


MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: June 22, 2011

TO: Planning Commission

FROM: Eric Feldt, Planner 
Community Development Department

FILE NO.: USE2011-0011

PROPOSAL: Conditional Use permit for a motorcycle track and training facility.

GENERAL INFORMATION

Applicant: Josh Anderson

Property Owner: Andsoh Associates LLC

Property Address: 2767 Sherwood Lane, Juneau AK 99801

Legal Description: Lots 2 & 3 Block B Sherwood Estates

Parcel Code Numbers: 4-B17-0-110-015-0
4-B17-0-110-014-0

Site Size: Project size: < 2 acres

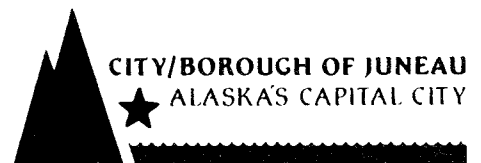
Zoning: Industrial (I)

Utilities: Pubic Water & Sewer

Access: Sherwood Lane

Existing Land Use: Soil Screening Facility and Material Storage Yard

Surrounding Land Use: North – Industrial; Vacant Private Land; Sherwood Ln
South – Industrial; CBJ Fire Training Station; Sherwood Ln
East - Industrial; Harbor Plumbing Warehouse; Glacier Hwy
West - Industrial; DMV, State Troopers, & US Coast Guard;
Sherwood Ln



ATTACHMENTS

Attachment	A	Project Letter
Attachment	B	Site Plan
Attachment	C	Zoning Map
Attachment	D	2006 Aerial Photograph
Attachment	E	Decibel Readings
Attachment	F	Dirt Wurx [©] Website

PROJECT DESCRIPTION

The applicant requests a Conditional Use permit for a dirt motorcycle race track and training facility near the dead-end of Sherwood Lane. The track will be designed for motocross racing (dirt bikes), where bikers race upon a twisty, dirt-surface course through sharp turns, bumps, jumps, and high banks (see Attachment A & B). The following internet link provides more information about motocross tracks: <http://www.dirtwurx.com/> Attachment F provides examples of motocross tracks.

As indicated in the attached project letter (Attachment A), the applicant wishes to operate this facility from 8am - 10pm, seven days a week, spring through early fall. Racing will take place during the weekends, and practices during week days. There will not be any new buildings for this facility at this time. Temporary outdoor lighting, concession stands, and portable outhouses will be provided as needed. A new parking lot will be constructed and overflow will be available on nearby property. Fill material will be needed to create the course.

BACKGROUND

Wetlands and low-growing vegetation dominated the landscape of this site and others nearby many years ago. Several years ago, these wetlands were filled to facilitate the development of industrial land. The fill limits and remaining wetlands can still be seen today.

A soil screening operation and material storage is the current use of the site. The operator of screening operation will relocate the operation to the nearby vacant site immediately north if the proposed project is approved.

ANALYSIS

Project Site

All properties along Sherwood Lane are zoned Industrial (see Attachment C). Very few industrial-related uses exist, however. Attachment D labeled '2006 Aerial Photograph' provides an overhead view of the Sherwood Land neighborhood. Along the west side of this road are two office buildings: one contains the following companies: Juneau Electric, Jeffus & Williams, AK Adjustment Bureau, and Siemens Industry Inc. The other office building contains the Alaska State Troopers, Public Safety Office, Alaska Department of Motor Vehicles (DMV), US Coast Guard, and the State Fire Marshall Office and Fire Service Training. Along the east side are two vacant properties. Only one is

developed and contains the soil screening operation on the same area where the motocross facility is proposed. Further down the same side of the road is the Hagevig Capital City Fire/ Rescue (CCF/R) training facility. A construction yard is located at the very end of Sherwood Lane (unimproved road section).

Along Glacier Highway and near the intersection with Sherwood Lane are the following uses: Family Practice Physicians office, Christ Evangelical Lutheran Church, Swampy Acres equestrian facility, and Harbor Plumbing & Warehouse. The closest residence is over 800 feet away from the site, located north of the physicians' office along Glacier Highway. Residences along Engineer's Cutoff and the residences along Wild Meadow Lane are over 1,000 feet away.

The motocross race track and parking lot encompasses two properties but will only use less than 2 acres of land. As seen in Attachments B & D, the project follows a stream which is an identified anadromous (fish spawning) stream. The Land Use Code prohibits development within 50 feet of these streams, and therefore, prevents the motocross facility from filling in the stream to expand the course without an approved Variance.

Project Design

The applicant's design of the motocross facility is shown in Attachment B. The race course will cover the east half of the site, while a new +40 space parking lot will be constructed along Sherwood Lane. Additional parking will be available on the vacant site to the north and on the construction yard site at the end of the road. This new track will be designed as a motocross track having a dirt surface and featuring a twisty course with high corner banks, jumps, table tops, whoops, and other challenging terrain features typical of a motocross track. Course flags and protective hay bales will aid in course design. An example of a motocross track can be seen at the following internet link: <http://www.dirtwurx.com/>. The applicant foresees up to 20 bikers competing in a single race.

Fill material will be brought to the site to create the terrain features. The applicant has not indicated how much fill is needed. The quantity and placement will be reviewed later through a Grading permit.

There will not be any permanent buildings at this time, only temporary lighting, concessions, and portable outhouses. Lighting will be used during the fall and spring months when needed. A water truck will be brought to the site for dust control. The portable outhouses are expected to be at the facility throughout the season and later removed. Weekend races will likely provide the most demand for concessions. Food sold at this concession could be similar to other sport events in town such as Juneau Softball Association (JSA) tournaments and youth football games and Track & Field matches.

The required yard setback in an Industrial zoning district is 10 feet and only applies to buildings. Therefore, the limits of the track could be very close to the property lines. The concessions stand will be held to the yard setback. The attached site plan shows the concession stand in the middle of the site.

Traffic

There is a large user group of combined all-terrain vehicle (ATV), 3-wheelers, dirt bikers, and other off-road vehicle users in town. However, there is no designated riding area for these riders. Though this motocross facility proposal could be the first designated off-road vehicle riding area in Juneau, it would be dedicated for motorcycle users only. This single user group is not heavily represented in town, but will likely grow if the facility is built. As a result, staff expects traffic levels from this use to be low during its early years and grow over time.

Traffic demand for the motocross facility is expected to be the highest before and after races. Weekday practice times span many hours, and riders will likely come and go throughout the day. This makes predicting traffic peaks and volume difficult. During times of favorable weather users will likely stay for a longer periods of time.

All users of the motocross facility will be coming from Glacier Highway to access Sherwood Lane. Sherwood Lane is a City right-of-way (ROW) and is maintained by the Public Works Department. Glacier Highway, on the other hand, is a State ROW and is maintained by the Alaska Department of Transportation/ Public Facilities Department (DOT). The City Public Works Department did not have any concerns about the project. DOT was concerned about additional traffic volume affecting the intersection of Glacier Highway and Sherwood Lane. Since they could not calculate the trip generation for this new facility, they could not assess the possibility of requiring a Traffic Impact Analysis (TIA). Staff discussed this issue with the applicant, and later with DOT, and finds the project does not warrant a TIA at this time. Under the next section titled 'Parking and Circulation', staff recommends a condition requiring the applicant to revise the Conditional Use permit if bleachers are installed for spectators. This addition would accommodate more spectators and result in higher traffic volume. At that time, a TIA may be warranted by DOT.

