way STE 119
Home: 2961 Simpson Ave. Douglas Island, Alaska
Juneau, AK 99801
www.alaskaknifeworks.com
Cell Phone / Text: [907-957-1152](tel:907-957-1152)
Email: emailsummers@gmail.com

November 24, 2017

Dear Parks and Recreation Advisory Committee Members,

I appreciate your hosting the public meeting on December 5th regarding Alaska Canopy Adventures request to use the Treadwell trail for its business rather than its current mode of access with jet boats.

I have had the opportunity to attend two presentations from ACA and will look forward to the one on the 5th to see if there is anything that may change my opinion. Now, I must state I am not in favor of the Treadwell trail use for commercial ventures. I do appreciate their business and applaud their employees for the care they show for the area.

I believe the number of clients they will be bringing in and out a day will have impacts on the local users and will conflict with community groups that use it for race and bike events. Both the Sandy Beach and St. Ann's staging areas are not designed to accommodate this type of activity. The infrastructure for parking at these two lots offer no room for growth or staging. With the sheer number of people they will be touring, bathrooms will be an issue and it is obvious from the past meeting that local trail users do not wish to see porta potties. I can see the bathrooms being a target for graffiti and vandalism as well. It would not be long before issues will come up where some clients will not be up for the hike and then wheelers will be enlisted to return them to the staging area. The conditional use permit, as it was permitted, has served Alaska Canopy Ventures well and they have been a good neighbor. They have been out of sight and had little impact using their boats. It is unfortunate that they now have competition and the cost of maintenance and fuel for their boats has increased but that is what happens when you run a business. That stress should not be transferred to the locals. One of the solutions to their off-loading clients from their boats would definitely be a dock/ramp. Perhaps with the rebuild of Aurora Harbor, some of that old dock material may be used by AGT.

It is my hope that CBJ takes it time to give this very careful consideration as if the permit is allowed it will set a precedence for our local trails in neighborhoods.

What benefit will it bring to the Community of Douglas? The last report regarding trails and commercial use is very outdated. I think it is time for a new study before decisions like this are implemented.

In closing, both my husband and myself ask that your Board give this request considerable thought and study the impact to residents on St. Ann's and those families and groups who frequent Sandy Beach during the precious spring and summer months.

Sincerely,

Mary Kay Pusich

Kelly Corrigan

October 30, 2017

To Whom It May Concern:

This letter is to follow-up on the "Neighborhood Meeting" regarding Alaska Canopy Adventures' proposal to amend their conditional use permit (USE2017 0021) so that it can transport tourists down Saint Ann's Avenue in Douglas in vans and buses. The amendment should not be granted, because it would create a safety issue for both pedestrians and other drivers. Saint Ann's Avenue is a narrow street that barely provides sufficient space for two vehicles to pass each other, particularly because many residents and guests park within the roadway. There is no center line or sidewalks on both sides of the road. The road is simply not suited for a continuous stream of tour buses or vans. Furthermore, if one company is granted permission to use Saint Ann's Avenue, there will undoubtedly be additional requests by other companies.

There are also other issues to consider. During the summer months, there are a number of groups of small children from the Montessori school using Saint Ann's Avenue to access the trail and beach for morning or afternoon activities. In addition, there are only a few parking spots at the end of the road, with limited, if any, designated handicap parking spots as required by the Americans with Disabilities Act. Alaska Canopy Adventures would also likely have to provide a bathroom or Porta Potty, which could cause a variety of issues, including attracting bears to the trailhead.

Alaska Canopy Adventures has other alternatives to access its tour and should continue to transport its guests by boat. That alternative adds to the uniqueness of the tour, and they could add a dock as addressed by the U.S. Army Corps of Engineers.

As life-long residents of Juneau and Douglas, we strongly oppose Alaska Canopy Adventures being able to transport tourists with buses and vans down Saint Ann's Avenue. If you have any questions, please do not hesitate to contact us.

Sincerely,

Larry and Mary Russo
210 Saint Ann's Ave
Douglas, AK 99824-5533
maryetheridge@aol.com

(907) 364-3575 (home)
(907) 209-5886 (cell)

From: Parks Rec
Sent: Tuesday, November 21, 2017 8:17 AM
To: Lauren Verrelli; Kirk Duncan
Subject: FW: Treadwell Trail/round abouts

Ana Corcoran

Administrative Assistant
Parks & Recreation Department
City and Borough of Juneau
155 Seward St.
Juneau, AK 99801
Phone: (907) 586-0424
Fax: (907) 586-4589
<http://www.juneau.org/parkrec/>



From: Ian and Linda Cryan [<mailto:idcryan@gci.net>]
Sent: Monday, November 20, 2017 5:40 PM
To: Parks Rec
Subject: Treadwell Trail/round abouts

City of Juneau
Parks and Rec

My family strongly opposes the proposed increase of larger guided tourist groups on the Treadwell Trail. Juneau residents have already lost their downtown, their glaciers, marine park, air space, etc. to the tourist industry!

We should not have to lose our trails to the tourists also. If this one is allowed, what next. Mass tour groups to eagle beach, auke rec, airport dike !

Also, this summer while visiting in Bend, Oregon – they are very proud of the art work that is installed in their highway round abouts. With Juneau becoming such a well know arts community and the beautiful new installations on the docks, perhaps the city could look at adding art to our local round abouts by working with local art organizations and artists.

Thank you.

