

# MEMORANDUM

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

**DATE:** July 15, 2013

**TO:** Planning Commission

**FROM:** Eric Feldt, Planner *EF*  
Community Development Department

**FILE NO's:** USE2013 0020 & CSP2013 0014

**PROPOSAL:** A Conditional Use permit and City Project review to expand the existing snow storage site near the Mendenhall Glacier.

## GENERAL INFORMATION

**Applicant:** City & Borough of Juneau

**Property Owner:** United States Forest Service (USFS)

**Property Location:** Mendenhall Glacier Bus Parking Lot, Glacier Spur Road

**Legal Description:** USS 2385

**Parcel Code Number:** 5-B25-0-158-009-0

**Project Size:** + 2 acres

**Comprehensive Plan Future Land Use Designation:** Recreational Resource

**Zoning:** Rural Reserve

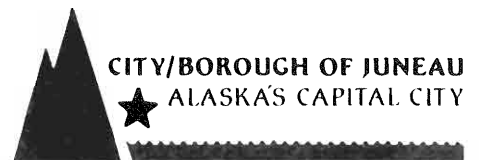
**Utilities:** No Water or Sewer

**Access:** Glacier Spur Road

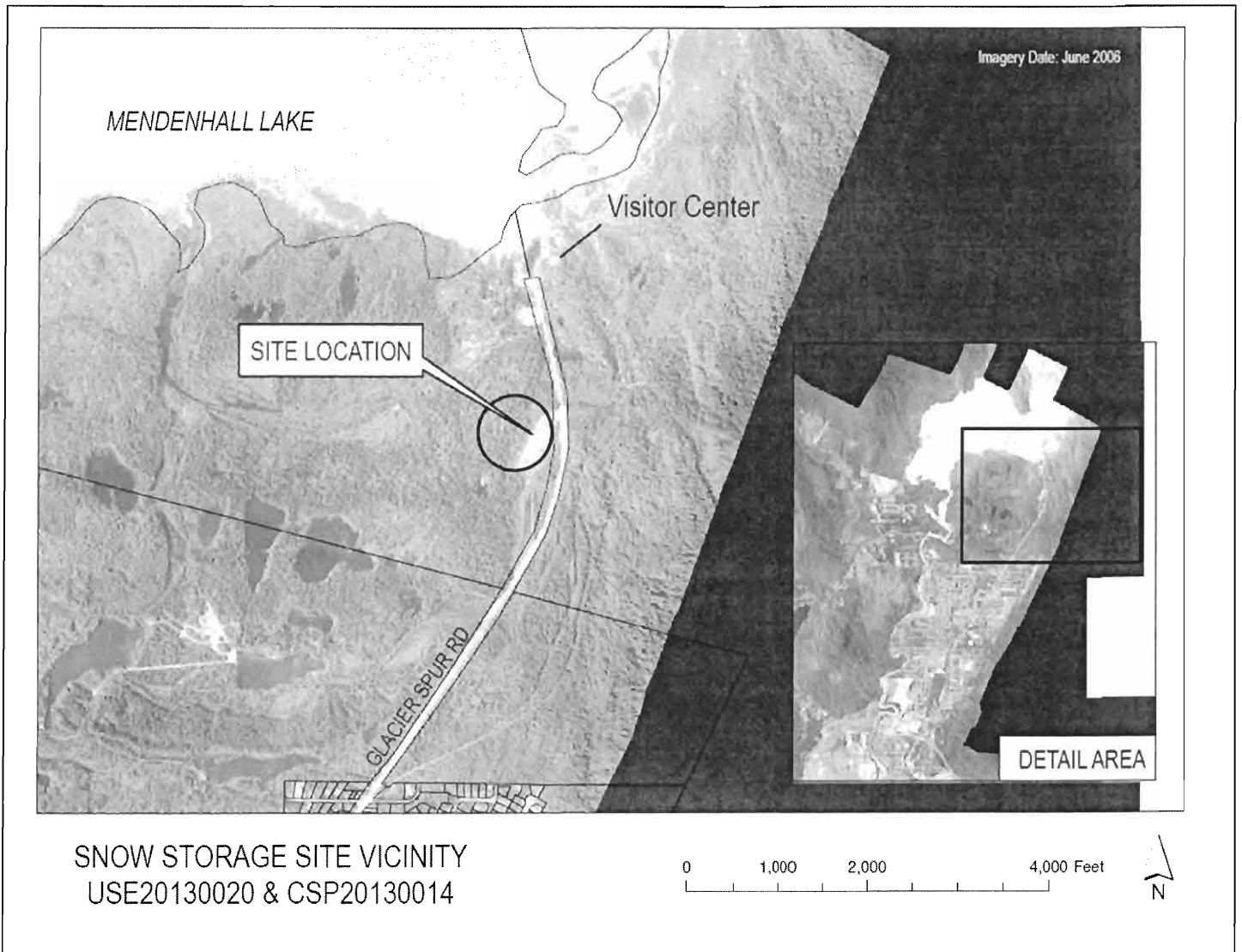
**Existing Land Use:** US Forest Service Lands/ Snow Storage/ Bus Parking

**Surrounding Land Use:**

- North - RR: Tongass National Forest; Glacier Spur Road
- South - RR: Tongass National Forest; Glacier Spur Road
- East - RR: Tongass National Forest; Glacier Spur Road
- West - RR: Tongass National Forest; Glacier Spur Road



VICINITY MAP



**ATTACHMENTS**

Attachment	A	Project Narrative
Attachment	B	Project Plans
Attachment	C	Public Comments

**PROJECT DESCRIPTION**

The applicant requests a Conditional Use permit and City Project review to relocate the existing snow storage site located off of Glacier Spur Road on US Forest Service land. The project consists of redesigning the snow storage site with berms, a treatment pond, and a rock pad graded and to drain to the treatment pond. The applicant’s narrative and plans are shown under Attachments A & B, respectively. The area cleared will be toward the back of the parking lot, away from Glacier Spur Road. Approximately one acre of land will be cleared to allow for relocation of the snow storage area at the bus parking lot.

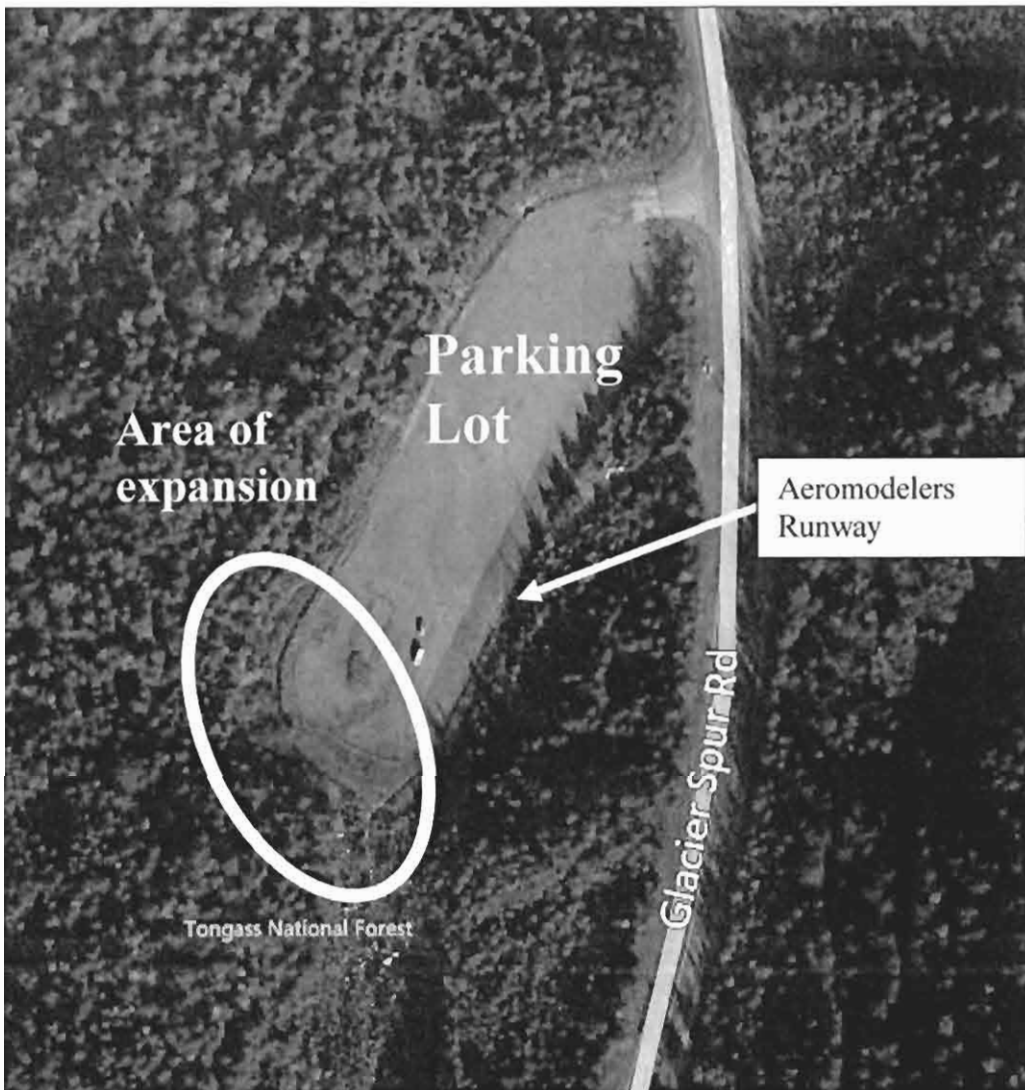


Figure 1. Overhead view of the site used by tour bus parking, the Gastineau Aeromodelers Society and City snow disposal. Pictures dates approx. 2012.

## **BACKGROUND**

According to the applicant, the City & Borough of Juneau (CBJ) has been storing snow at the site since sometime around 2006. Prior to that, snow was stored at the Thunder Mountain High School property before the construction of the school.

During the summer, the site is predominantly used for tour bus parking and the Gastineau Aeromodelers Society (remote control planes and helicopters) recreational uses.

The CBJ is working with the US Forest Service (USFS) to obtain a 5 year special land use permit. This will allow the CBJ to continue using the site for snow disposal. The CBJ has obtained authorization from the US Army Corps of Engineers under a nationwide permit.

Prior to beginning the planning and design process for the proposed project, the CBJ completed the Snow Management and Assessment Study. In this study, the CBJ identified 21 sites in the Valley for snow storage (including the subject site). However, the subject site is superior for the following reasons:

- 1) Already developed (for tour bus parking),
- 2) Currently used as a snow disposal site,
- 3) Has good access,
- 4) Is located near areas with the most demand for snow removal – lowers haul costs,
- 5) Has no adjacent residential or other incompatible uses, and
- 6) Has room to be redesigned to include water quality treatment prior to stormwater discharge.

The CBJ then began working with the USFS to plan, design and permit the proposed project. As part of this process, the USFS completed an Environmental Assessment (EA) for the proposed project. This included determining and evaluating various site designs for effective snow disposal and treatment while also minimizing impacts to the wetlands. The EA process also included a public scoping period to gather comments from the public, other agencies, and special interest groups such as the Gastineau Aeromodelers Society. A representative of this group submitted comments about the Conditional Use permit, which are addressed under Public Comments. The EA resulted in a Finding of No Significant Impact.

## **ANALYSIS**

### **Project Site**

The parking lot is located off of the Glacier Spur Road on US Forest Service lands near the Mendenhall Glacier. This is in the Tongass National Forest. The site is flat and surrounded by trees, shrubs, and wetlands. There are recreational trails nearby the site, which would not be impacted by the project. The proposed snow storage area occupies approximately one acre of existing parking lot and one acre of forest to be cleared.

### **Project Design**

The project will relocate the existing snow disposal site toward the back of the parking lot, away from the road. See Figure 1. Project plans are shown in Attachment A. No outdoor lights are needed for the project. The proposed berms, detention ponds, water treatment infrastructure and other elements of the project are designed to accommodate the volume of snow based on the past few years of hauled snow from the Mendenhall Valley area. There are many aspects of the project that will minimize harmful impacts to the environment. Staff provides a greater explanation of environmental protection under Habitat.

The relocation will not impede tourist bus parking nor Gastineau Aeromodelers Society operations, except during the construction period.