The Land Use Code requires a TIA be submitted to the Community Development Department (CDD) for a project generating 500 average daily trips (ADT). Based on type of development, location, and likely future expansion, the CDD Director may require a TIA between 250 -500 ADT. The Land Use Code does not require a TIA for the project.

The employees and customers of the nearby offices generate the most traffic at this time, which is at a low volume. Most of these offices operate during a typical business work week and produce highest trip generations during normal commute times. With the general population needing reoccurring vehicle licensing, the DMV is likely to produce the most traffic demand along Sherwood Lane. During the evening hours when most businesses are closed, traffic along this road is very low. The traffic generated by the motocross facility will not likely negatively affect existing traffic levels.

Parking and Circulation

The parking lot is shown on the attached site plan (Attachment B). This lot will not be paved at this time. Wheel stops will be used to indicate where to park. Staff recommends a condition that would require the placement of wheel stops. The Land Use Code does not provide a parking requirement for a motorcycle race track. Therefore, staff must refer to a land use category most similar to the proposed use. Similar recreational land uses in the parking table include: Bowling Alleys = 3 spaces per lane; Swimming Pool = 1 space per 4 persons based on capacity; and Pleasure Craft Moorages = 3 spaces per moorage stall. The motocross facility does not have lanes throughout the course; there are only drop gates for each racer at the start line. Staff does not know what the capacity could be for this new-to-Juneau facility. The number of spaces for moorage stalls is equal to that of bowling lanes; these uses differ from a single starting gate for a motorcross race. Staff finds using the Bowling Alley parking requirement is most similar, and could use the number of race gates in lieu of a bowling lane. Since only one biker is assigned one race gate, the parking requirement ratio of 3 spaces per race gate would be too high at this time. However, a lower ratio of 2 spaces per race gate could accommodate 1 space for the racer and 1 space for a spectator or additional bikers not in the same race. Staff finds this parking requirement ratio more reasonable. Reducing the ratio any further may not accommodate enough racers and spectators. Staff will apply the parking requirement of 2 spaces per each race gate to the project.

The applicant informed staff that there would be 20 bikers per race, each racer having their own drop down race gate. Two spaces per gate equates to 40 spaces. The Land Use Code will also require 1 Van-Accessible parking space based on this parking requirement. The applicant's site plan shows more than 40 parking spaces; therefore, the parking requirement is exceeded.

Staff expects the motocross facility to gain in popularity as a spectator sport since it would be the first of its kind in Juneau. As the number of spectators increase, so does the traffic and parking demand. The applicant is not proposing bleachers at this time. However, if a need arises for spectator seating in the future, staff recommends the following condition to re-evaluate the parking need and traffic impact: If the applicant provides bleachers or other form of seating that seats 40 or more people, the applicant shall amend the subject Conditional Use permit for further review. This will also be the time when staff and DOT will be able to better determine the number of vehicle trips this facility is producing.

Even though the applicant indicates two off-site overflow parking areas, parking on Sherwood Lane could be tempting. To prevent this, staff recommends a condition requiring the applicant to post signs at the entrance of the main site and two off-site parking locations stating "Parking for Motocross Facility; Do not park on the Road", or something similar.

Noise

Dirt bikes, all terrain vehicles (ATV), three-wheelers, and other off-road vehicles are generally perceived as being loud and obtrusive, and therefore, are often placed far away from urban areas, especially residential neighborhoods. The subject site is in an Industrial zoning district, where loud noise levels from industrial uses, such as heavy machinery, manufacturing, or processing, are

acceptable and would not easily affect property value. Industrial uses are greatly restricted to this district because of their noise levels, odors, traffic demands, or other obtrusive site conditions. Since the Land Use Code prohibits residences besides a caretaker in the Industrial district due to unwanted industrial conditions, there is very little impact to residences.

Staff expects property owners beyond Sherwood Lane will hear low, yet discernable noise from the motocross facility. As stated earlier, races would occur during the weekends and will produce the highest noise levels. To comprehend noise levels generated by the use, the applicant held several mock race starts with 16 dirt bikes for staff to record decibel readings. These readings can be seen in Attachment E, page 2 in the table section labeled 'Operational'. Staff also took ambient noise readings to record current noise readings, which also can be seen in the same attachment labeled 'Ambient'. Close- and far-range locations were measured during operational and ambient readings. Since the proposed hours of operation span a large part of the day, staff found it necessary to record several ambient readings during the morning, afternoon, and evening hours of the day. The greatest difference in noise levels was felt closest to the site at the two office buildings and at the intersection of Glacier Highway & Sherwood Lane. Measurements further away seemed to be influenced by automobile traffic on nearby roads. Some dirt bike noise was still discernable even though the recorder could not measure the noise.

Based on recorded operational noise and existing uses in the neighborhood, staff finds the hours of operation (8 am – 10pm, Monday through Friday) too early and too late. Generally, the two most often used methods in controlling or restricting noise levels in the code are: 1) Restricting the hours of operation, and 2) Restricting how much noise can be produced at property lines. For enforcement purposes, it is easier to restrict the hours of operation than measure decibel levels. The Land Use Code provides specific decibel levels for Industrial zoned properties abutting residential property, but not between Industrial properties. Under the Conditional Use permitting process a condition addressing noise is provided, as follows: *Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.* This condition is often used for non-residential uses near residential property, and not within the Industrial district. Staff finds this condition enforceable but not ideal for the subject proposal.

In the 'Disturbing the Peace' section under Title 42 of the city code, the use of heavy equipment such as pile drivers, pneumatic hammers, or similar construction equipment is specifically identified and is limited to certain hours of the day, which only prevents use during dusk and dawn hours of the day. A large construction window period is afforded to provide ample time to complete construction in the small window of favorable weather in Juneau. If approved, the motocross facility would generate continuous noise each year, unlike a construction site. Therefore, this section of code does not provide an effective way to limit the hours of operation of the proposed facility.

Staff researched past rock quarries, mines, soil extractions and other noisy operations to find certain restrictions of the hours of operations which could provide justification for a restriction on the subject proposal. Those uses, however, largely exist outside of the Industrial district and either had no restriction or were near residential property and held to higher noise standards. The Off-Highway

Vehicle (OHV) facility, which is most similar to the motocross facility, was proposed several years ago but was not approved. It had a condition to limit the hours of operation from 8 am to 10 pm, Monday – Sunday. That project was designed as a riding course using large acreage, not a confined race track. That site is located in a Rural Reserve district, and had affected the surrounding area differently. Staff could not find any similar projects located in an Industrial district.