Linda Cryan

NOV 27 2017

RECEIVED

NAME RICHARD SPERBER
408 ST. ANNS AVENUE
DOUGLAS, AK 99801

REGARDING REQUEST BY CANOPY ADVENTURES

I AM 83 YRS OLD, LIVED IN DOUGLAS SINCE
APRIL 1969 I DON'T APPROVE OF REQUEST.

CITY DOES NOT ALLOW CITY BUS ON ST. ANNS AVE
DUE TO EXPENSE THEY SAY. THOSE THAT USE THE
BUS ARE FORCED TO WALK TO TOILET AT BALL PARK
IN RAINY AND VERY COLD WEATHER TO CATCH THE
BUS. IT WOULD BE OK FOR CANOPY PEOPLE TO HAVE
BUSES ON ST ANNS BUT NOT LOCALS. IF CITY DOESN'T
HAVE MONEY FOR BUSES WHY NOT HAVE CITY HALL
TOURISTS ON ST ANNS AND CHARGE THEM SAME AMOUNT
LOCALS HAVE TO PAY.

PARKING IS LIMITED AT ST. ANNS CULDESAC
AND I CAN'T IMAGINE BUSES OFF LOADING AND WAITING
FOR TOURISTS ALSO WITH LIMITED SPACE AVAILABLE.

ONCE CANOPY PEOPLE STARTED USING
TREADWELL TRAIL, THE TRAIL WOULD BE THERE'S
DOUGLAS AND JUNEAU PEOPLE WOULD BE FORCED TO
WALK THE EDGE OF THE TRAIL WHILE CANOPY
TOURISTS WOULD GET THE MIDDLE OF THE TRAIL.

THEN THE DAY WILL COME WHEN THEY
WILL WANT TO USE COVERED CARTS LIKE THEY

NOV 27 2017

RECEIVED

HAVE AT GLACIER GARDENS FOR THE COMFORT
OF THE TOURISTS.

THEY HAVE A TRAIL IN GASTINEAU CHANNEL.
IF THEY ARE SO CONCERNED ABOUT THE COMFORT
AND SAFETY OF THE TOURISTS, GET A BIGGER BOAT.

I DO NOT WANT THE CANOPY PEOPLE ENCROACHING
ANYMORE ON DOUGLAS AREA. THEY CAN STAY WHERE
THEY ARE AT.

From: Allison Eddins
Sent: Tuesday, November 21, 2017 1:56 PM
To: Lauren Verrelli
Subject: FW: Public Comment on Alaska Canopy Adventures Proposal

Another one

From: Bree Simpson [<mailto:breesara76@yahoo.com>]
Sent: Tuesday, November 21, 2017 10:24 AM
To: Allison Eddins
Cc: Caleb Wylie
Subject: Public Comment on Alaska Canopy Adventures Proposal

Hi Allison,

Below is my public comment on the Alaska Canopy Adventures permit request currently under consideration by the city. Please include it in the public testimony.

Thank you,
Bree Wylie

City and Borough of Juneau Parks and Recreation Advisory Committee,

We are writing in opposition to the Alaska Canopy Adventures proposal to transport zip line clients by van to the Treadwell Trail access at the end of St. Ann's in South Douglas.

St. Ann's is a neighborhood with a narrow street without sidewalks. There are families with small children and dogs who walk along this street throughout the day. The city discontinued public transit to St. Ann's Avenue in 2015 in order to "remove the bus from a narrow residential street, and avoid getting stuck in the turnaround when cars are illegally parked" [source: Assembly Standing Committee Meeting, June 22, 2015 meeting packet]. We are opposed to tourist van traffic that will decrease the safety of pedestrians along the street. At an informational meeting earlier this fall the city shared its concern that the small turnaround could be difficult for vans to navigate, which appears to be a reason city bus service was discontinued from the area. Additionally, there are no public restrooms available on the Treadwell Trail (with the exception of Sandy Beach). When Alaska Canopy Adventures was asked about its plan for the absence of a restroom, its representative suggested perhaps putting a portable toilet at the start of the trail by the St. Ann's turnaround. This is an unacceptable proposal. We are not opposed to sharing the trail with tourist walking groups, but we are opposed to any new vehicle traffic that would result from the approval of the requested permit. Please do not approve this permit application.

Thank you for your consideration.

Bree and Caleb Wylie
648 5th Street
Douglas

November 21, 2017

Re: Alaska Canopy Adventures (ACA) Proposal for Commercial Use of Treadwell Trail

Dear Parks and Recreation Advisory Committee Members:

By way of full disclosure, I must say that I am involved with the Treadwell Historical Society (Society), and care deeply about the Treadwell historic area. I support the position of the Society that having additional presence on the trails will bring some sense of security, and believe it is good that more people will be exposed to the rich history of the area. The Society has presented their comments to CBJ already, and I want to take this opportunity to present my personal views on this request for commercial trail use.

I was a member of the CBJ Planning Commission (January 2006) when ACA received a Conditional Use Permit for its business operation (Permit USE2005-00058). That Permit (which is still in effect) states that ACA may only access their business site via boat - no trail use allowed for transport of visitors or staff to and from the site. It troubles me that ACA has changed its access to the area without going through the full legal CBJ process required. They are violating the conditions required in the Conditional Use Permit, and have not taken steps to change it.