Construction is expected to start at the end of September and finish mid-November of this year.

### **Traffic**

Glacier Spur Road collects traffic heading to and from the Mendenhall Glacier and various trails in the area. This road receives heavy commercial traffic during the cruise ship season. During the off-season, traffic lessens and is primarily from non-commercial vehicles.

Relocating the snow storage area will not affect tourist bus parking. Truck delivery volume to the site is expected to remain constant since the snow storage capacity is not changing.

### **Parking and Circulation**

There is no parking requirement for a snow storage site. As stated earlier, the site is used as a bus staging area during the summer, and the design allows for parking within the storage area if necessary.

### **Noise**

Since the snow storage capacity is not increasing, the noise level generated by the snow delivery trucks will not increase. The noise level heard from Glacier Spur Road may slightly decrease with the snow storage being located farther away from the road.

### **Public Health or Safety**

The snow storage operation has existed at the site for many years without impacting the health or safety of the public. The project will not increase the intensity of the truck hauling or tour bus parking. According to the applicant, the Snow Management Assessment and Planning Report concluded that with the impervious nature of existing soils, water from snow melt is not expected to infiltrate the ground water. Further, the project is designed to separate heavy minerals and dilute chlorides prior to entering surface run off.

### **Habitat**

As seen in Attachment B, the applicant has listed many Best Management Practices (BMP) that will be used to avoid and mitigate potential environment impacts. Generally, these BMPs will help

separate and dilute harmful chemicals in the snow collected from roadways, and establish an Erosion and Sediment Control Plan, Storm Water Pollution Prevention Plan, and Hazardous Materials Control Plan.

### **Property Value or Neighborhood Harmony**

The site is located in the Tongass National Forest and over ½ mile away from the nearest private residence. As stated earlier, the expansion will be towards the back of the site and away from the Glacier Spur Road.

### **Conformity with Adopted Plans**

According to the 2008 Comprehensive Plan (Plan), the site is located in the Recreational Resources (REC) land use category. Staff notes that the US Forest Service property around the Mendenhall Glacier falls under this category. The Plan identifies many policies that guide development and preservations of lands within Juneau. The following policy is germane to the project:

*7.7.DG1 Assure that stream corridors and surface waters receive greater attention in the local permitting process through application of streamside Best Management Practices requirements and adoption of additional requirements or criteria that protect these areas and waters if needed. One of those BMPs is the appropriate removal and storage of snow in residential subdivisions and commercial developments. Snow should be stored away from streams, preferably in areas where good vegetative cover will trap excess sediment before entering stormwater systems or waterways. This is particularly important where large surface areas are plowed, such as on Airport property, shopping centers or parking lots near anadromous streams. (emphasis added)*

*7.7.IA1 Provide community snow storage areas throughout the Urban Service Area, each containing a filter settling basin to reduce the amount of sediment entering local drainage systems and water bodies.*

Also, the Comprehensive Plan lists many items that contribute to creating a livable mixed use community. The item below is relevant to the proposal.

#### *Protect Environmental Resources*

*Provide a balance of preservation of natural systems and new development; ensure that urban runoff and snow storage does not pollute waterways and nearby habitat; mitigate to eliminate or minimize noise, fumes and other air quality impacts; provide facilities to support non-fossil fuel-burning vehicles and buildings; provide convenient facilities to encourage recycling of solid waste materials; and encourage the reduction of the use of packaging materials and shopping bags by businesses, workers and residents of the area. [Page 20] (emphasis added)*

As stated earlier, the project is designed with a new water treatment system and detention ponds to

filter and dilute harmful elements prior to entering surface run off. Also, the EA completed by the USFS resulted in a Finding of No Significant Impact. The project is consistent with the 2008 Comprehensive Plan.

### **Public Comments**

Staff received comments from the Gastineau Aeromodelers Society president (Craig Orsborn). See Attachment C. As noted earlier, this group uses the site. Mr. Orsborn provided some history in his letter indicating their use of the site since 2003 and having an agreement with the US Forest Service. He states that the primary flying season is during the winter so not to conflict with tour bus parking in the summer. However, there are some limited summer hours available. Mr. Orsborn states that their airstrip has been impacted by the snow disposal operations and litter left behind from the hauled snow in the past. The runway is shown in the submitted plans. The relocated area will be away from the runway and no construction will be allowed to occur or snow to be stored within 10 feet from the airstrip. Further, a new berm is provided to redirect water flow away from the airstrip. These measures will minimize disruptions and impacts to the Gastineau Aeromodelers Society operations.

### **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 10.237 for the Rural Reserve 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 July 12, and July 22, 2013 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 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.** As stated earlier, the project will not increase the intensity of the use of the site during the winter or summer. The new water treatment elements will minimize the intrusion of heavy metals and chemicals into surface run off and ground water. Therefore, the health and safety of the public will not be negatively impacted; it will be improved.

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

**No.** As mentioned earlier, the site is located in the Tongass National Forest, which falls under the US Forest Service jurisdiction. The snow storage area will be farther from the Glacier Spur Road, and therefore, less visible from the road. The site is over ½ mile away from the nearest private residence. Therefore, the project 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 use of the parking lot for CBJ snow disposal has been occurring for many years and will be improved with the project. The project is in conformance with the 2008 Comprehensive Plan.



Per CBJ §49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

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

**Yes.** The applicant has filed the necessary permits with the COE to fill wetlands in the scope of the project.

**RECOMMENDATION**

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit, and recommend the Planning Commission adopt the Director's analysis and findings of the City Project and recommend the expansion of the existing snow storage site.

# ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number <u>USE 13-020</u>	Date Received <u>5/28/13</u>
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## 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: 10.230 - Snow Storage Basin  
10.237 Area Wide, over 1/2 acre

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

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

See attached

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

**CURRENT USE OF LAND OR BUILDING(S):** The parking lot is currently used for tourist bus overflow for the Mendenhall Glacier, (runway for GASTINIAN Accommodator's Society (GAS) and snow storage for GBS. A portion of the land that is proposed to be developed is forest.

**PROPOSED USE OF LAND OR BUILDING(S):** Approximately 1 acre of existing snow storage area would be used for snow storage and approximately 1 acre of forest would be cleared & used for additional snow storage & meltwater treatment

**UTILITIES PROPOSED:** N/A    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: N/A

- 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 type="checkbox"/> Site Plan   | <input type="checkbox"/> Existing and proposed parking areas (including dimensions) and proposed traffic circulation |
| <input type="checkbox"/> Floor Plan of proposed buildings                  | <input type="checkbox"/> Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)              |
| <input 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>PAC</u>	<u>NA</u>	<u>5/28/13</u>

**NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM**

# CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number <b>CSP 13-0014</b>	Date Received <b>5/28/13</b>
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**TYPE OF PROJECT REVIEW:**

City Project Review     
  City Land Acquisition /Disposal     
  State Project Review

**DESCRIPTION OF PROJECT**      see attached

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

**CURRENT USE OF LAND OR BUILDING(S):**      The parking lot is currently used for tourist bus overflow parking for the glacier, roadway for Gastineau Accommodator's Society (GAS), and snow storage for CBS. A portion of the land that is proposed to be developed is forest.

**PROPOSED USE OF LAND OR BUILDING(S):**      Approximately 1 acre of existing snow storage area would be used for snow storage and approximately 1 acre of forest would be cleared and used for additional snow storage and meltwater treatment.

**PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:**

Is this project associated with any other Land Use Permits?       No       Yes      Case No.: \_\_\_\_\_

Capital Improvement Program # (CIP)      R7A-038      ↳ (conditional Use Permit - applying now)

Local Improvement District # (LID)      \_\_\_\_\_

State Project #      \_\_\_\_\_

**ESTIMATED PROJECT COST:**      \$ 322,780.00

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.

CITY/STATE PROJECT FEES				
	Fees	Check No.	Receipt	Date
Application Fees	\$ _____	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____
<p><i>Less than \$2.5 million → No fee.</i></p> <p><i>- ESF 5/28/13</i></p>				

**NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM & EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT**

TO BE COMPLETED BY THE APPLICANT

# DEVELOPMENT PERMIT APPLICATION

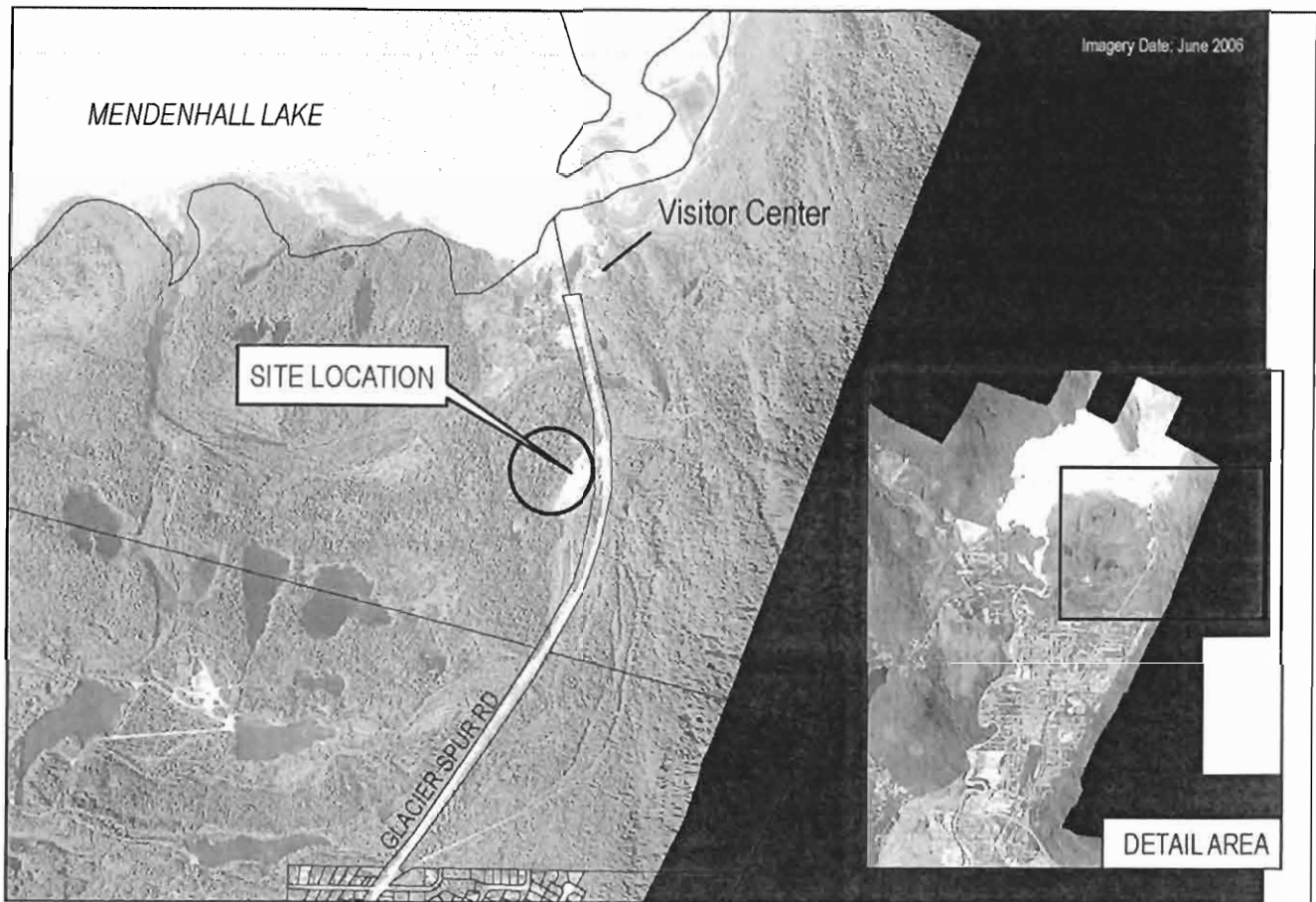
Project Number <b>US013-20</b>	CITY and BOROUGH of JUNEAU	Date Received:
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description <i>At the existing snow storage area for the Mendenhall Valley, construct a rock pad for snow using V-swale design and treatment basin for melt-off.</i>		
	PROPERTY LOCATION		
	Street Address <i>USFS bus parking lot, Mendenhall Glacier, Glacier Spur Rd.</i>	City/Zip <i>Juneau</i>	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) <i>can't find info on CBS street atlas or assessor's database</i>		
	Assessor's Parcel Number(s)		
	LANDOWNER/LESSEE		
	Property Owner's Name <i>USDA Forest Service, Juneau Ranger District</i>	Contact Person <i>Marti Marshall</i>	Work Phone: <i>789-6244</i>
	Mailing Address <i>Ingass National Forest, 8510 Mendenhall Loop Rd 99801</i>	Home Phone:	Fax Number:
	E-mail Address <i>mmarshall@fs.fed.us</i>	Other Contact Phone Number(s):	
	LANDOWNER/LESSEE CONSENT		
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	<i>Marti Marshall</i> Landowner/Lessee Signature	<i>5.23.13</i> 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			
Applicant's Name <i>Michele Elfers, City and Borough of Juneau</i>	Contact Person <i>Michele Elfers</i>	Work Phone: <i>586-0931</i>	
Mailing Address <i>Engineering Dept. 155 S. Seward St. 99801</i>	Home Phone:	Fax Number:	
E-mail Address <i>Michele-elfers@ci.juneau.ak.us</i>	Other Contact Phone Number(s):		
X	<i>Michele Elfers</i> Applicant's Signature	<i>5/23/13</i> Date of Application	