According to the United States Environmental Protection Agency (EPA), exhaust and noise levels from dirt bikes must meet specific decibel standards unless they are only designated as ‘competition ready’ vehicles by the EPA. Since these competition ready bikes have a lower standard for emission and decibel level, they cannot be used outside a race track, such as on the road or trails. The only motorcycle company in Juneau selling new dirt bikes is Honda Hut within Mendenhall Auto. This company indicated that they do not carry these types of bike because of a lack of race tracks. However, they did state that they can order them if requested. If the motocross facility is approved, staff expects an increase of new competition ready dirt motorcycles in Juneau. This will likely result in a slight increase in decibel levels beyond what staff recorded under the ‘Operational’ section of Attachment E.

The existing soil screening and material staging operation at the motocross site currently produces noises typical of an outdoor industrial yard. During ambient noise readings, staff observed that soil and other material was constantly being moved around the site by heavy equipment and trucks. Many of these vehicles were equipped with reverse alarms. Office employees across from this operation have been complaining about noise. As stated above, this operation is in an Industrial district, and is an appropriate operation in the district.

Motocross tracks have jumps and other similar terrain features that allow bikers to jump high in the air some times in excess of 20 feet above the course surface. This new course will have jumps and similar aerial features. The proposed course is smaller than a typical motocross course, which may limit the height of the jumps. Jumps generate new noise levels to elevations above the course grade. When a biker increases speed to gain more air (height), higher noise levels are likely to be produced at a higher elevation. At the subject site if bikers accelerate up a jump and are 20 feet above the ground in the air, the noise level at the elevation will carry above and beyond the nearby office buildings. This will likely reach residences along Engineer’s Cut Off and Wild Meadow Lane. To control loud noise levels from propagating at 20 feet or higher above the ground elevations, staff recommends a condition to restrict all jumps 10 feet or higher. This height would be measured from the lowest spot on the track.

The use of a bull horn or similar megaphones for public announcements (PA) during motorcycle and automobile races is commonly used to speak over engine noise. Staff expects megaphones will be used for subject proposal. The use of a megaphone could be a greater nuisance to residences than the noise generated by the actual dirt bikes because it is human nature to listen more carefully to voices. During the approval of a PA system at the Track & Field/ Football field at Thunder Mountain High School, the following condition was required to limit noise levels heard at adjacent residences: *As an operational condition, the public address system shall only be used between the hours of 7:00*

a.m. and 10:00 p.m. and at no time shall the sound level emitted from the speakers and measured at the nearest residential property line exceed 60 dB. Staff finds this restriction applicable to the subject proposal. However, the PA system will likely be louder at the motocross facility than that used at the football fields because of the idling noise of dirt bikes. Therefore, staff recommends using the same condition as above but limiting the use during Saturday and Sunday only. Further, the bullhorns and speakers shall be projected away from businesses, roads, and residences.

Based on the above information, recorded noise readings, and the project description, staff finds the proposed hours of operation from 8 am -10 pm, Monday through Sunday should be reduced. Staff recommends a condition restricting the hours of operation based on existing development along and around Sherwood Lane. As stated earlier, the two office buildings, a construction yard and the Hagevig Fire Training facility are the only developments along Sherwood Lane. Therefore, workers and customers at these buildings will be affected the most by the noise levels from the motocross facility. Most of the businesses operate between 8 am and 5 pm, Monday – Friday. Having loud noises during those times may affect their work environment but will not likely impact property value. During the evening hours and weekends, the number of office workers drops dramatically. Thus, weekend races will create little to no impact to those workers. During the weekdays will be the time of most impact. Restricting the weekday hours of the motocross facility to start after 5 pm would be ideal for the office workers but unreasonable for the bikers. Starting late morning, such as 11 am, could be a compromise for both parties, allowing a quieter morning for the office workers. With many workers leaving before or at 5 pm, the motocross facility would not likely impact people along Sherwood Lane after 5 pm. Noise from the dirt bikes would be heard from Engineer’s Cutoff and Wild Meadow Lane at low decibel levels at all days of the week. Therefore, ending at 9 pm everyday of the week would afford users of the motocross facility all of the afternoon and most of the evening for riding. Nearby residences would have a quiet period after 9 pm. With few workers present during the weekends at Sherwood Lane, the hours of operation would be more flexible. Starting at 8 am, as requested by the applicant, may be too early. As stated above, bikes will likely be heard from residences. Having the facility open at 9 am would be less of a disturbance to residences than starting at 8 am. Staff recommends a condition limiting the hours of operation to 11 am – 9pm Monday through Friday and 9am – 9 pm Saturday and Sunday.

Public Health or Safety

The motocross facility will bring additional traffic to the neighborhood, but will not likely impact exiting traffic levels. Parking for the facility will be provided on site and off-site upon nearby properties. To prevent overflow of parking on Sherwood Lane or Glacier Highway, staff is recommend a condition to have the applicant install signage stating where to park. This condition is stated at the bottom of this memorandum under ‘Recommendation’.

The noise generated by this facility will be loud along Sherwood Lane, but inside nearby buildings it would be at a lower decibel level. However, indoor noise levels will likely be higher than current levels. Staff is recommending a condition limiting the hours of operation that would allow the motocross facility to open late morning hours. With the recommended conditions, the public health and safety would not be affected by the motocross facility.

Since the motocross track will be easily seen from Glacier Highway, non-permitted users may be tempted to use it outside of operational hours or with prohibited vehicles. To prevent that from occurring, the site should be enclosed with a security barrier. The applicant has indicated the installation of a fence at the entrance of the site to deter outside users. Staff recommends a condition ensuring this fence is constructed prior to the opening of the facility.

Property Value or Neighborhood Harmony

The site is located in and surrounded by Industrial zoned property. As stated earlier under section 'Noise', the nearest residence is over 800 feet away from the site. Staff recorded 'operational' and ambient noise levels to determine decibel levels near residences. Staff expects noise levels from the motocross facility will be heard at low levels from some residential areas.

The highest readings during the mock races were measured at the site and across Sherwood Lane at the DMV and adjacent office building. These two buildings and the woods behind them block and absorb much of the noise from reaching Engineer's Cutoff road. However, the employees and customers of these buildings will easily hear most of the noise from the facility and would be the most affected. Since all the properties along Sherwood Lane are zoned Industrial, there is an acceptance and greater flexibility in the Land Use Code for noisy industrial uses in this zone. This results in a low to no impact on property value between Industrial properties.

Speaking with the Capital City Fire/ Rescue Department (CCF/ R) about noisy operations at the Hagevig fire training facility, they indicated that the noisiest part of an operation would be during the spraying of water from a fire truck. They also indicated that they often burn material at the site releasing large plumes of smoke that typically hover over the subject site. CCF/ R is concerned about the bike noise affecting meetings inside the Hagevig building. As stated above, the Industrial district is an area where noisy industrial uses are appropriate.