I am concerned that you are hearing a request for *additional* commercial trail use when the Conditional Use Permit does not allow *any* commercial trail use at Treadwell. ACA has been working outside of the land use permit conditions for years. I fear that just holding this hearing will negate the authority of the Conditional Use Permit and legitimize ACA's current improper use. If the Conditional Use Permit is overturned, then the PRAC could revisit this permit request. The first question should not be "Can they increase trail use?" it should be "Can they use the trail at all?" Only the Planning Commission can answer that. I am concerned that this premature discussion of commercial trail use permits will influence the upcoming Planning Commission decision regarding a change to ACA's Conditional User Permit.

I hesitate to even comment on this proposal as I don't feel this is a legitimate legal process. I continue to support no commercial trail use. However, in case the Conditional Use Permit is changed to allow commercial use of the Treadwell trail, I would defer to the 2004 CBJ Trails Working Group recommendations for commercial use of trails in Juneau. Recommendations for commercial use of the Treadwell Mine Historic Loop Trail are:

- 4 groups per day of up to 15 people per group (60 people per day);
- Must be off the trails by 5:00 pm;

- Can operate Monday through Friday, and 1 weekend day;
- No parking on St. Ann's Avenue;
- No use of Sandy Beach; and
- No use of the trail on the 4th of July.

I believe these conditions are included in the current ACA commercial use permit for the Treadwell trail. With this request for increase use, ACA is asking for far more traffic to be allowed than the recommendations. I have heard ACA presentations twice, and read their application, and am unsure of the number of trips expected (with up to 18 guests per trip). I think it ranges between 130 and 200 one way per day. Round trip, that will be an extra 260 to 400 people on the trail per day. That traffic alone far exceeds the recommendations, and does not consider that there is at least one other group (Gastineau Guiding's Photography tour) who uses the area (about 200 people per year). I know the recommendations are a bit dated, but the conditions surrounding them have not changed enough to allow more than doubling of allowed commercial use. If any other group tries to come in, ACA will have to compete for the use (and once this is opened up to commercial use like this, there *will* be other groups wanting in). Blowing through the recommendations of leaving one (*just one*) weekend day for locals troubles me greatly, and it will not be possible for ACA to access the trail during the 4th of July without great difficulty.

I understand that ACA wants to shed costs to make their business stronger. But just because they shed the costs, does not mean those costs disappear. While ACA will reap benefits, other costs will be shifted to the neighborhoods and the many users of this peaceful neighborhood walking trail (the economic term is externalities). The cost is a more crowded, less enjoyable use for local residents all summer long. If this use is allowed, is there any consideration of some compensation for those costs to locals? I know CBJ gets a trail use permit fee, but it is small. Will CBJ pass along those fees or any other benefits to counter those costs to the neighborhoods or trail users. Is there a plan to do that, or are the locals just stuck with those costs? How will the neighbors and trail users be made whole?

I was born and raised in Juneau. When I was a teen, we received visits from one small cruise ship per week in summer. Now, there are so many ships that locals rarely venture downtown in summer unless they have no choice. There is no parking, and it is so crowded that you often have to walk in the street to get anywhere because the sidewalks are blocked by visitors. We have conceded downtown to visitors, and live our lives away from most of them. We enjoy our peaceful neighborhoods and trails, but now tourism is spilling over into those areas, and we have nowhere to go for peace and quiet. When the first thought of allowing commercial traffic on local trails came up, there was a lot of opposition, but that has not seemed to stop the

spread. It is really frustrating to me, and I would suggest it is the same for a lot of local residents.

I know many will say that the visitor industry is economically important to Juneau. Here are some statistics from the Juneau Economic Development Council's 2017 Economic Indicators and Outlook. In calendar year 2016:

- Tourism created 12% of total direct business sales in the Borough (and many businesses are owned by seasonal residents);
- Tourism accounted for 16% of the jobs in the Borough (and many workers are seasonal residents); and
- Tourism accounted for 8.6% of the wages paid in the Borough.

Yes there is some multiplier effect on the economy from this activity, but the total impact is not as great as generally suggested. The truth is, most of us who live here and enjoy this place have nothing to do with the visitor industry. The rest of us count too. We pay taxes too. Why must tourism impact every little peaceful corner of our lives? Can't you please leave us our peaceful neighborhoods and trails.

In conclusion, I oppose allowing any commercial trail use of the Treadwell Trail, including the use that has been allowed in violation of the existing Conditional Use Permit. If, however, you decide to approve commercial use of this trail, I hope the allowed use would not exceed the CBJ Trails Working Group's recommendations, and that the approval is subject to approval of trail use by the Planning Commission in conjunction with changes to ACA's Conditional Use Permit.

 Thank you for the opportunity to comment.

Linda J. Snow
900 1st Street, Unit 12
Douglas, AK 99824
Phone: 780-6106
E-mail: ljsnow@ak.net

From: Allison Eddins
Sent: Wednesday, November 15, 2017 4:39 PM
To: Lauren Verrelli
Subject: FW: Request for Comment - Alaska Canopy Adventures conditional use permit application

Kirk was on this email chain but now you have it too.