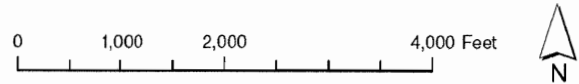
OFFICE USE ONLY BELOW THIS LINE

STAFF APPROVALS	<input checked="" type="checkbox"/>	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)		<i>5/28/13</i>	<i>USE 15020</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	

# NOTICE OF PUBLIC HEARING



SNOW STORAGE SITE VICINITY  
USE20130020 & CSP20130014



**PROPOSAL:** A Conditional use and City Project Review to expand existing snow storage by Mendenhall Glacier.

<b>File No:</b>	USE2013 0020 & CSP2013 0014	<b>Applicant:</b>	CBJ Engineering
<b>To:</b>	<b>Adjacent Property Owners</b>	<b>Property PCN:</b>	5-B25-0-158-009-0
<b>Hearing Date:</b>	<b>July 9, 2013</b>	<b>Owner:</b>	US Forest Service
<b>Hearing Time:</b>	7:00 PM	<b>Size:</b>	2 acres
<b>Place:</b>	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	<b>Zoned:</b>	Rural Reserve
		<b>Site Address:</b>	Glacier Spur Road
		<b>Accessed Via:</b>	Glacier Spur Road

## 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 [eric\\_feldt@ci.juneau.ak.us](mailto:eric_feldt@ci.juneau.ak.us) or at 586-0764.

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at [www.juneau.org/plancomm](http://www.juneau.org/plancomm).

## **Mendenhall Bus Parking Area Snow Storage Project Description**

### **Project Purpose**

To construct a site for storage of snow removed from streets and sidewalks in the Mendenhall Valley that would;

- Use Best Management Practices (BMPs) and treatment design based on research conducted in the Municipality of Anchorage to provide water quality treatment for stormwater;
- Be located in an area with compatible land uses;
- Provide convenient access for trucks hauling snow from the Mendenhall Valley; and
- Provide room for safe and efficient snow disposal operations.

This action is needed to 1) promote public safety by allowing CBJ to remove snow from public roads and sidewalks in the Mendenhall Valley, and 2) provide a snow disposal site that is environmentally sound, compatible with adjacent land uses, and compliant with applicable water quality regulations.

### **Project History:**

In 2009, the City and Borough of Juneau (CBJ) applied for an Army Corps of Engineers (ACOE) permit to fill wetlands at a CBJ owned site off Crazy Horse Drive for the purpose of snow disposal and treatment for Mendenhall Valley snow. The Environmental Protection Agency (EPA) responded to the permit and requested a more detailed analysis of alternative sites for snow disposal. These comments motivated the CBJ to perform a city wide analysis of potential snow storage and treatment sites.

In December 2010, the City and Borough of Juneau (CBJ) produced a report titled ‘Snow Management Assessment and Planning. This report was in response to comments from the EPA and the ACOE regarding an application for a snow storage site in the Mendenhall Valley. The agencies requested a thorough assessment of potential sites for snow storage in Juneau. This report is located on the internet at: [http://www.juneau.org/engineering/Snow\\_Storage/Snow\\_Storage.php](http://www.juneau.org/engineering/Snow_Storage/Snow_Storage.php)

Twenty-one potential Valley sites were identified in the snow management study. The highest ranked option for the Mendenhall Valley was the continued use of the United States Forest Service (USFS) Mendenhall bus parking area (BPA) because it is developed for tour bus parking, is currently used as a snow disposal site, has good access, is located near the areas with the most demand for snow removal which lowers haul costs, has no adjacent residential or other incompatible uses, and has room for the site to be redesigned to include water quality treatment prior to stormwater discharge.

In conjunction with DOWL HKM the CBJ produced three concept designs for the Mendenhall BPA snow disposal site. Once wetland mapping and scoping were complete, the designs were evaluated to determine which had the least detrimental environmental effects.

A public scoping period was held in June of 2011 and using comments from the public, other agencies, and special interest groups, a list of issues to address in an Environmental Assessment was developed.

In March 2012, the CBJ in conjunction with DOWL HKM produced an Environmental Assessment in support of and in compliance with the US Forest Service National Environmental Policy Act (NEPA) This Environmental Assessment discloses the direct, indirect, and cumulative environmental impacts that would result from the Proposed Action and the No Action Alternative. A review of the Environmental Assessment by the US Forest Service resulted in a Finding of No Significant Impact (FONSI).

### **Project Description**

The snow disposal site would occupy approximately 2 acres within the existing tour bus parking area. The snow disposal site would consist of a snow disposal pad and a stormwater detention pond. The detention



pond is included to allow sediment to settle out of stormwater and chlorides to be diluted. Since heavy metals in stormwater tend to attach to sediment, this treatment process would also reduce these pollutants in the water discharged from the site. Construction would be largely contained within the existing disturbed portion of the parking area, but approximately one acre of previously disturbed, early successional vegetation would be cleared in the southwest corner of the tour bus parking area.

The snow disposal pad will be a low gradient v-swale designed to collect and control stormwater at the site. The V-shape of the pad diverts stormwater inward and through the snow pile, ensuring predictable discharge points that are more easily managed for water quality, and flow routes that minimize erosion of the pad and surrounding areas. The pad is designed with a low gradient such that the majority of sediment will be retained on the pad, rather than being discharged with melt water to the receiving detention pond. A berm and cut slopes surround the pad to minimize the potential for melt water to leave the pad untreated. Armor rock is placed along the edges of the berm and through the bottom of the v-swale; the rock is pervious enough to allow flow between the void spaces in the v-swale, but solid enough to prevent erosion.

The Snow Management Assessment and Planning Report included an extensive study of the volume of snow that has been hauled in the valley areas over the last few years. This volume of snow was used to size the proposed snow storage facility. The stormwater treatment pond size is based on this volume also so that it can effectively promote the settling of sediment and dilution of chlorides prior to discharge from the site.

The stormwater detention pond has been designed to provide 24 hours of detention for snow melt water to allow settling of sediments and heavy metals in the melt water, and to allow chlorides to be adequately diluted before the stormwater enters surrounding surface waters. The berms of the detention pond will be constructed of pervious material that allows water to seep out over time. Due to the height of the berm and the location of the discharge the stormwater detention pond would not be accessible to fish. Neither the pad nor the pond will be lined, as native soils found under and surrounding the parking lot fill material are relatively impervious sands and silts. Due to the impervious nature of the native soils and the likelihood that the pad surface will be frozen or saturated during melt periods, ground water infiltration from melt water from the storage pad and is not expected, and the pond is sized accordingly.

To avoid and minimize potential environmental impacts from the project, the following mitigation measures would be implemented:

- BMPs for the design and operation of snow storage facilities will be implemented. The BMPs are focused on addressing chlorides, hydrocarbons, heavy metals and sediment in melt water. The BMP's will be amended, as necessary, if potential contaminants or contaminant regulations change in the future.
- The collection and control of melt water at the site will be accomplished by the shaping and storing of snow on a v-swale pad to allow sediment to settle before melt water is discharged to a receiving detention pond.
- The detention pond will allow further settling of sediment and provide for dilution of chlorides.
- BMPs to avoid and minimize erosion and to control sedimentation during construction will also be implemented to minimize the impact to water quality, wetlands, and aquatic species. The project will have an Erosion and Sediment Control Plan from which the Contractor will prepare a Storm Water Pollution Prevention Plan (SWPPP) and Hazardous Materials Control Plan

(HMCP). These plans would detail erosion and siltation control measures and other pollution prevention measures that would be used during project construction to minimize water quality impacts.

The area to be cleared will be clearly marked; no vegetation clearing beyond what is necessary will occur.

Any disturbed areas that are not part of the snow storage pad and stormwater detention pond or part of the already disturbed bus parking lot and aeromodelers landing strip will be covered with 3" of organic soil and planted with native grasses such as *Festuca rubra* for stabilization.

The proposed construction plan is to begin construction on September 26, 2013 and complete construction in early November so that the site is functional for the winter season.



**Eric Feldt**

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**From:** Michele Elfers  
**Sent:** Thursday, June 27, 2013 9:04 AM  
**To:** Eric Feldt  
**Subject:** Mendenhall Valley Snow Storage and Treatment Site  
**Attachments:** Project Description.docx

Hi Eric,

The project description I was referring to earlier is attached to this email. I am pretty sure I submitted it with the permit application. But in reference to our earlier conversation, I wanted to clarify that the amount of snow being stored at the USFS bus parking lot is not changing due to the proposed project. The CBJ is still hauling snow from the same areas of town, the Mendenhall Valley and Auke Bay. However the configuration of the snow storage area will change. During the EA process, various options for the layout and configuration of the snow storage site were considered and the USFS selected the proposed configuration because of visual impact concerns and also because they wanted the north end of the bus parking lot to be free of snow in the spring for tour bus usage.

The proposed layout and design will allow for snow melt runoff treatment. There is no treatment occurring currently. A design approach studied and employed in Anchorage for snow storage pads, called the v-swale design, creates a shallow rock drain strip in the middle of the pad. Snow melt runs into this center strip and then discharges into a treatment pond. The pond is designed to dilute chlorides in the snow, the main concern with snow melt in freshwater. The pond will also allow for any additional settling of sediment.

Please let me know if you have any additional questions.