Conformity with Adopted Plans

The 2008 Comprehensive Plan designates the two subject properties as Industrial. This designation is defined as:

Land to be developed for heavy industrial uses such as large scale food production and/or processing; large-scale or industrial-related repair activities; metal fabrication; wholesale trade; manufacturing processes; warehousing; outdoor storage ; trucking; animal kennels; crematoria; repair and maintenance uses; resource extraction and processing such as gravel pits, rock crushing facilities, cement batch plants, asphalt plants, fuel tanks, stump dumps, salvage yards, landfill sites; aircraft facilities; and other similar large-scale or noisy and/or noxious industrial activities. Some recreational uses should be permitted, including sport vehicle, all terrain vehicle (ATV) or snowmobile motor-course facilities, shooting ranges, and other similar noise-generating uses. Residential, office, retail, and personal service uses are not to be allowed. (Underline added)

The above definition specifically identifies ATV, snowmobile, and motor-course facilities as permitted activities within an Industrially-designated area. The proposed operation of a dirt bike racing and training facility in this area is consistent with the above land designation definition.

The following policy is germane to the proposal:

POLICY 5.7. IT IS THE POLICY OF THE CBJ TO DESIGNATE SUFFICIENT AND SUITABLE LAND FOR ANTICIPATED COMMERCIAL AND INDUSTRIAL DEVELOPMENT AS PART OF ITS OVERALL ECONOMIC DEVELOPMENT PROGRAM.

The Comprehensive Plan indicates that commercial development, such as retail and offices uses, have been built upon and displaced Industrial zoned land that has greatly reduced land that could accommodate heavy industrial uses. As a result, the plan discourages those types of uses from located on Industrial zoned land. Sherwood Lane is an example of offices built on Industrial zone land that has reduced buildable area for industrial uses. Heavy industrial uses typically do not complement office or retail uses due to the difference in public interface and employee work environment.

Though the motocross facility is identified as an acceptable use in the Industrial district, it will affect the commercial uses along Sherwood Lane. With the recommended conditions, these affects will be minimized. The proposal is found to be consistent with the Comprehensive Plan.

Title 49, Land Use Code

A 'motorcycle racing track' is identified as a permitted use in the Industrial, Rural Reserve, and General Commercial zoning districts as indicated in the Table of Permissible Uses, section 49.25.300.

The Land Use Code indicates what types of acceptable productions can result from uses in an Industrial district, as follows:

The I, industrial district, is intended to accommodate industrial activity which includes manufacturing, processing, repairing and assembling goods. Because of noise, odors, waste and other impacts inherent in industrial activity, performance standards are applied.

Due to the noise productions of a motocross racing and training facility operation, its location in the Industrial zoning district is acceptable.

49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS

There are mapped wetlands and anadromous fish streams on the two subject properties. However, the actual limits of the project will not impact wetlands, and will comply with the 50 foot stream side setback. Since one of the streams is close to the parking lot and race course, staff recommends a condition requiring the applicant to install a silt fence along the 50-foot development setback line during the construction of the facility.

ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)

Not applicable. This project does not require a state-coordinated ACMP review.

FINDINGS

CBJ §49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses;
and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ §49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area;
or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ §49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. Is the application for the requested conditional use permit complete?

Yes. We find the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

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

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 6.240 for the Industrial zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the June 17th and 24th issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 1500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

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

No. With the recommended conditions, the motocross track will be secured, the traffic volume will remain unaffected, and the parking demand will be accommodated on- and off-site. Therefore, the approval of this permit will not materially endanger the public health or safety.

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

No. With the recommended conditions, impacts to the Sherwood Lane neighborhood and residences generated by the proposed use would be low. Property value of adjacent industrial land will not be affected by this use. Therefore, the proposed development will not substantially decrease the value of or be out of harmony with property in the neighboring area.

6. Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?

Yes. The proposed motorcycle racing course is identified as an acceptable use in the 2008 Comprehensive Plan. Title 49, Land Use Code permits this use in the Industrial district. The proposed use is not expected to negatively affect adjacent Industrial uses from being developed.

7. Will the proposed development comply with the Alaska Coastal Management Program?

Yes. With the recommended conditions, the existing wetlands and anadromous stream will not be affected with the proposal.

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit. The permit would allow the development of the project and the approval is subject to the following conditions:

1. If and when bleachers or other forms of stadium seating is proposed that seats 40 or more persons, the applicant shall amend the subject Conditional Use permit for further review by the Planning Commission.
2. Before the issuance of a Grading permit, a silt fence must be installed at the 50-foot stream side yard setback from the closest anadromous fish stream. This shall be confirmed by staff.
3. Outdoor lighting shall not be used in a manner that produces glare on public streets or neighboring properties.
4. The applicant shall install wheel stops at every parking space, which shall be confirmed by staff, prior to the final inspection of a Grading permit.
5. The hours of operation shall be 11am – 9pm Monday through Friday, and 9am – 9 pm Saturday and Sunday.
6. Prior to the issuance of a Grading permit, the applicant shall post signs at the entrance of both off-site parking locations stating “Parking for Motocross Facility; Do not park on the Road”, or something similar. This shall be confirmed by staff.
7. Prior to the final inspection of a Grading permit, a fence with a locking mechanism shall be installed at the entrance of the motocross facility.
8. All jumps shall be 10 feet or less in height. This height shall be measured from the lowest spot on the track by staff prior to the final inspection of a Grading permit.
9. As an operational condition, the public address system shall only be used during Saturday and Sunday hours. At no time shall the sound level emitted from the speakers and measured at the nearest residential property line exceed 60 dB. Speakers and bullhorns shall be directed away from residences, businesses and roads.

Advisory Condition

1. The applicant shall receive an approved Grading permit prior to the placement of fill on the site to facilitate the construction of the course.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>6/2/11</u>
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description <u>INSTALLATION OF CLOSED COURSE MOTORCYCLE TRACK AND TRAINING FACILITY.</u>		
	PROPERTY LOCATION		
	Street Address <u>2767 SHERWOOD LN</u>	City/Zip <u>JUNEAU AK 99801</u>	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) <u>SHERWOOD ESTATES BL B L 3 (2+3)</u>		
	Assessor's Parcel Number(s) <u>4317011000160, 4317011000150, 4317011000140</u>		
	LANDOWNER/LESSEE		
	Property Owner's Name <u>ANDSON ASSOCIATES LLC</u>	Contact Person:	Work Phone:
	Mailing Address <u>PO BOX 211308 ANCHORAGE AK 99821</u>	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	LANDOWNER/LESSEE CONSENT <small>***Required for Planning Permits, not needed on Building/Engineering Permits***</small>		
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	<u>[Signature]</u> Landowner/Lessee Signature	<u>5-12-11</u> Date	
X	<u>[Signature]</u> Landowner/Lessee Signature	<u> </u> 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 <small>If the same as OWNER, write "SAME" and sign and date (C) below.</small>			
Applicant's Name <u>John Anderson</u>	Contact Person: <u>John</u>	Work Phone: <u>733-4416</u>	
Mailing Address <u>1750 HUKA ST 99801</u>	Home Phone: <u>733-6300</u>	Fax Number: <u>733-6306</u>	
E-mail Address <u>CDIC Alaska.net</u>	Other Contact Phone Number(s): <u>JOHN ANDERSON 733-0662</u>		
X	<u>[Signature]</u> Applicant's Signature	<u>5-11-11</u> Date of Application	

-----OFFICE USE ONLY BELOW THIS LINE-----

STAFF APPROVALS	✓	Permit Type	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)		
	X	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)	<u>6/2/11</u>	<u>USE2011 0011</u>
		Variance Case (De Minimis and all other Variance case types)		
		Wetlands Permits		
	Zone Change Application			
	Other (Describe)			
Comments:				Permit Intake Initials
				<u>[Signature]</u>

DUGLAS AK 99824
 802 DUGLAS AK 99824
 802 DUGLAS AK 99824
 PRIMARY CONTACT -> PO BOX 802 DUGLAS AK 99824
 ANDERSON ROD AND CHOPPER @ HOTMAIL.COM

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		USE 2011 0011	6/2/11

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: 6.240

***An Accessory Apartment Application will also be required.

DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED.