From: Ed Foster
Sent: Monday, September 25, 2017 3:49 PM
To: Allison Eddins; Kirk Duncan; Darrell Wetherall (Darrell.Wetherall@aelp.com); 'Timothy, Jackie L (DFG)'; 'mark.fink@alaska.gov'; Ed Grossman (egrossman@fs.fed.us); 'wayne@jensenyorbalott.com'; Dan Bleidorn; Ed Mercer; Dan Jager; Zane Jones; Gary Gillette; 'klindoff-dia@gci.net'
Subject: RE: Request for Comment - Alaska Canopy Adventures conditional use permit application

Allison,
 Just a few comments and things to consider...
 St Ann's is very narrow and residents are very aware of vehicle speeds on that street. Busses passing other large vehicles on that street can be problematic.
 They would need to understand busses can't wait at the end of St Ann's. They would have to drop off and move on. A lot of service vehicles, i.e., UPS, FedEx, Garbage Truck, etc. use that same cul-de-sac to turn around in daily. Also local trail users use the few parking spots there daily.

Thanks, Ed

From: Allison Eddins
Sent: Friday, September 22, 2017 11:51 AM
To: Kirk Duncan; Darrell Wetherall (Darrell.Wetherall@aelp.com); 'Timothy, Jackie L (DFG)'; 'mark.fink@alaska.gov'; Ed Grossman (egrossman@fs.fed.us); 'wayne@jensenyorbalott.com'; Ed Foster; Dan Bleidorn; Ed Mercer; Dan Jager; Zane Jones; Gary Gillette; 'klindoff-dia@gci.net'
Subject: Request for Comment - Alaska Canopy Adventures conditional use permit application

Good Morning All,
 AK Canopy Adventures, who currently operates a zip line business on Douglas Island near the historic Treadwell Trail and Mine, is requesting a new conditional use permit. ACA has an existing permit that allows them to transport a maximum of 200 visitors per day to the site via boat. Guests board a small vessel near the cruise ship docks and travel across the channel and land on the beach near Bouillon Creek. Guests then hike to the AELP portion of the trail and then board an off-road vehicle that takes them to the start of the zip line course. ACA is requesting a new permit that, if approved, would allow them to transport guests to the site via bus. The bus would pick guests up near the cruise ship docks and drive them to the end of St. Ann's Street. ACA has stated that at peak capacity this could generate up to 16 bus trips per day. The guests would then hike along the Treadwell Trail for about 20 minutes before boarding the off-road vehicle.
 ACA would still be held to the 200 visitors per day to the site. Please see the attachments for more information. **Please provide comments to me by October 10th.** If you have any questions please feel free to reach out to me.
 There will be a neighborhood meeting regarding this permit application on October 19th at 6pm at the Douglas Library if you are interested in attending.

A few things to keep in mind:

- There are historic artifacts near and along the trail.
- What impact will a maximum of 16 bus trips per day have?
- How will a maximum of 200 guests per day impact the local users of the Treadwell Trail.
- Are there any environmental or noise concerns?

November 28, 2017

Allison Eddins
CBJ Community Development

I am writing to share my support for Alaska Canopy Adventures' (ACA) request for a new Conditional Use permit for their seasonal zipline operation. I am a Douglas 5th St. resident, and former Crest Condo/Vista Dr. resident. I have been beyond appreciative for the entire Treadwell area and trail system for the past 18 years. It would be safe to say I am on the trails or on the beach daily. Day or night, and all seasons of the year I find Treadwell to be a Juneau gem. I can only provide my support because truly believe my Treadwell experience will remain the same if this proposed change were to take place.

Amount of users: After reviewing the application I understand ACA proposes to walk up to 5,000 visitors over the 120-day summer season along the upper Treadwell Trail to their tour site. This averages to about 41 people spread throughout each day. Some days would be more and some less of course, but overall I see this as a low impact use of very special place

Health and exercise: The key component to my support lies in the encouragement of physical fitness. If ACA has determined that guests would be willing to add a walking component to their Juneau tour experience I can only give them support. To have guests from around the world experience Alaska as we do is such a gift. I certainly don't mind sharing the trails with anyone who appreciates them, especially if they are willing to explore them on foot.

Crime in Juneau: Crime has crept into every corner of our community, and we have seen some negative activity begin in this area. I see additional trail users as a way to keep crime at bay. It has always been a reassurance to see ACA guides walking to and from their base each summer, providing a little extra presence on the trail system. The more general activity and observers the better, especially on the lesser used trail past the gate midway to the ACA base.

Thank you for your time and see you on the trail,

Holly A. Johnson
528 5th St
Douglas, AK 99824

From: Shirley Dean <srdean007@hotmail.com>
Sent: Monday, November 27, 2017 9:59 AM
To: PC_Comments
Subject: Conditional Use Permit Alaska Canopy

Attn: Allison Eddins & Commission Members:

Please consider a NO vote for this permit. As a resident of St. Anns in Douglas, I oppose this permit for several reasons. First the possible guest drop off site in the St. Anns Cul=De_Sac is already at maximum capacity most days. Also, I walk my dog there every day and have been on the trail when groups of tourist are led to the beach or the zip line, they walk at least 4 across and slowly. It is hard for anyone else walking the trail to get around them. When you can, you have to walk in a ditch to avoid running into them. This is a multi use trail, it is already used by local dog walkers, bike riders, runners and the workers from the Canopy Adventures. It is already hazardous in several areas, where rebar and rocks stick up, and the mud gets ankle deep after a few days of rain with all the foot traffic on it now.

I am also opposed to the Savikko Park drop off site. This area is already used by locals and again the many tourists walking these trails presents a hazard for both them and the locals and their pets on the trails.