Thanks,  
Michele Elfers

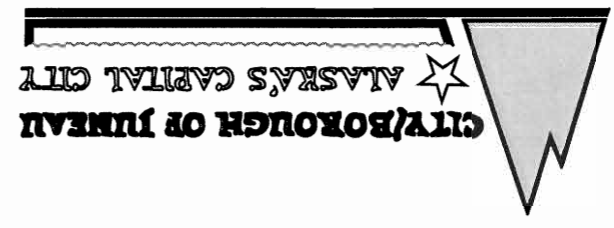
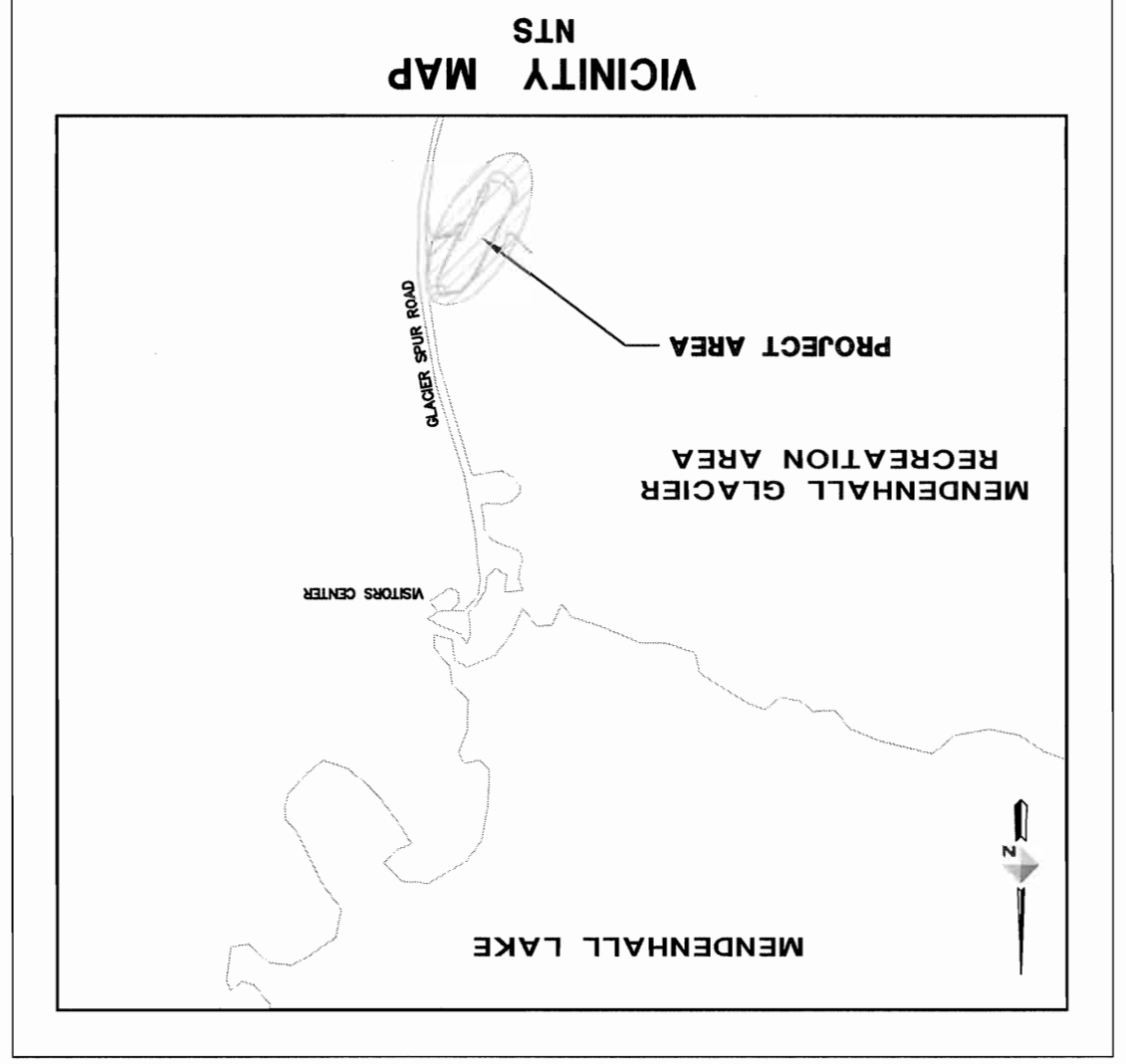
6/27/2013

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# MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE

## CONTRACT NO. E13-254

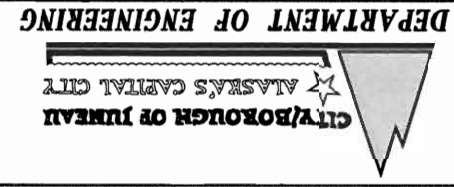


**DOWL HKM**  
 Consulting Engineers • Land Surveyors • Construction Administration  
 5368 Commercial Blvd. Juneau, Alaska 99801  
 (907) 780-3533 Office (907) 780-3535 Fax



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 Consulting Engineers • Land Surveyors • Construction Administration  
 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
 (907) 780-3535 Fax

JOB NO. J70572 DRAWN BY: STAFF DESIGNED BY: P. HILDRE CHECKED BY: STAFF DATE: JUNE 2013



**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
**CONTRACT NO. E13-254**

**LEGEND, ABBREVIATIONS, AND GENERAL NOTES**

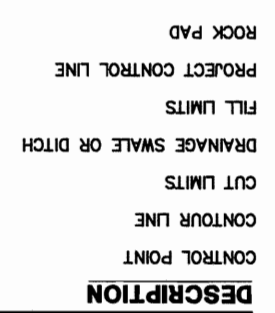
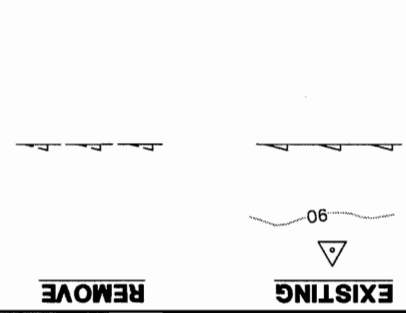
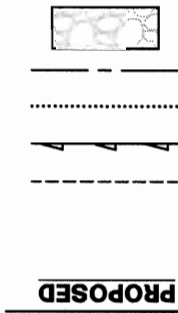
**TRAFFIC CONTROL NOTES:**

1. ALL TRAFFIC SHALL BE CONTROLLED PER THE REQUIREMENTS OF THE ALASKA TRAFFIC MANUAL (U.S. DEPARTMENT OF TRANSPORTATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE ALASKA SUPPLEMENT).
2. G.U. ENGINEERING STANDARD DETAILS BOOK DATED AUGUST, 2011 IS MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
3. EXISTING GROUND CONTOURS BASED ON DOWL HKM TOPOGRAPHIC SURVEY PERFORMED OCTOBER, 2011. CONTRACTOR SHALL VERIFY SITE CONDITIONS.
4. GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
5. ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE REMOVED AS NOTED IN THE CONTRACT DOCUMENTS. BURNING SHALL NOT BE ALLOWED ON SITE.
6. THE PLAN SHEETS DO NOT SHOW ALL TREES AND OTHER VEGETATION THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO TREES OR OTHER VEGETATION ARE TO BE REMOVED OR DAMAGED BEYOND THE DESIGNATED CLEARING LIMITS UNLESS APPROVED OR DIRECTED BY THE ENGINEER.
7. ALL CONTOURS SHOWN ON THE DRAWINGS ARE EXISTING CONTOURS. FINISH GRADES SHALL BE AS INDICATED ON THE DRAWINGS, AND AS DIRECTED BY THE ENGINEER.
8. REFER TO SPECIAL PROVISIONS FOR EQUIPMENT FUELING REQUIREMENTS.
9. ACCESS FOR RECREATION ACTIVITIES IN THE PROJECT AREA SHALL BE MAINTAINED AT ALL TIMES.
10. ALL VEHICLES OVER ONE TON AND ALL OTHER EQUIPMENT SHALL BE STEAM CLEANED OFFSITE PRIOR TO ENTERING THE USFS PARKING LOT. ALL GREASE, OILS, DIRT AND OTHER MATERIALS ON ALL AREAS OF THE UNDERCARRIAGE, TRACKS, ROLLERS, CAB, WHEELS, ATTACHMENTS AND OTHER EQUIPMENT COMPONENTS SHALL BE COMPLETELY REMOVED TO THE SATISFACTION OF THE ENGINEER. NO VEHICLES OR OTHER EQUIPMENT SHALL BE DELIVERED TO THE SITE WITHOUT AN OFF-SITE INSPECTION AND APPROVAL BY THE ENGINEER. THIS WILL BE A ONE TIME REQUIREMENT ONLY.
11. CONTRACTOR SHALL PROVIDE A RECREATIONAL ACCESS PLAN TEN DAYS PRIOR TO BEGINNING CONSTRUCTION. THE PLAN SHALL SHOW HOW SAFE ACCESS TO THE TRAILHEAD WILL BE PROVIDED FROM THE MAIN ENTRANCE GATE AND PARKING AREA FOR SIX CARS WITH ACCESS TO THE G.A.S. RUNWAY. IT SHALL ALSO SHOW THE REQUIRED 10' NO DISTURB ZONE AROUND THE RUNWAY.
12. NO WORK SHALL BEGIN AT THE PROJECT SITE UNTIL SEPTEMBER 26, 2013.
13. NO WORK WILL BE PERMITTED AT THE PROJECT SITE ON SUNDAYS. THE GASTNEAU AEROMODELERS SOCIETY WILL HAVE USE OF THIS SITE ON SUNDAYS.
14. SEEDING OPERATIONS SHALL BE COORDINATED WITH USFS.

**ABBREVIATIONS**

CPP	CORRUGATED POLYETHYLENE PIPE
DIA	DIAMETER
DT	DITCH
EL	ELEVATION
ESCP	EROSION SEDIMENT CONTROL PLAN
FG	FINISHED GRADE
G.A.S.	GASTNEAU AEROMODELERS SOCIETY
INV	INVERT
LT	LEFT
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
RT	RIGHT
SHLD	SHOULDER
STA	STATION
STD	STANDARD
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
TP	TEST PIT
USFS	UNITED STATES FOREST SERVICE

ABBREVIATIONS TO BE USED WITHOUT PERIODS



**LEGEND**

**GENERAL NOTES**



**DOWL HKM**  
 Consulting Engineers • Land Surveyors • Construction Administration  
 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
 (907) 780-3535 Fax

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 CHECKED BY: STAFF  
 DESIGNED BY: P. HILDRE  
 DRAWN BY: STAFF  
 JOB NO. J70572

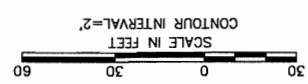
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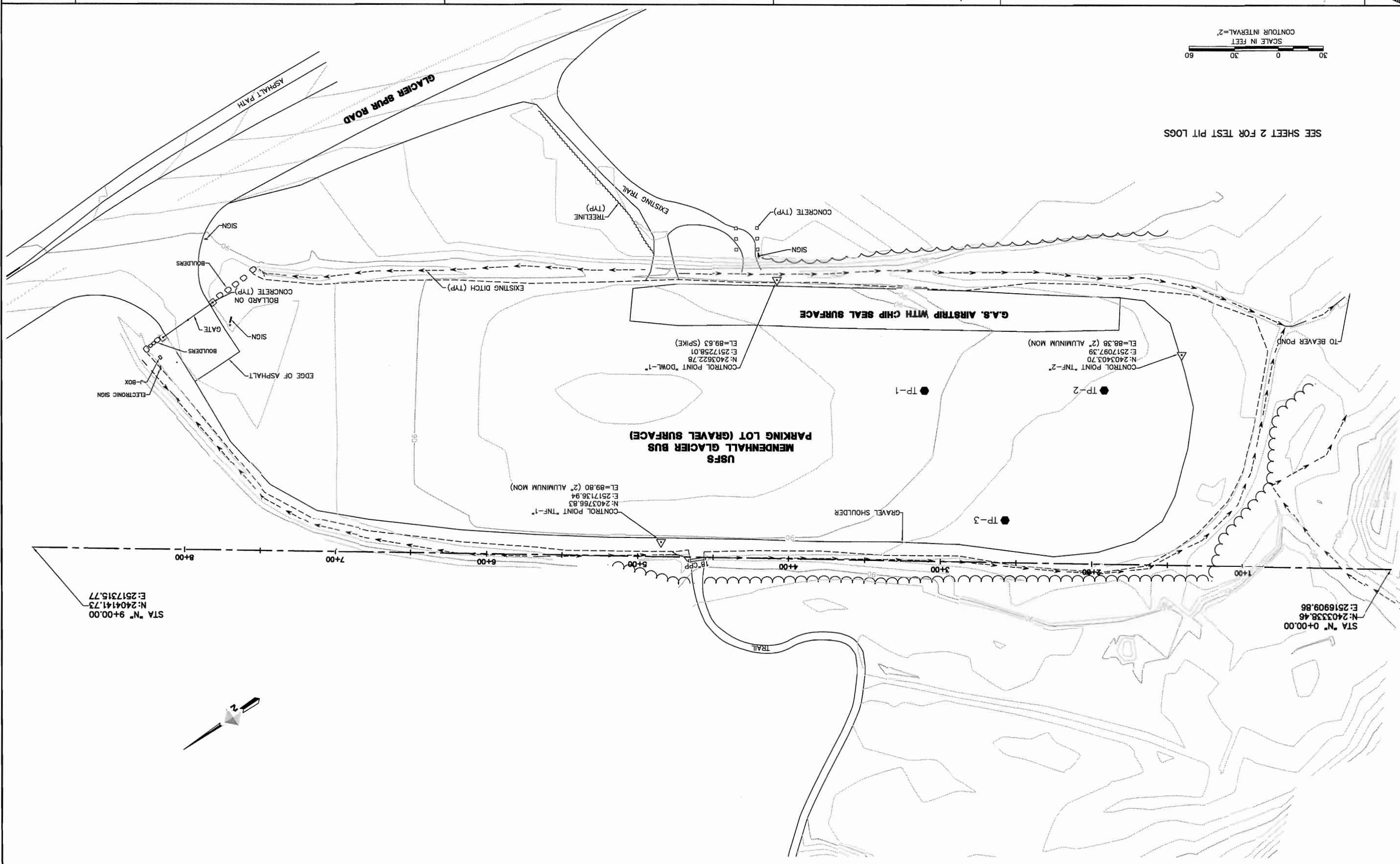
**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
 CONTRACT NO. E13-254