INSTALLATION OF CLOSED COURSE MOTOCROSS TRACK AND TRAINING FACILITY.

IS THIS A MODIFICATION OF AN EXISTING APPROVAL? NO YES - Case # _____

CURRENT USE OF LAND OR BUILDING(S): STORAGE, TOPSOIL SCREENING

PROPOSED USE OF LAND OR BUILDING(S): MOTORCYCLE EDUCATION / RACING / SAFETY

UTILITIES PROPOSED: WATER: Public On Site SEWER: Public On Site

SITE AND BUILDING SPECIFICS:

Total Area of Lot 5.5 ACRE square feet Total Area of Existing Structure(s) 0 square feet
 Total Area of Proposed Structure(s) 5.5 ACRE 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:

- | | |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Site Plan | <input checked="" type="checkbox"/> Existing and proposed parking areas (including dimensions) and proposed traffic circulation |
| <input checked="" type="checkbox"/> Floor Plan of proposed buildings | <input checked="" type="checkbox"/> Existing Physical Features of the site (drainage, habitat, hazard areas, etc.) |
| <input checked="" type="checkbox"/> Elevation view of existing and proposed buildings | |
| <input type="checkbox"/> Proposed Vegetative Cover | |

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.

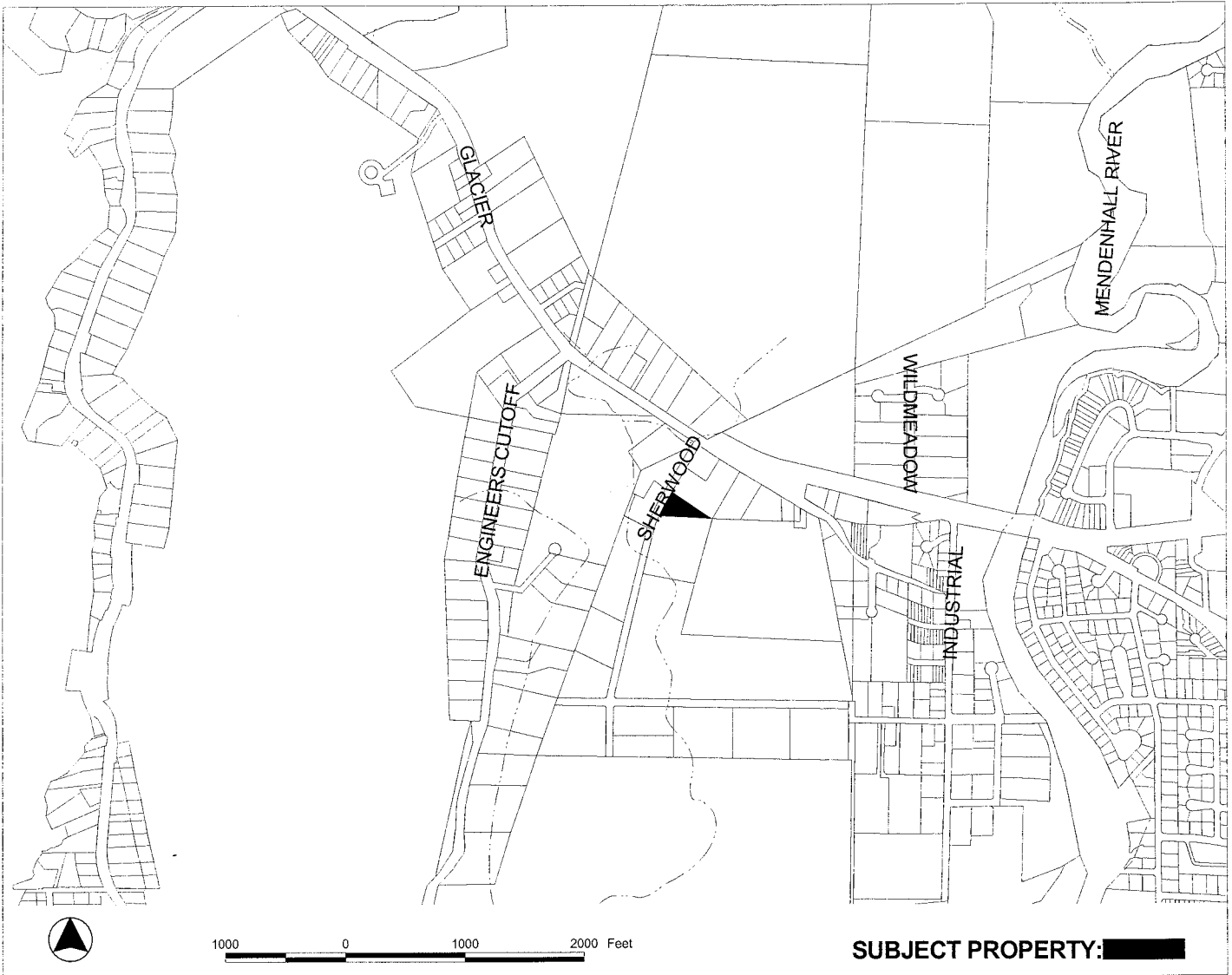
ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>750.00</u>			
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Pub. Not. Sign Fee	\$ <u>50.00</u>			
Pub. Not. Sign Deposit	\$ <u>100.00</u>			
Total Fee	\$ <u>900.00</u>	<u>1000</u>	<u>1536</u>	<u>6/2/11</u>

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

TO BE COMPLETED BY THE APPLICANT

NOTICE OF PUBLIC HEARING



PROPOSAL: Conditional use permit for a dirt bike track and training facility.