It works great when the Canopy Company boats their guests to the area, as they then can transport them to the zip lines without interruption of the local trail users. It is well known by everyone who uses these trails locally where the cutoff point is to walk without interruption of the many many tourists at the zip line who come in by boat.

Please don't allow this permit. It is working now with the guests arriving by boat, and accessing the zipline. We already have too many tourists walking as a group on this trail, without another company using it to access their commercial business.

Please consider this, as the locals also need places in nature that won't turn into a Disneyland walking area.

Thank You for the work you do and your consideration.

Shirley Dean
505 St Anns
Douglas
Ph: 364-3581

Mark L. Halsted
400 St. Ann's Ave.
Douglas, AK. 99824



November 18, 2017

Allison Eddins
CBJ Community Development
155 S. Seward St.
Juneau, AK. 99801

RE: USE2017-0021
Alaska Canopy Adventures
Conditional Use Permit Amendment

Thank you for this opportunity to weigh in on this proposed amendment.

My name is Mark Halsted and I have lived on St. Ann's Ave. since the late '60's. I have seen a lot of changes to both St. Ann's and to Savikko Park. Some good, some bad.

If approved, I would have to file this current amendment under "something bad", and I am strongly opposed to it.

#1 In general terms I think that walking large groups of people through the Treadwell Trail system is a bad mix with the current use. This area is heavily used by a large number of folks from all over the Juneau area. It provides a unique, nearby, opportunity for folks to enjoy the outdoors on relatively flat ground, and is extremely popular with locals walking their dogs. As it is now, when you encounter someone, they are generally likeminded and some interaction is expected. I don't think the same will hold true with large numbers of visitors. It will only be a matter of time before there is an unfortunate incident that could lead to limitations placed on the locals, i.e. leash requirements, trail restrictions, etc.

#2 In their initial proposal back in 2006, under "Site access by the public" (Attachment #1) Alaska Canopy Adventures (ACA) makes a point of the public not "disturbing or hindering their operation in any way". I would suggest they extend the same courtesy of not disturbing or hindering the current user groups by introducing large numbers of visitors into the area. The best way to do this would be to continue using boats for access.

#3 ACA have indicated a willingness to build a secondary trail if the public interfered with their operation. ACA should be held to this if their operation interferes with the current use of the Treadwell area.

*#4 ACA is currently exempt from the CBJ code requirements regarding necessary parking for their operation. This exemption applies to business that are accessed "by water or air". The sole purpose of this current proposal is to change this access and ACA should now be required to provide the parking per CBJ code. (Attachment #2)
I don't know how these requirements could be met unless the CBJ is willing to provide dedicated reserved parking, and provide enforcement of parking violations. Something the Police Department and the Park Ranger were unable to accomplish when the buses utilized St. Ann's.*

#5 It is difficult to pin down exactly how many trips per day this new plan entails. The

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PERMIT CENTER / CDD

ground. There are few branches below this height.

It will be nearly impossible to access these platforms from the tree-trunk as there will be no ladder of any kind on the tree, unless of course the tree branches can be used, in which case they will be pruned off. If a potential vandal did have access to climbing spikes and used them to reach the underside of a platform, then technical rigging gear of a completely different kind would then be needed to surmount the platform from underneath, so it is unlikely that they could be breached in that fashion.

4. Site Access by the Public During Operations

The public will be prevented from accessing the upper area during operations by means of signage, fences, and vigilant staff. The trail most commonly and easily used by the public ends at the zipline project lower (sea-level, in essence) site. There are several beach cabins further down the channel and some are lived in full time and some of the owners do traverse AJT property from Ready Bullion Creek, through the lower zipline site, and eventually to St. Anns Ave. or Sandy Beach. ACA will not object to incidental passage of the public through the lower, sea-level portion of the site provided the passage is expeditious and that passerby extend the courtesy of not gawking, asking questions, disturbing or hindering the operation in any way.

A related concern is safety and liability. Signs warning of potential risks will be posted. If passerby are cooperative over time, as has been seen in the past by AJT, nothing more will be done. If problems do arise, ACA will re-route the last part of the trail to the seaward site of the foundry ruins and to the beach. The cabin dwellers will still have the foot access they need and the recreationalists will have the access to "Red Beach" (up-channel from the derelict pilings) that is the usual end-point for their ventures. This would keep all non-customer traffic out of the operational area. ACA traffic and public traffic would "cross" on the beach and not up in the flat area where the outfitting building will be.

5. ATV Details

There will be two ATVs on the site. When not in use, they will be garaged in one of the existing buildings, a concrete shell at present, that can be adapted to the purpose. Fuel will be kept in drums in this building, which will have a lockable door. Refueling will be done in the garage structure on a pad designed to contain any spilled fuel.

The ATVs are six-wheeled 2006 Polaris Ranger models. They are not designed to go fast and do not make much noise. They are designed to transport five passengers plus the driver and do not go over ten miles per hour. They are, however, capable of climbing steep grades and thus are ideal for their intended use in this application. They will be removed from the site after the visitor season is over.

Maintenance will be done on the machines after they have been removed from the zipline site and before they are returned.

/

Planning Commission
 File No.: USE2005-00058
 January 3, 2006
 Page 3 of 10

continued until around 1921 when the mining operation closed. During the active portion of the mining activity, there were three companies operating in the area. At some point, the three mining operations were consolidated by the AJT Mining Properties (AJT) and, some time later, the western portion of the mining land was acquired by the City and Borough of Juneau (CBJ). The 153-acre subject parcel is now owned by the AJT Mining Properties and the abutting property to the west is owned by CBJ.