**HORIZONTAL AND VERTICAL CONTROL, EXISTING TOPOGRAPHY AND TEST PIT LOCATIONS**

SHEET NO. 3 of 12



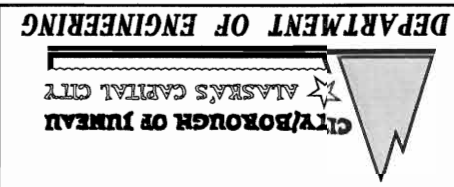
SEE SHEET 2 FOR TEST PIT LOGS





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 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
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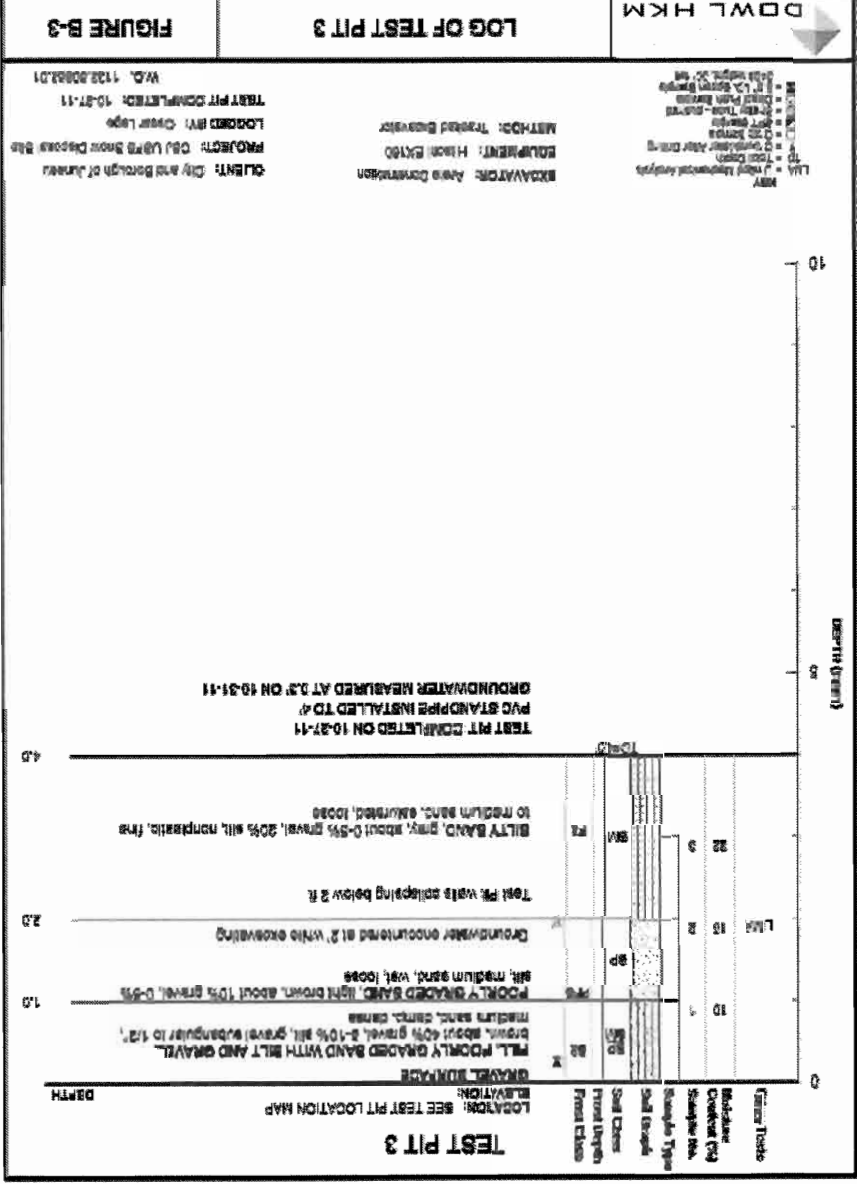
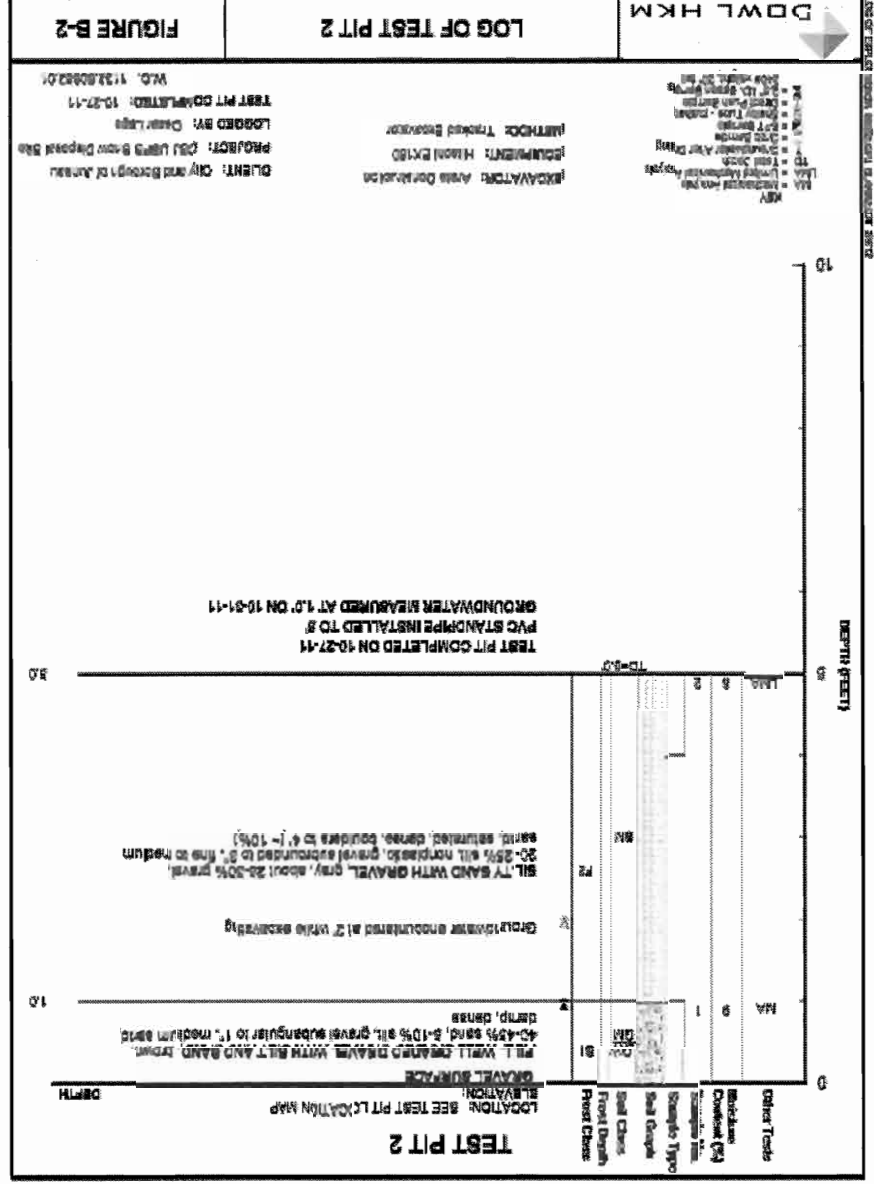
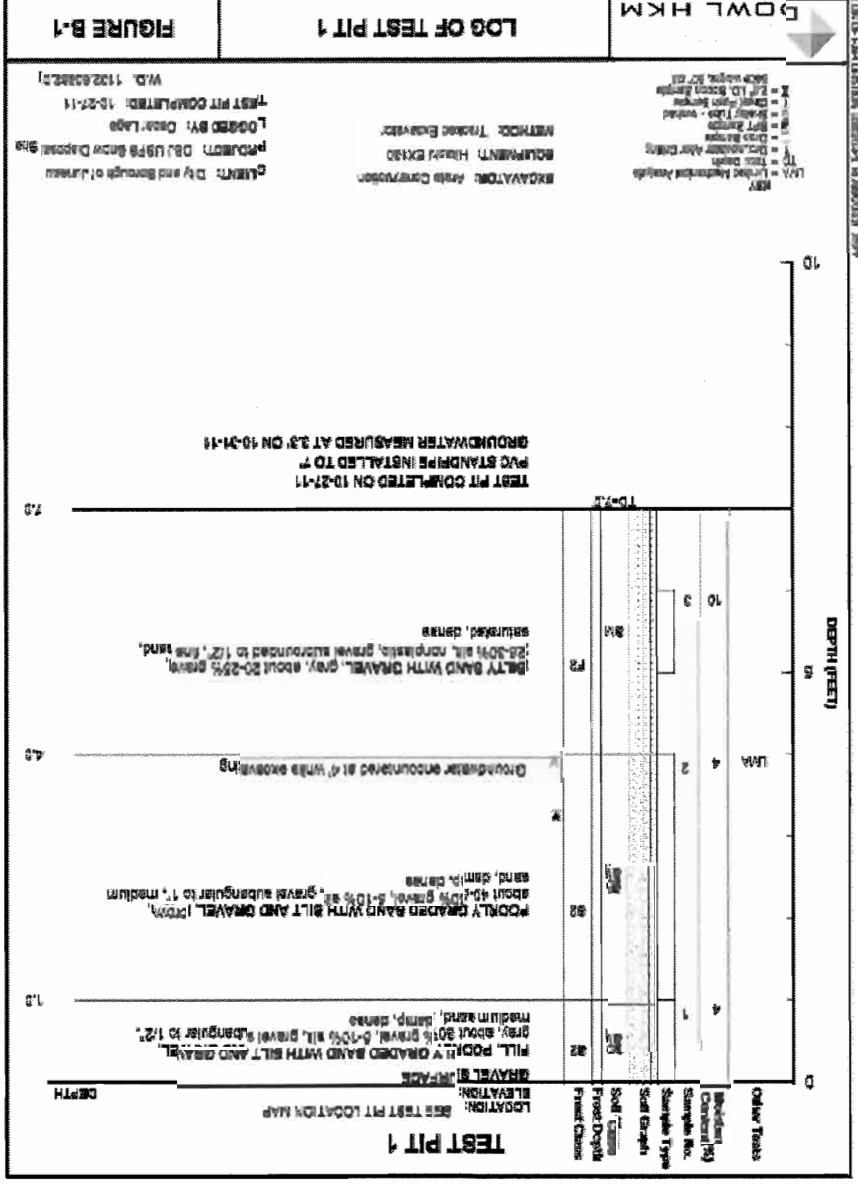
DATE: JUNE 2013  
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**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
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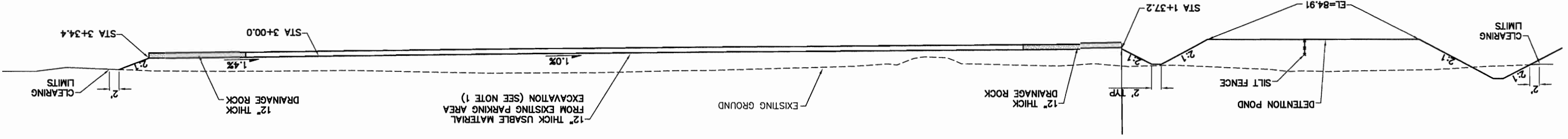
**TEST PIT LOGS**