<p>FILE NO: USE20110011</p> <p>TO: Adjacent Property Owners</p> <p>HEARING DATE: Jun 28, 2011</p> <p>HEARING TIME: 7:00 PM</p> <p>PLACE: ASSEMBLY CHAMBERS Municipal Building 155 South Seward St Juneau, Alaska 99801</p>	<p>APPLICANT: ANDSOH ASSOCIATES LLC</p> <p>Property PCN: 4B1701100140; 4B1701100150</p> <p>Owner(s): ANDSOH ASSOCIATES LLC</p> <p>Size: 1.48 acres</p> <p>Zoned: Industrial</p> <p>Site Address: 2767 SHERWOOD LN</p> <p>Accessed via: SHERWOOD LN</p>
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PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Eric Feldt at 586-0764 or email: eric_feldt@CI.JUNEAU.AK.US

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

Project Description:

The purpose of this project is to construct a closed course motocross track for the intended use of family oriented motorcycle racing, training, and safety for all ages. All of which will be run by Juneau Douglas Motocross Association, a non-profit organization recently established.

At this time, no building structures are planned or needed. Area lighting would be temporary on an as needed basis. No utilities. Portable outhouses will be provided.

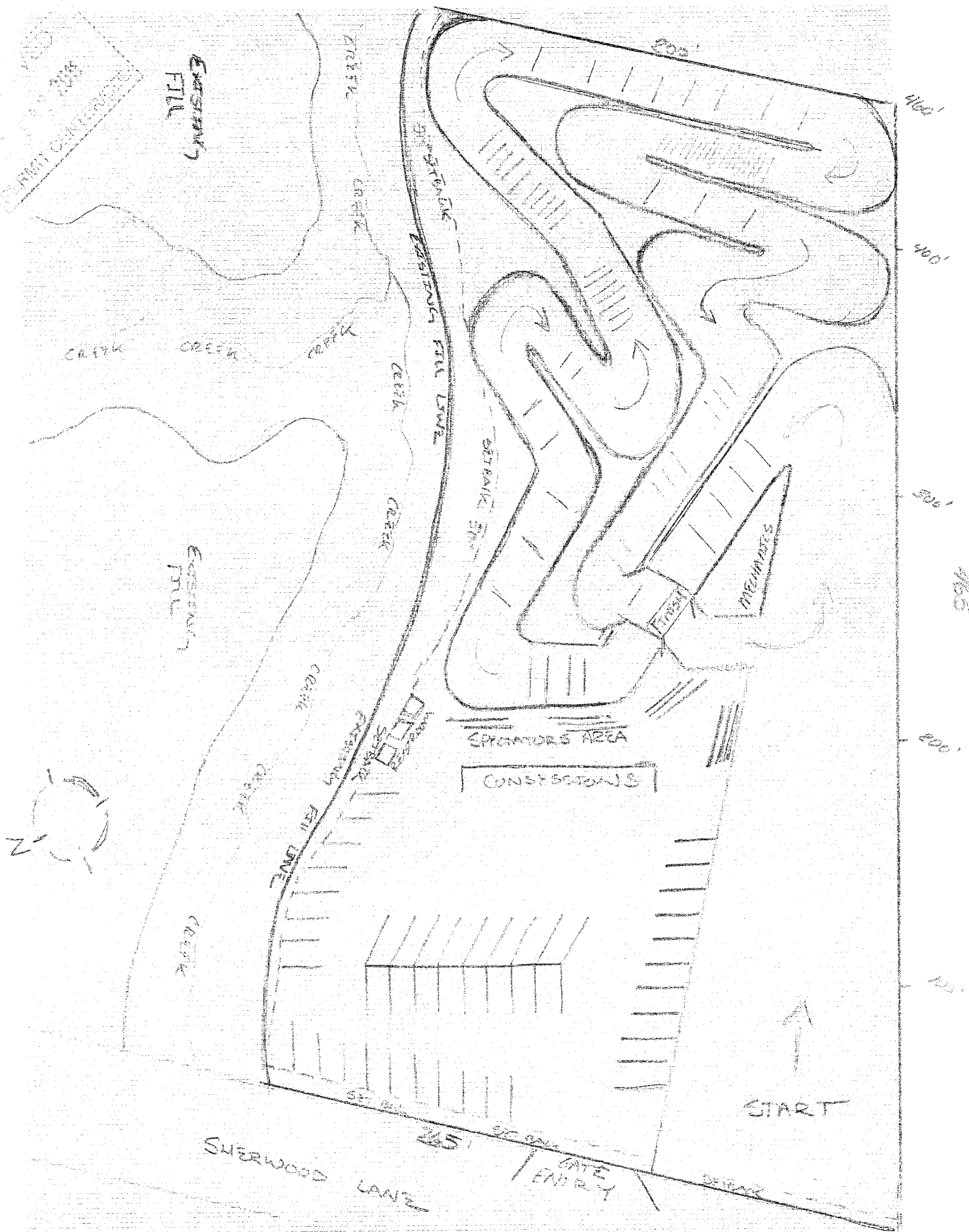
Hours of operation would be within the hours of 8am to 10pm, 7 days a week for practice and training. Races would be held Friday through Sunday.

Ample parking is available. No pavement is necessary. Gated access to property will be available to club members only. Spectators will have access by invitation only and under supervision of club members. All participants will be required to sign a liability waiver.

Grading and filling will be minimal due to the fact that the property has previously been filled and all materials are currently on site. Track layout and design will change depending on practice and race event needs. Height of track and associated signage will not exceed 30 feet. Dust control is a consideration easily remedied by an onsite water truck. Due to Juneau's naturally wet climate and makeup of track soil, dust is not seen as a major issue.

Noise is also a consideration that can be addressed through compromise and planning. The location of this property is ideal because there is no residential housing nearby.

TOP VIEW



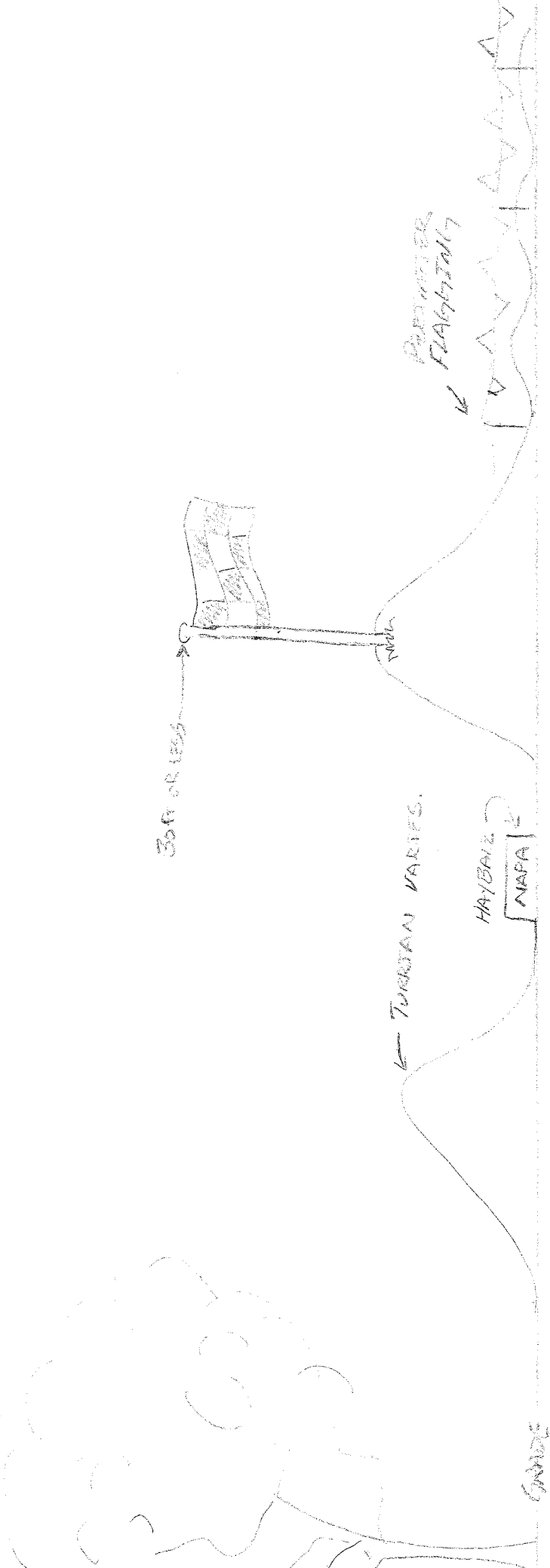
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PERMIT CENTER