The Treadwell Trails on the tour area Site are remnants of the former mining operations and were last improved in 1980 to facilitate the capping of mineshafts. The adjoining CBJ property contains a portion of this Trail that is accessed from the terminus of St. Anns Avenue. Frequently, members of the public and their dogs traverse the CBJ-owned and maintained portion of the Trail and continue on the Trail through the AJT property to "Red Beach." Some owners of property east of the AJT property access their property via the CBJ and AJT portion of the Treadwell Trail as well as by boat. Red Beach is the location of the boat landing for the proposed Project.

ANALYSIS

Project Site – The 34-acre Site spans from the Gastineau beach at sea level up the Mt. Bradley hillside to approximately the 1,800 feet elevation and encompasses the western one-third of the former Treadwell Mine land. The Site is heavily vegetated with mature trees and undergrowth and features creeks, steep slopes and mining-related pits (glory holes). The USFWS has not identified any eagle nests on the Site.

Project Design – The Project is designed to maximize the guest's experience of the Site and area's natural environment, viewscape and mining artifacts and relics; therefore, the number and extent of new structures would be minimized. The aerial cables would be attached to existing mature trees. The single-story "base camp" wooden structure would be removed at the end of the tour season, as would portable restrooms and ATVs. The existing Treadwell Trail would be used by Project vehicles and service contractors with only minor improvements made to the trail to facilitate vehicle travel and drainage. There would be no illumination of any facilities on the Site. In winter, all equipment, vehicles and the base camp structure would be removed from the Site and returned the following summer. During the summer season, a small camper or RV would be used by a night watchperson/caretaker.

As proposed, the Project would meet the following development standards of the RR District:

- (1) Although the aerial cables may be attached to trees as high as 60 feet above grade, aerial cables are exempt from the 45 foot height limit for the RR zone, as would the accessory wooden platforms at each station, per Sec.49.25.420(c)(1);
- (2) there is no parking requirement for Projects accessed by water, per Sec. 49.40.210(d)(2);
- (3) setbacks and site coverage are met;
- (4) access to the "Red Beach" at Gastineau Channel is provided through an existing portion of

#2

10/19/17 @ Douglas Public Library
USE17-21

Alaska Canopy Adventures
Neighborhood Meeting

Staff:

CBJ Community Development:
Allison Eddins, Planner II
Jill Maclean, Senior Planner

CBJ Parks and Recreation:

Brent Fjischer, Parks, Facilities and Landscape Superintendent

- Allison gave an overview of the project proposal, its previous conditional use permits and conditions, and the conditional use process moving forward
- ACA described their current business and answered questions from those present
- Approximately 22 people in attendance, not including the applicant.
- Generally in support of ACA and their company, their commitment to maintaining the trails, and the minimal impact they have on the area; seen as "good neighbors".
- All but one person is against the St. Ann's proposal; may support Sandy Beach alternative, but prefer the boats.
- An abutter noted that the CBJ has made intentional strides to decrease traffic on St. Ann's in recent years, including the rerouting of Capital Transit buses.

Questions:

- How many trips per day?
 - Max. 8 to 10; 4 to 6 on Saturdays and Sundays; Tuesdays are busiest - varies due to cruise schedule
- How would they access the zipline site?
 - Walk in from St. Ann's cul-de-sac all the way to ACA's site
- How many clients in each group?
 - 18 max., 4 minimum; occasionally will take 2
- How frequent are trips/drop-offs?
 - May be every half hour in the morning
- What if people cannot walk to the site? Will ACA come back for ATVs to bring clients from St. Ann's to their site?
 - Marketing zipline as a "walking tour/zipline" with emphasis on history
 - 2 ACA guides per group; 1 in front and 1 in back for anyone moving slower
- Will boat transport stop?
 - Yes, the lack of a dock is hard on the boats and causes considerable wear and tear
- St. Ann's has a decent amount of traffic for a narrow street, how will ACA's busses impact traffic? How many trips per day?
 - Approx. 12 per day
- St. Ann's does not make sense. Sandy beach would make more sense.
 - ACA stated that they believe Sandy beach to be too busy and the lower trail is used more by hikers and dogs, and is more narrow than the upper trail at St. Ann's
- Would they use busses?
 - ACA said they could commit to using vans only

#3

From: Martin Niemi <cmniemi@gmail.com>
Sent: Wednesday, November 22, 2017 6:54 AM
To: PC_Comments
Subject: Conditional Use Permit

We are residents of Douglas, Alaska and frequently hike the Treadwell Trail, and daily use the narrow St. Anns Ave. We object to a permit that would overwhelm our neighborhood by transporting numerous guests at overwhelmingly increasing numbers on St. Anns Ave. A similar venture was attempted on Basin Road. Our local government wisely decided not to subject the local residents to transporting guests on the narrow Basin Road. CBJ needs to consider the neighborhood residents needs. Our answer is "NO" to the permit. We think driving busloads of tourists to the zipline along St. Anns Ave. would be dangerous as walkers and bikers (some being children) use this road as well. To overload the Treadwell Trail would simply ruin the trail, disturb the wildlife, and destroy the quiet and solitude that we residents regularly experience in Douglas, Alaska. It would be much too busy and noisy. Delivering guests to Savikko Park is not much better. Our children use this Park and to overrun their playground with tourists is not appropriate. Our Douglas residents, be they children or adults deserve to have a community that is not ruined by the tourist industry. As you are probably aware, many residents in the CBJ avoid downtown Juneau when the tourists overwhelm our town. We have taken the boat trip across the Gastineau Channel to do the zip line. That makes the adventure more uniquely Alaskan & gives guests the perspective of the historic mine cave in into the Gastineau Channel. The permit is yet another way to limit locals from using our town.