SHEET NO. 4 of 12

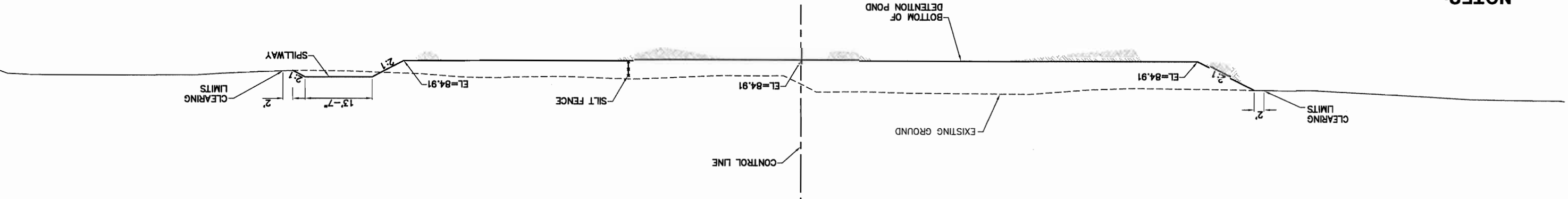




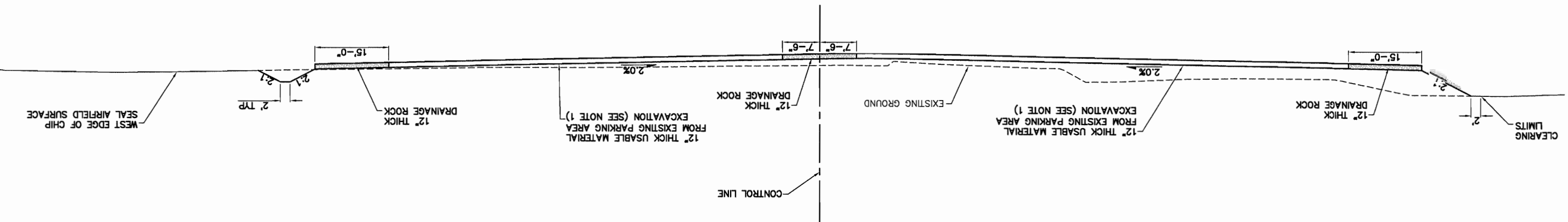
SECTION C-C  
NTS



SECTION B-B  
NTS



SECTION A-A  
NTS



**NOTES:**  
1. THE TOP 18" OF EXCAVATION WITHIN THE EXISTING PARKING AREA LIMITS SHALL BE SALVAGED AND STOCKPILED TO BE REUSED TO PROVIDE 12" THICK SURFACING WITHIN THE SNOW STORAGE AREA TO THE INSIDE OF THE DRAINAGE ROCK BOUNDARY. THIS MATERIAL SHALL BE CAREFULLY EXCAVATED FROM THE PARKING AREA IN A MANNER THAT WILL PREVENT CONTAMINATION FROM THE UNDERLYING NATIVE SOILS.



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 Consulting Engineers • Land Surveyors • Construction Administration  
 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
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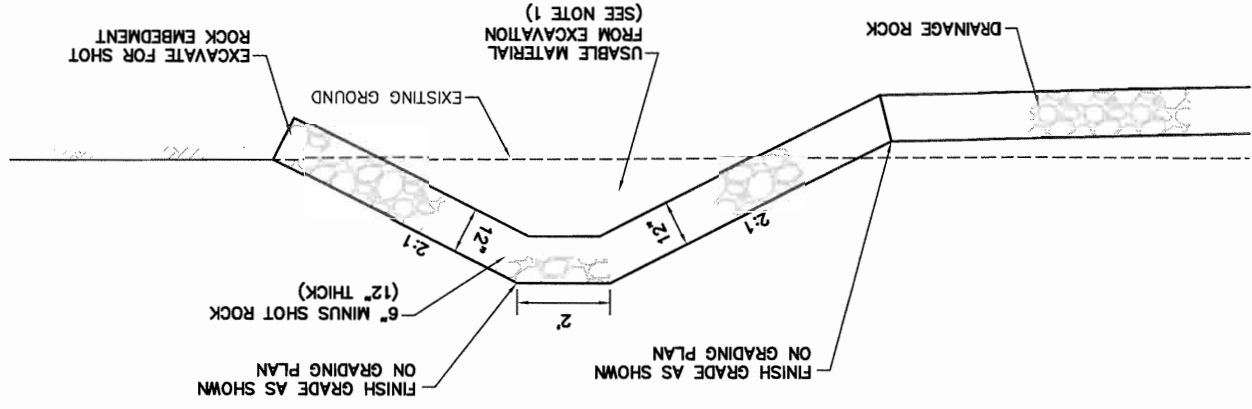
**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
**CONTRACT NO. E13-254**

**BERM AND SIDESLOPE DETAILS**

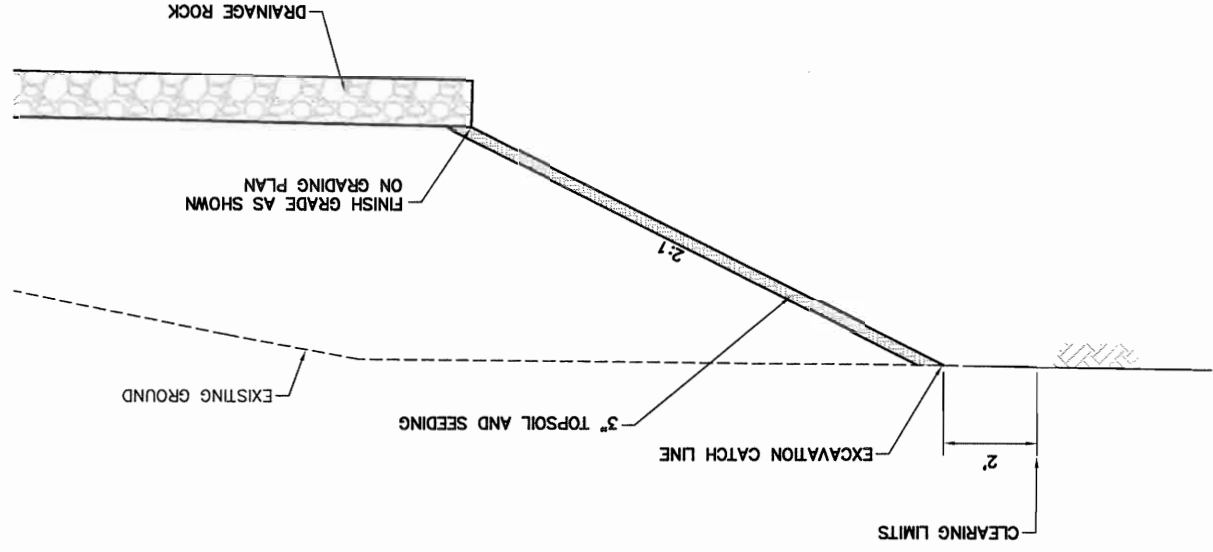
SHEET NO. **6** of **12**

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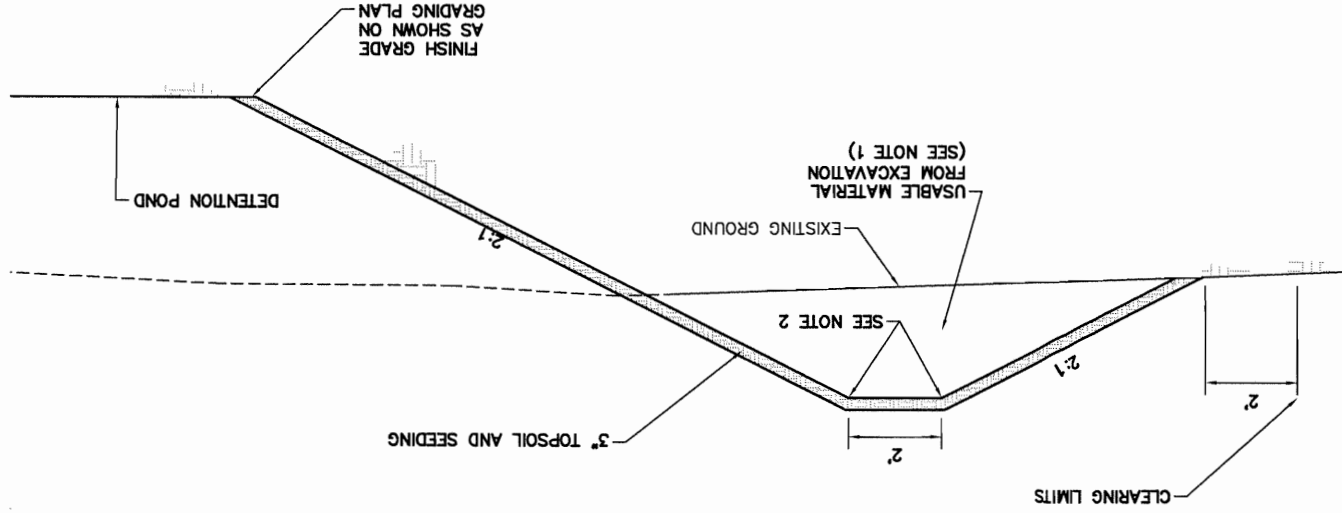
**PERIMETER BERM ALONG EAST SIDE OF SNOW STORAGE AREA**  
 N.T.S.



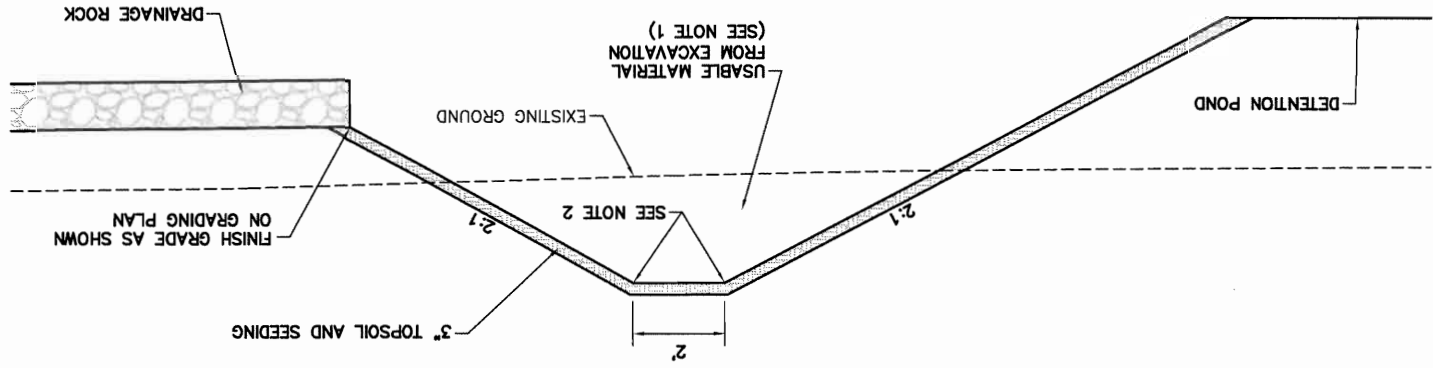
**WESTERLY AND NORTH SIDE SIDESLOPE**  
 N.T.S.



**PERIMETER BERM AROUND SOUTHERLY AND EASTERLY SIDE OF DETENTION POND**  
 N.T.S.



**SEPARATION BERM BETWEEN DETENTION POND AND SNOW STORAGE AREA**  
 N.T.S.

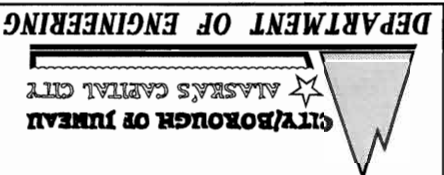


- NOTES:**
1. THIS SHALL BE USABLE NATIVE SOILS EXCAVATED FROM OUTSIDE OR BENEATH THE IMPORTED FILL MATERIALS FROM THE EXISTING PARKING AREA.
  2. BERM SECTION BENEATH TOPSOIL LAYER IS FINISH GRADE AS SHOWN ON THE GRADING PLAN.