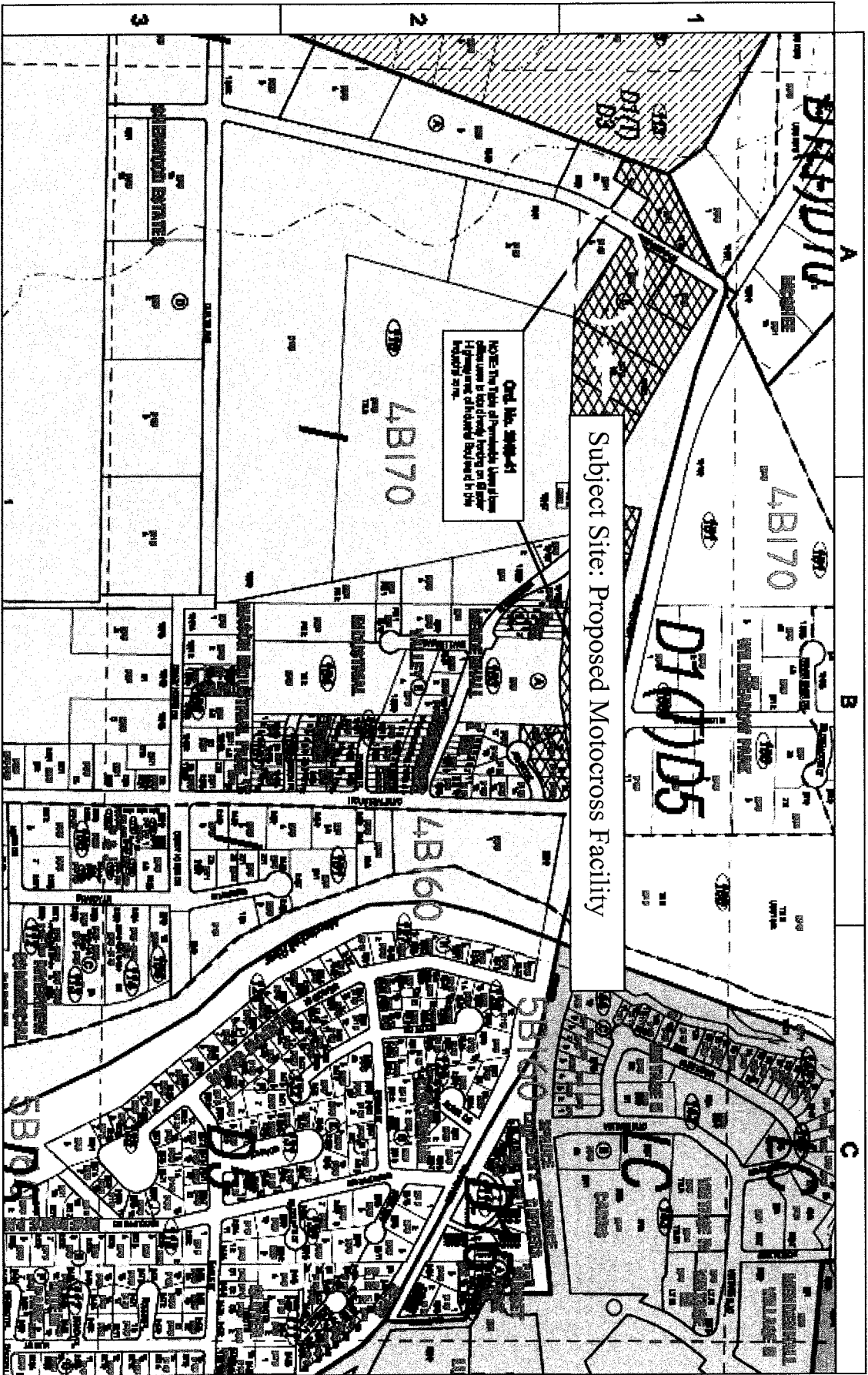
2767 SWEETWOOD LN

FRONT YARD TREES



ELEVATION PLAN 2767 SWEETWOOD LN

Zoning Map



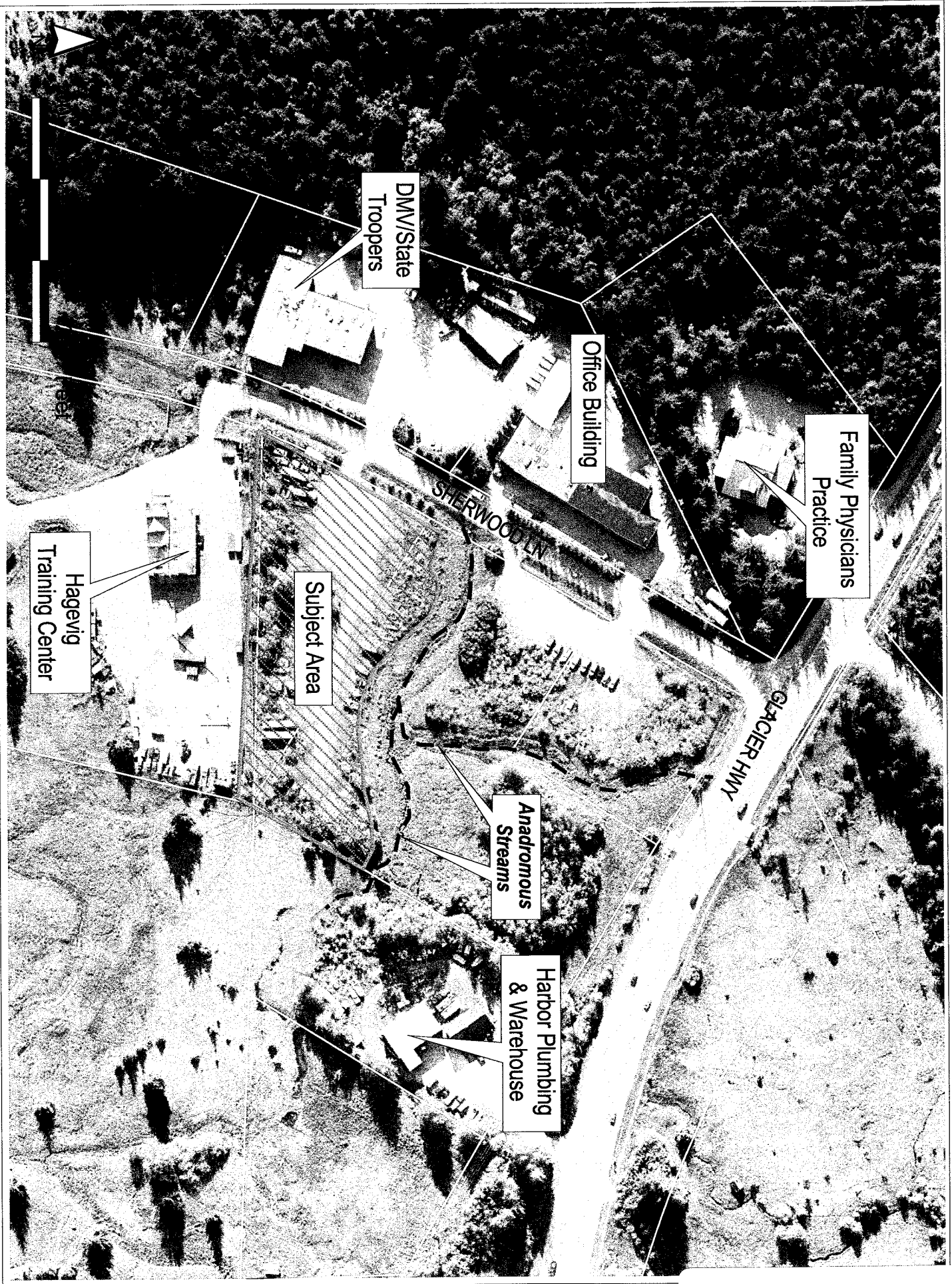
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5002 SBL/003



Decibel Measurement Locations in Vicinity of Proposed Track Site



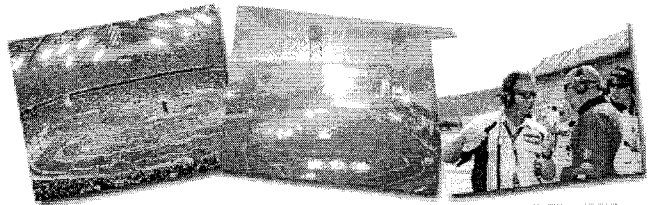


Decibel Measurements for Proposed Motocross Facility

Location (see map)	Ambient (5/25/11) AM	Ambient (6/8/11) Afternoon	Ambient (6/15/11) Evening	Operational (5/20/11)
1) Glacier Highway, adjacent to site	69-78; 8:07 am	62-78; 2:53 PM	67-78; 6:09pm	90, 2:30 pm
2) Juneau Electric (2770 Sherwood Ln)	63-77 dec, 8:42 am	63-68; 2:45 PM	54-68; 6:05 pm	85, 2:33 pm
3) Alaska Dept. of Motor Vehicles (2760 Sherwood Ln)	63-67 dec, 8:45 am	59-68; 2:58 PM	62-67; 6:15pm	83, 2:38 pm
4) Family Practice Physicians (10301 Glacier Hwy)	63-69 dec, 8:49 am	60-68; 2:47 PM	59-70; 6:19 pm	72, 2:46 pm
5) Residence (3112 Wildmeadow Ln)	58-64* dec, 9:18 am	54-61; 2:29 PM	56-62; 6 pm	75*, 3:20 pm
6) Swampy Acres (10400 Glacier Hwy)	50-68* dec, 9:22 am	59-68; 2:34 PM	60-77*; 6:25 pm	64, 3:00 pm