Respectfully submitted,

Chris and Martin Niemi

From: mreges@aol.com
Sent: Monday, November 27, 2017 3:47 PM
To: PC_Comments
Subject: Comments re Conditional Use Permit Case No.: USE2017 0021 (Alaska Canopy Adventures)

Dear Ms. Eddins:

Thank you for taking time today to discuss the Conditional Use Permit application (Case No.: USE2017 0021) filed by Alaska Canopy Adventures to switch from boat transportation to the site of their tour (AJT Mining Properties, Parcel 2D0301020050) to bus transportation to either the cul-de-sac/turnaround at the end of St. Ann's Avenue in Douglas or to the Savikko Park parking lot (location TBD). I appreciate the opportunity to comment on this matter.

I believe that the request to use St. Ann's Avenue for this commercial enterprise should be rejected for the following reasons. First, there are no commercial uses (to the best of my knowledge) along St. Ann's Avenue; it is a narrow street in a quiet residential area where many of the homes are very close to the roadway. A commercial enterprise making multiple bus/van trips per day is incompatible with the residential character of St. Ann's Avenue. Second, the number of trips possible per day (roughly 20 trips) during the height of summer (June-July-August) would conflict with increased use of St. Ann's by residents during that same time period for driving, biking, walking, etc. Third, many of the driveways along St. Ann's Avenue (including mine) have sight problems due to parking along and adjacent to the roadway that often make ingress and egress challenging at the current level of vehicular traffic. The significant additional traffic proposed by Alaska Canopy Tours would exacerbate this existing problem. Finally, regular commercial use of the cul-de-sac/turnaround at the end of St. Ann's Avenue would conflict with (and possibly displace) local's already significant use of this area, especially during summer months that Alaska Canopy Tours will be operating.

I am less concerned about Alaska Canopy Tours accessing their tour from the area of Savikko Park. However, since this park and the parking areas (especially the small parking area near the playground, beach and trailhead) is heavily used by Juneau residents, any use of Savikko park by this commercial use enterprise should be restricted to drop-offs and organization of tour groups near the entrance of the park where additional parking was expanded several years ago (i.e., Northwest of the boat harbor). This staging area will add minimal distance to the overall walk that is part of the tour and will provide less conflict with local users of the beach and trails area; this area may still cause conflict with boat harbor users. In addition, should a Savikko Park location be approved, provision will have to be made to suspend these tours during times of local celebrations (e.g., 4th of July parade/festivities) when traffic patterns are altered/closed and foot traffic is high. Finally, the significantly increased foot traffic on the trail by this proposed commercial use will increase the need for trail upkeep and maintenance; all of these increased upkeep and maintenance costs should be borne by Alaska Canopy Tours.

Rejecting the use of St. Ann's Avenue as a transit/staging option will not impact Alaska Canopy Tours current operations. This is also true for a transit/staging option at Savikko Park. Since Alaska Canopy Tours already has viable access to its tour site via boat, there is little to recommend land-based tour access from residential and recreational areas currently heavily used by Juneau residents.

Sincerely,
Mala Reges

From: David Summers <emailsummers@gmail.com>
Sent: Tuesday, November 28, 2017 9:22 AM
To: PC_Comments
Subject: Fwd: Douglas - AK Canopy Adventures Permit Request

----- Forwarded message -----

From: **David Summers** <emailsummers@gmail.com>
Date: Tue, Nov 28, 2017 at 9:20 AM
Subject: Douglas - AK Canopy Adventures Permit Request
To: [allison eddins@juneau.org](mailto:allison_eddins@juneau.org)

Allison,

I live on Douglas Island, my daughters and I are frequent users of Savikko Park and Sandy Beach. For this [Alaska Canopy Adventures - JUNEAU, AK](#) Permit request: I could support Sandy Beach / Savikko Park access with user fees that not only maintain but also enhance the trail and Savikko Park as well with things such as new equipment for the playground, updates to the shelters, highly improved trail conditions, etc. I do not support (and strongly object) to St. Ann's access for this use. I would like to see [Alaska Canopy Adventures - JUNEAU, AK](#) adventures increase mitigation efforts on the road / trail from the use of vehicles, which I agree are sometimes necessary, with better maintenance of the road so there are no ruts, the ruts are bad for walkers, bikers, and access for anyone with mobility challenges. Overall, I appreciate the benefits of [Alaska Canopy Adventures - JUNEAU, AK](#) operations in Douglas, and with conditions being met in writing, could support this permit.

David

David Summers, Owner
Alaska Knifeworks
2 Marine Way STE 119
Home: 2961 Simpson Ave. Douglas Island, Alaska
Juneau, AK 99801
www.alaskaknifeworks.com
Cell Phone / Text: [907-957-1152](tel:907-957-1152)
Email: emailsummers@gmail.com

From: [Alexandra Pierce](#)
To: [Lauren Verrelli](#)
Subject: FW: Alaska Canopy Adventures Request
Date: Tuesday, December 05, 2017 9:38:06 AM

For PRAC!