**BOWL HKM**  
 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
 (907) 780-3535 Fax  
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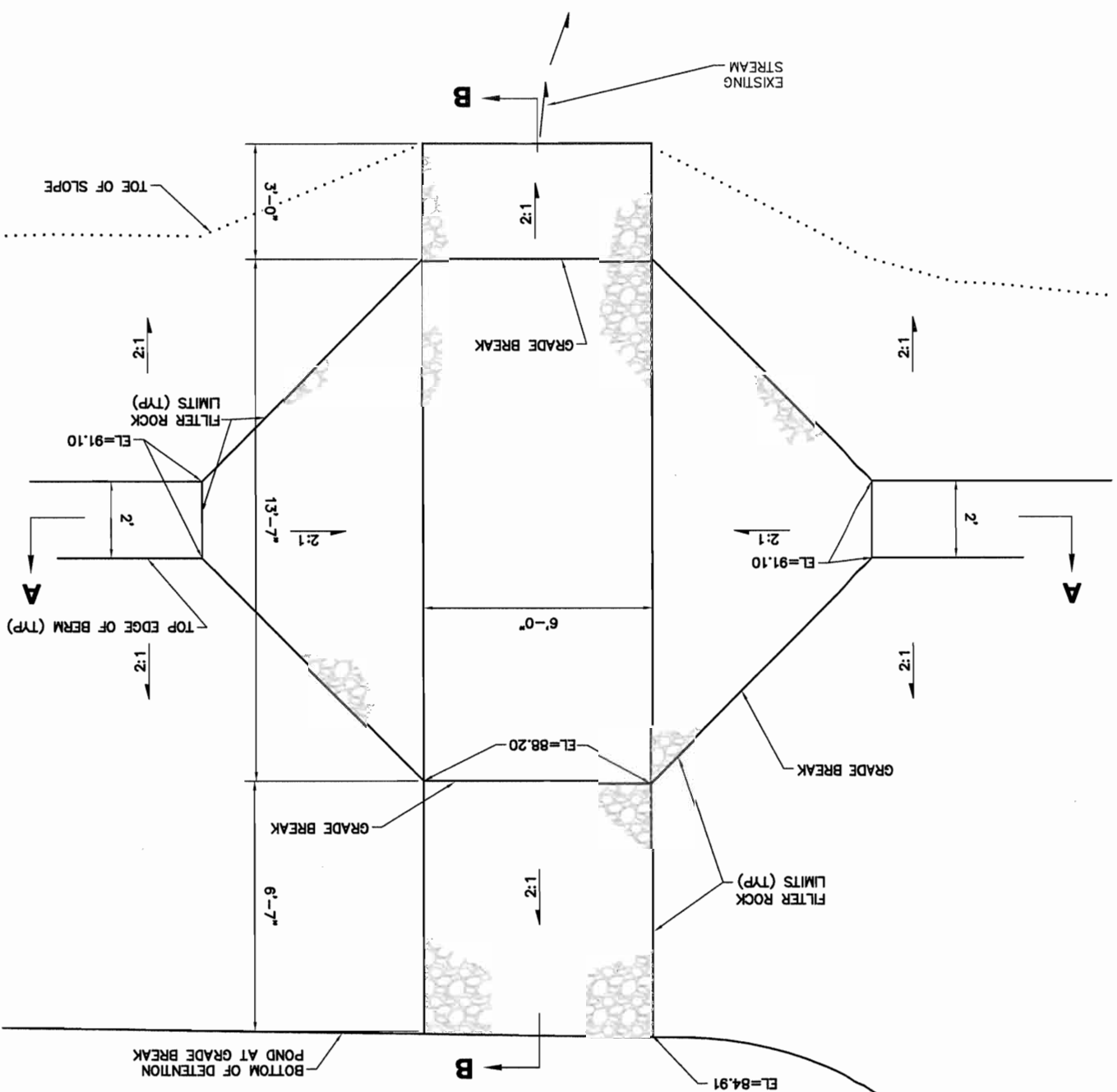


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**CONTRACT NO. E13-254**

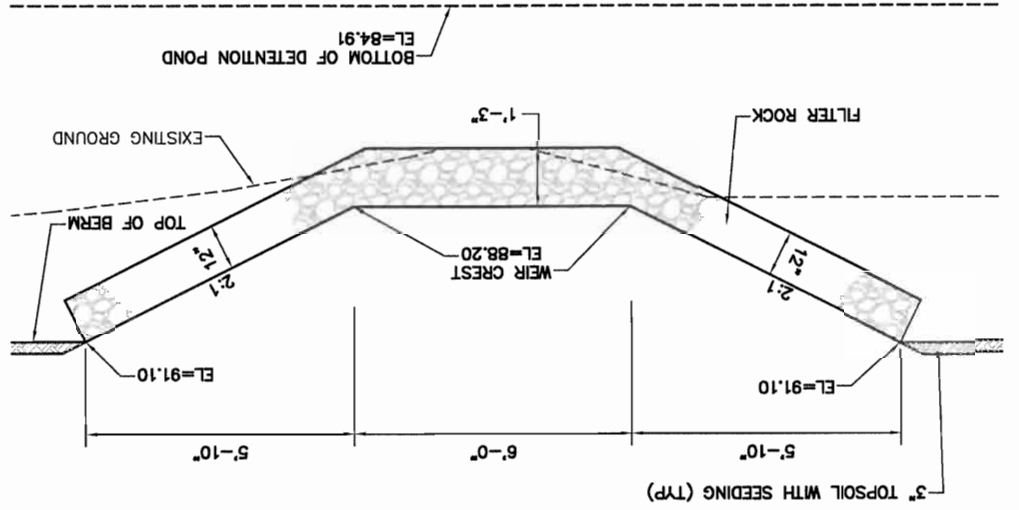
**DETENTION POND OUTFALL WEIR DETAILS**

SHEET NO. 7 of 12

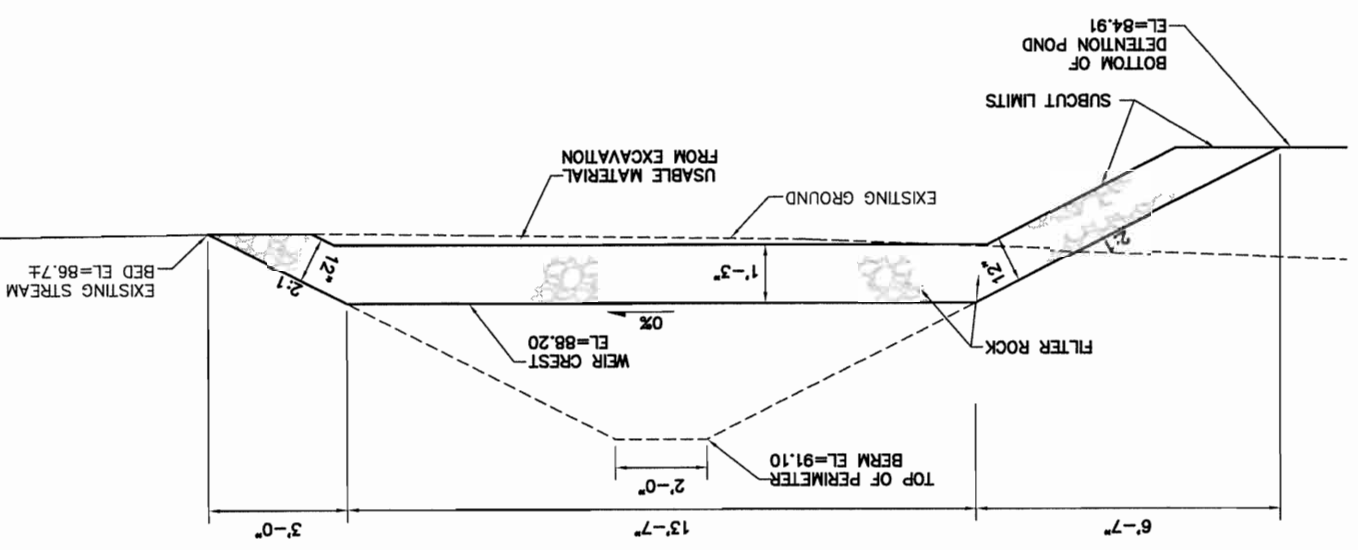
**OUTFALL WEIR**  
**PLAN VIEW**  
 NTS



**OUTFALL WEIR**  
**SECTION A-A**  
 NTS



**OUTFALL WEIR**  
**SECTION B-B**  
 NTS

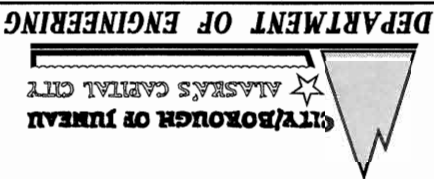






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 Juneau, Alaska 99801  
 (907) 780-3533 Office  
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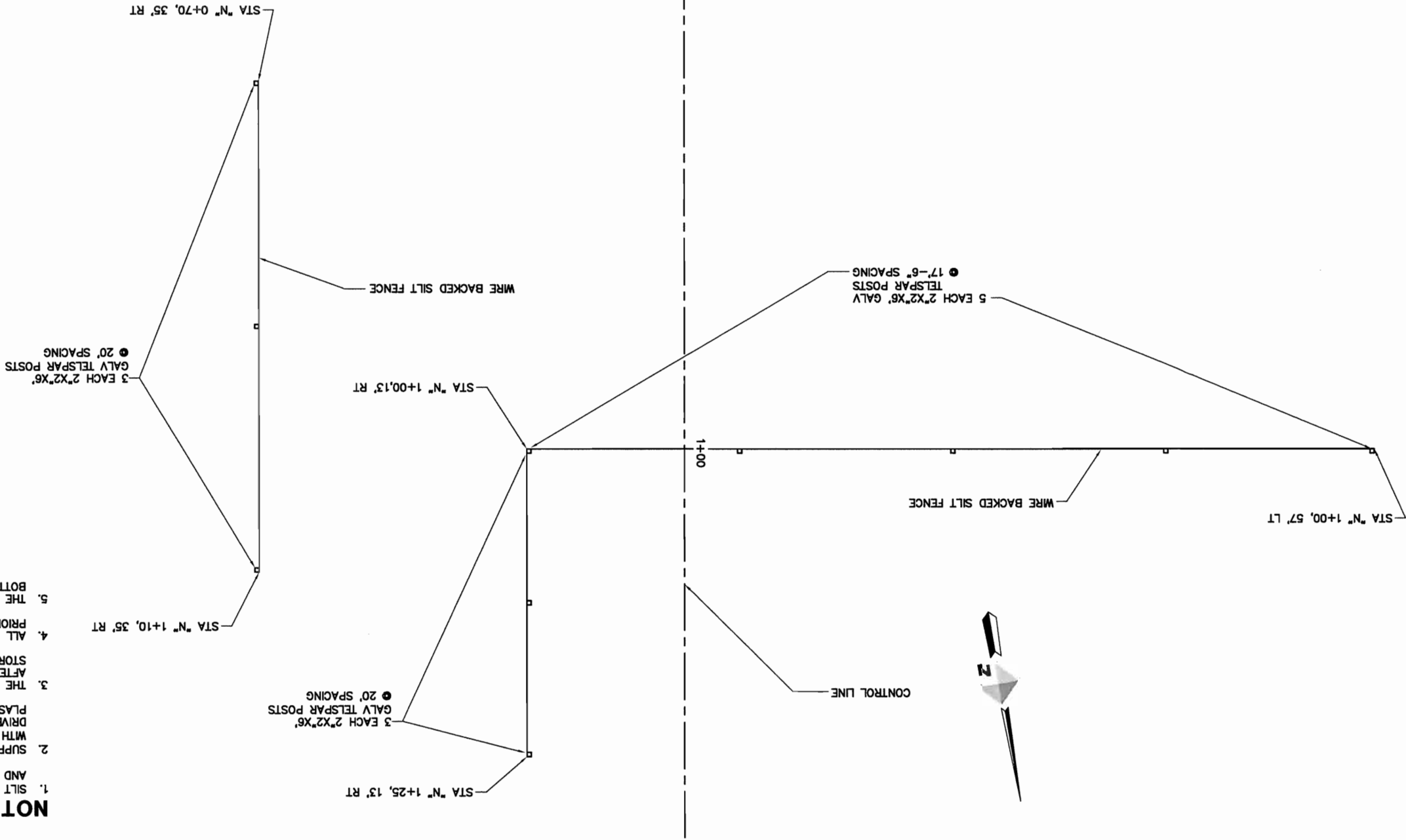


**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
**CONTRACT NO. E13-254**

**DETENTION POND SILT FENCE SYSTEM**

SHEET NO. **8** of **12**

**PLAN VIEW**  
 NTS

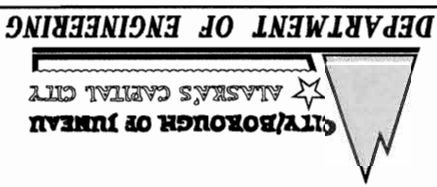


- NOTES:**
1. SILT FENCE SHALL BE WIRE BACKED SILT FENCE WITH A WIRE AND FABRIC HEIGHT OF 36".
  2. SUPPORT POSTS SHALL BE DRIVEN 2' DEEP AT A 6' SPACING, WITH ADDITIONAL GALVANIZED 2"X2"X6" TELSPAR POSTS DRIVEN 30" DEEP. SECURE TELSPAR POSTS TO FENCING WITH PLASTIC CABLE TIES.
  3. THE SILT FENCE INSTALLATION SHALL NOT PROCEED UNTIL AFTER FINAL GRADING OF THE DETENTION POND AND SNOW STORAGE PAD.
  4. ALL ACCUMULATED SILT AND DEBRIS SHALL BE REMOVED PRIOR TO THE SILT FENCE INSTALLATION.
  5. THE BOTTOM OF THE SILT FENCE FABRIC SHALL BE SET AT BOTTOM OF POND GRADE.