7) Residence (2741 Engineers Cutoff)	<60-67 dec, 7:50 am	50-68; 2:38 PM	<50-68*; 6:28 pm	65, 3:11 pm
8) Christ Evangelical Lutheran Church (10300 Glacier Hwy)	<60-67 dec, 7:54am	58-65; 2:31 PM	63-77; 6:23 pm	74, 2:50 pm

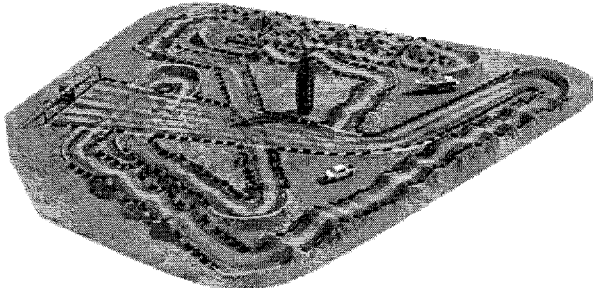
Notes:

1. Weather conditions during measurements: Dry, some cloud cover, dry road surface.
2. Operational measurements reflect the highest decibel reading taken at each location while 16 dirt bikes raced near the site.
3. *At these locations, staff observed high decibel readings caused by traffic rather than the dirt bikes.

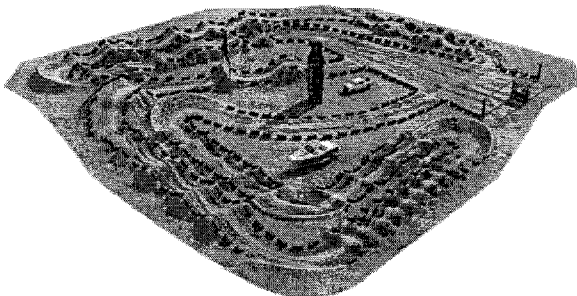


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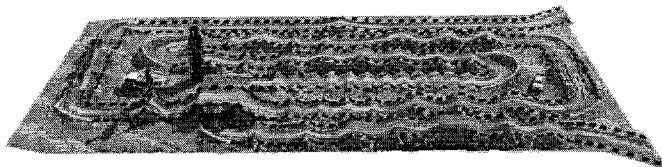
2011 Tracks



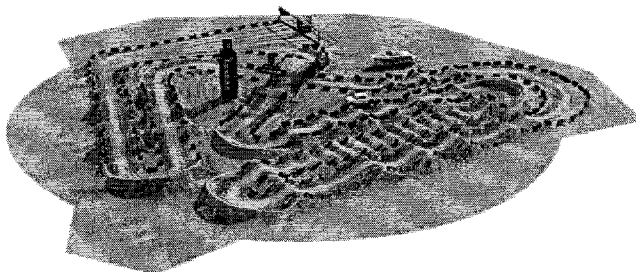
Anaheim 1 | January 8, 2011



Phoenix | January 15, 2011



Las Vegas | May 7, 2011



Oakland | January 29, 2011



Watch a Dirt Wurx track being built ...in under a minute!

Support the People Who Support the Sport.

Thanks to our sponsors and other true believers. This is the Core of Motocross!



Two Stroke Militia



metracing.com