From: Pam Watts [mailto:akpamwatts@gmail.com]
Sent: Monday, December 04, 2017 11:30 AM
To: Alexandra Pierce
Subject: Alaska Canopy Adventures Request

Hi Alexandra,

Please see attached letter and forward it to Parks and Rec Committee for their consideration.

Thank you!

Pam Watts

December 3, 2017

TO: Alexandra Pierce, Project Director

RE: Treadwell Mine Historic District Trail/Alaska Canopy Adventures Request

I am a frequent user of the trail as are many other Douglas, West Juneau, and local residents including people of all ages. Children walk or bike the trails, people walk alone or with friends to enjoy the relative solitude of a peaceful and natural environment as compared with the more “socially interactive” Sandy Beach area. Numerous people walk their dogs, often multiple times a day, and others who are interested in the historical richness of the area can leisurely stroll the trail to explore.

I am a strong supporter of local business development and growth. I believe we can find a balance between public use of the area and tourism. My biggest concern is the applicant’s proposed use of the St. Ann’s access to the trail.

The St. Ann’s parking lot is quite small and many times it is full so cars have to park on a limited space along side the road. The turnaround area is very small and with a larger passenger van coming and going, it could make the situation much worse.

Residents living close by must walk to the trail along the narrow roadside because there are no sidewalks and many are accompanied by their dogs. I believe that the much larger Sandy Beach parking lot access would be far more appropriate for a commercial enterprise than the small, neighborhood St. Ann’s access. Finally, many elders, those with small children or infants, and people with mobility issues feel comfortable using the St. Ann’s trail because it is quieter, accessible even for wheelchairs, strollers, and during the summer months, provides nearby access to a tranquil, beautiful environment when downtown and other popular sites are often more heavily used by the public and tourism related businesses. I urge the Recreation Advisory Committee to consider this input when making their decision.

Thank you for this opportunity to comment on this issue.

Pamela Watts

3290 Nowell Avenue

December 5, 2017

We are submitting this letter to the CBJ Parks and Recreation regarding the proposal by Alaska Canopy Adventures (ACA) to expand operations and to change the terms that they originally agreed to in their Commercial Use Permit (Permit Use 2005-00058). This letter is neither in support nor opposition; it is simply communicating our concerns. We ask that PRAC keep this in mind as you deliberate their proposed change in operation.

- The ACA may be violating their Conditional Use Permit. The original permit as approved does not allow for any use of the Treadwell Trail. It was agreed they would only use transportation by boat. ACA must follow the CBJ process to make a change to the current permit. They are asking for “additional trail use...” when the permit does not allow for any trail use.
- Access via St. Ann’s Street may be problematic as it is a narrow residential street. CBJ no longer uses this street as a bus route due to safety and inadequate space to turn around. The proposal to place port a potty at the end of St. Ann’s for their customers is not appropriate.
- The request is to “increase” trail use to 120 people per day and up to 5,000 per summer. Current operations are 28 per day and 500 per summer. Our concern is twofold. First, the request is substantial and will negatively impact the quality of life for residents. Douglas residents see enough industrial tourism and to see our local Treadwell Trail exposed to this extent of commercial use will take away from the peace and tranquility that residents have come to enjoy. Secondly, this will impact the existing infrastructure. More tour busses, more noise, more people, more use of restrooms, more use of the trail. Additional use causes additional wear and tear. How will CBJ budget and make those repairs and improvements? Sandy Beach/Savikko Park area has limited parking and is very busy in the spring and summer months. How does a commercial operation fit staging there?
- We are concerned the next request will be to drive the Treadwell trail. We realize this is not in this request, but if people with a disability need transport, driving the road will be the only option. Once that door is open the use of the trail to only non-motorized vehicles will end.
- We question the justification for this request. ACA knew their costs when the operation started. They agreed to use only boats and that is what was approved. To now say that it is hard on the boats and that the cost of fuel is too high is not an excuse to change the terms of the permit and to shift a hardship onto residents.

- The Treadwell Trail is historical in nature, and still has remnants on the trail. There is concern that clients of the ACA will not fully appreciate the historical significance of the trail and thus staff will not be able to adequately educate their customers to not take any artifacts from the trail. So much has already been taken over the years, and we want to preserve the artifacts that still remain for future generations to enjoy. Alaska Canopy Adventure employees have worked with the Treadwell Historical Society to improve the lands around the Office Building. The management and employees have been excellent neighbors but it may be difficult to monitor the client activities in large groups.

In closing, we do not agree that there exists such a problem that it can only be fixed by allowing use of the trail by tenfold. Yes, boats are not fuel efficient and yes, the tides are extreme. However, this was the original agreement and the costs were known to ACA when they started operations. With only 4-5 months before spring visitors arrive, we feel this is a bit rushed and that other options for docking could be explored. We do promote business in Douglas but need to be assured this is done in a responsible manner with the least impact to our residents and users of this trail.

The Treadwell trail is a wonderful piece of history and respite for Douglas residents. Concurring to the ACA request will substantially alter this. In 2004 CBJ Trails Working Group gave recommendations for commercial use of trails in Juneau-Douglas, including Treadwell. Perhaps it is time to take a closer look at that plan or update it before decisions are made.

Thank you.

Douglas Advisory Board