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 Consulting Engineers • Land Surveyors • Construction Administration  
 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
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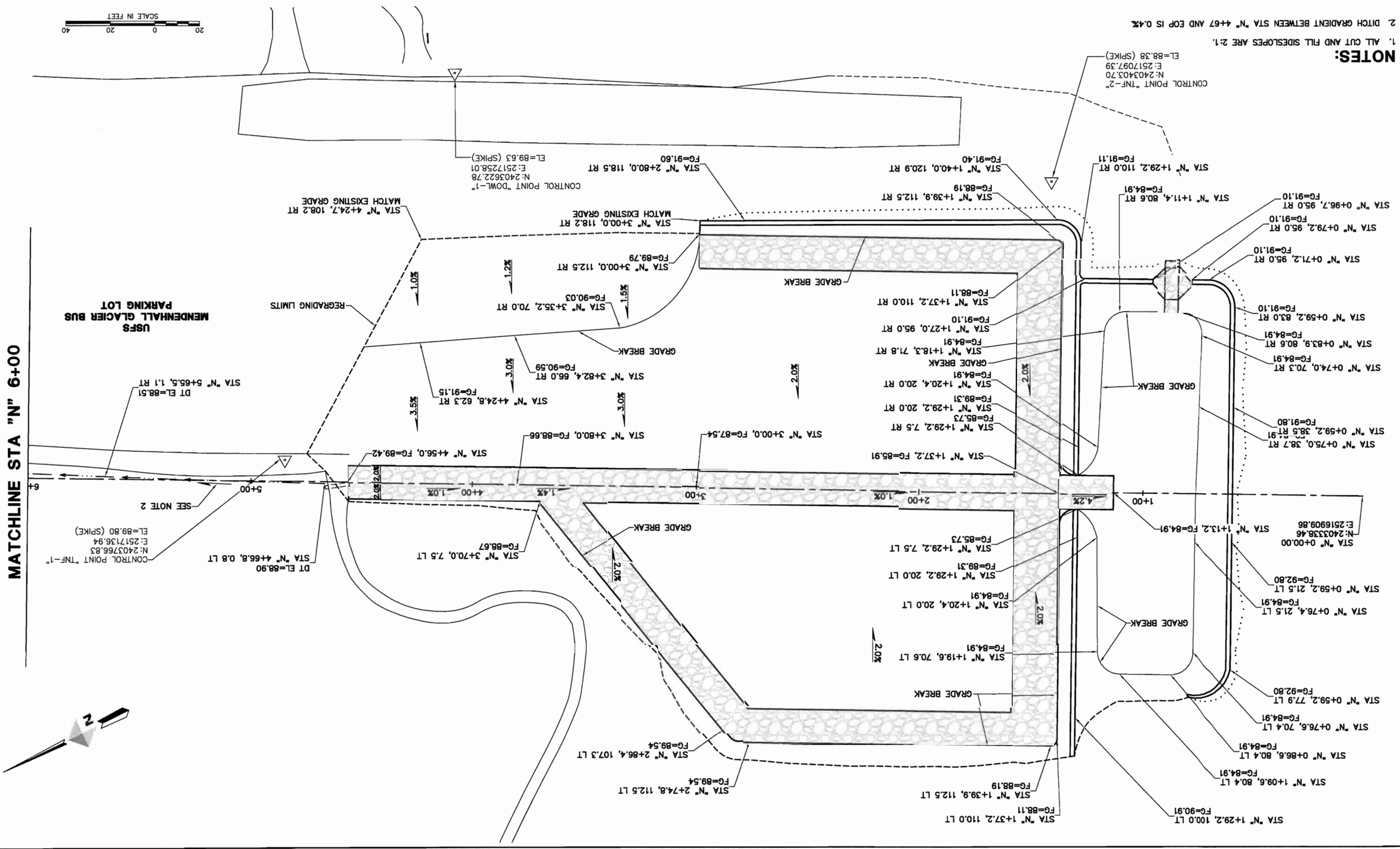
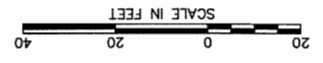
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 CHECKED BY: STAFF DATE: JUNE 2013



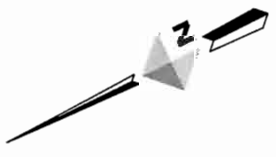
**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
**CONTRACT NO. E13-254**

**GRADING PLAN**  
**BOP TO STA "N" 6+00**

- NOTES:**
1. ALL CUT AND FILL SIDESLOPES ARE 2:1.
  2. DITCH GRADIENT BETWEEN STA "N" 4+67 AND EOP IS 0.4%.



MATCHLINE STA "N" 6+00

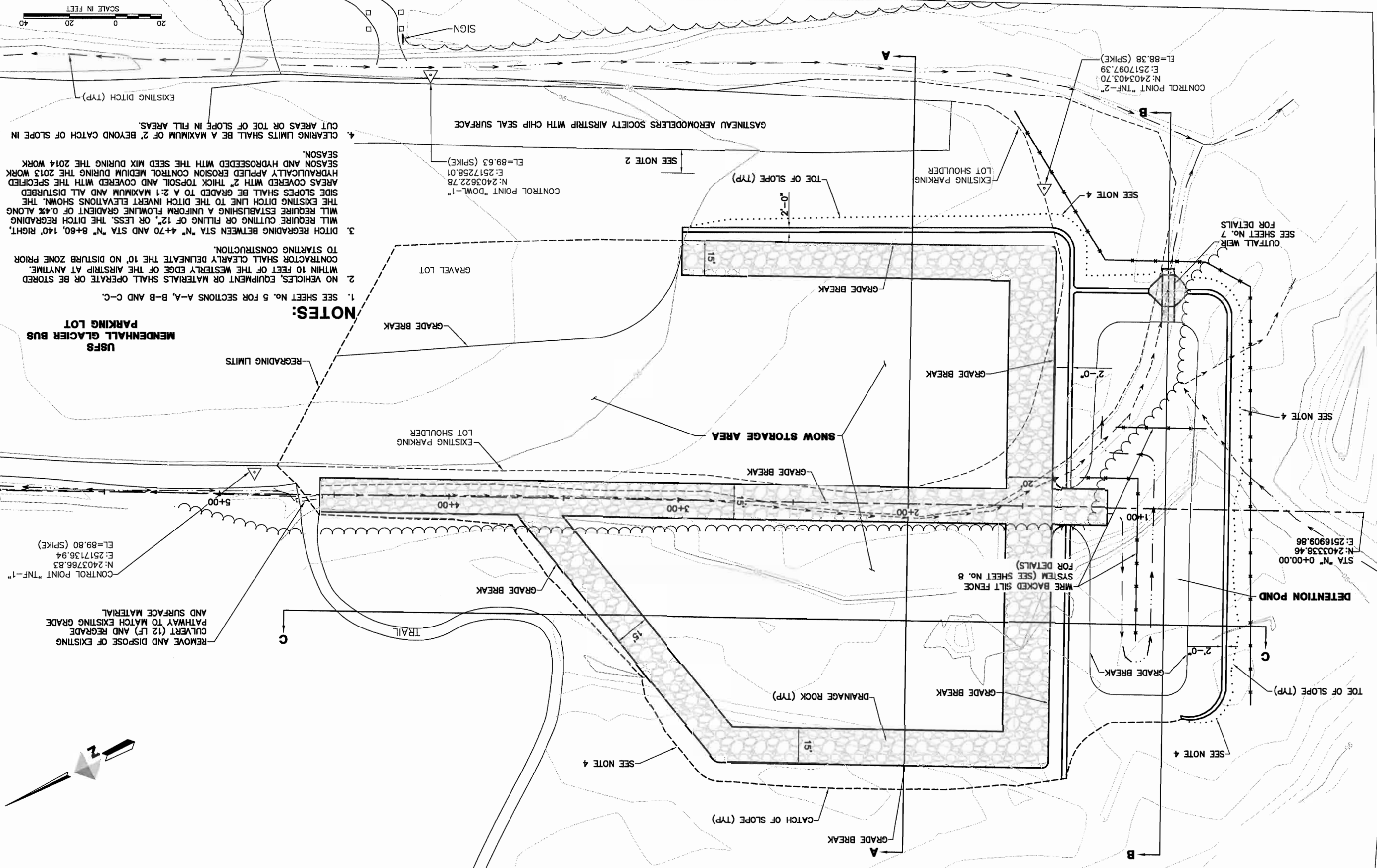


SITE PLAN  
BOP TO STA "N" 6+00

MENDENHALL VALLEY SNOW  
STORAGE AND TREATMENT SITE  
CONTRACT NO. E13-254



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Checked By: STAFF  
Designed By: P. HLDRE  
Date: JUNE 2013



- NOTES:**
1. SEE SHEET NO. 5 FOR SECTIONS A-A, B-B AND C-C.
  2. NO VEHICLES, EQUIPMENT OR MATERIALS SHALL OPERATE OR BE STORED WITHIN 10 FEET OF THE WESTERLY EDGE OF THE AIRSTRIP AT ANYTIME. CONTRACTOR SHALL CLEARLY DELINEATE THE 10' NO DISTURB ZONE PRIOR TO STARTING CONSTRUCTION.
  3. DITCH REGRADE BETWEEN STA "N" 4+70 AND STA "N" 8+60, 140' RIGHT, WILL REQUIRE CUTTING OR FILLING OF 12" OR LESS. THE DITCH REGRADE WILL REQUIRE ESTABLISHING A UNIFORM FLOWLINE GRADIENT OF 0.4% ALONG THE EXISTING DITCH LINE TO THE DITCH INVERT ELEVATIONS SHOWN. THE SIDE SLOPE SHALL BE GRADED TO A 2:1 MAXIMUM AND ALL DISTURBED AREAS COVERED WITH 2" THICK TOPSOIL AND COVERED WITH THE SPECIFIED HYDRAULICALLY APPLIED EROSION CONTROL MEDIUM DURING THE 2013 WORK SEASON AND HYDROSEEDED WITH THE SEED MIX DURING THE 2014 WORK SEASON.
  4. CLEARING LIMITS SHALL BE A MAXIMUM OF 2' BEYOND CATCH OF SLOPE IN CUT AREAS OR TOE OF SLOPE IN FILL AREAS.

REMOVE AND DISPOSE OF EXISTING CULTUR (12 LF) AND REGRADE PATHWAY TO MATCH EXISTING GRADE AND SURFACE MATERIAL

CONTROL POINT "TNF-1"  
N: 2403766.83  
E: 2517156.94  
EL= 89.80 (SPIKE)



SCALE IN FEET  
0 20 40

MATCHLINE STA "N" 6+00



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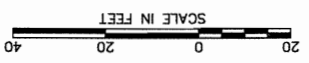
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**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
 CONTRACT NO. E13-254

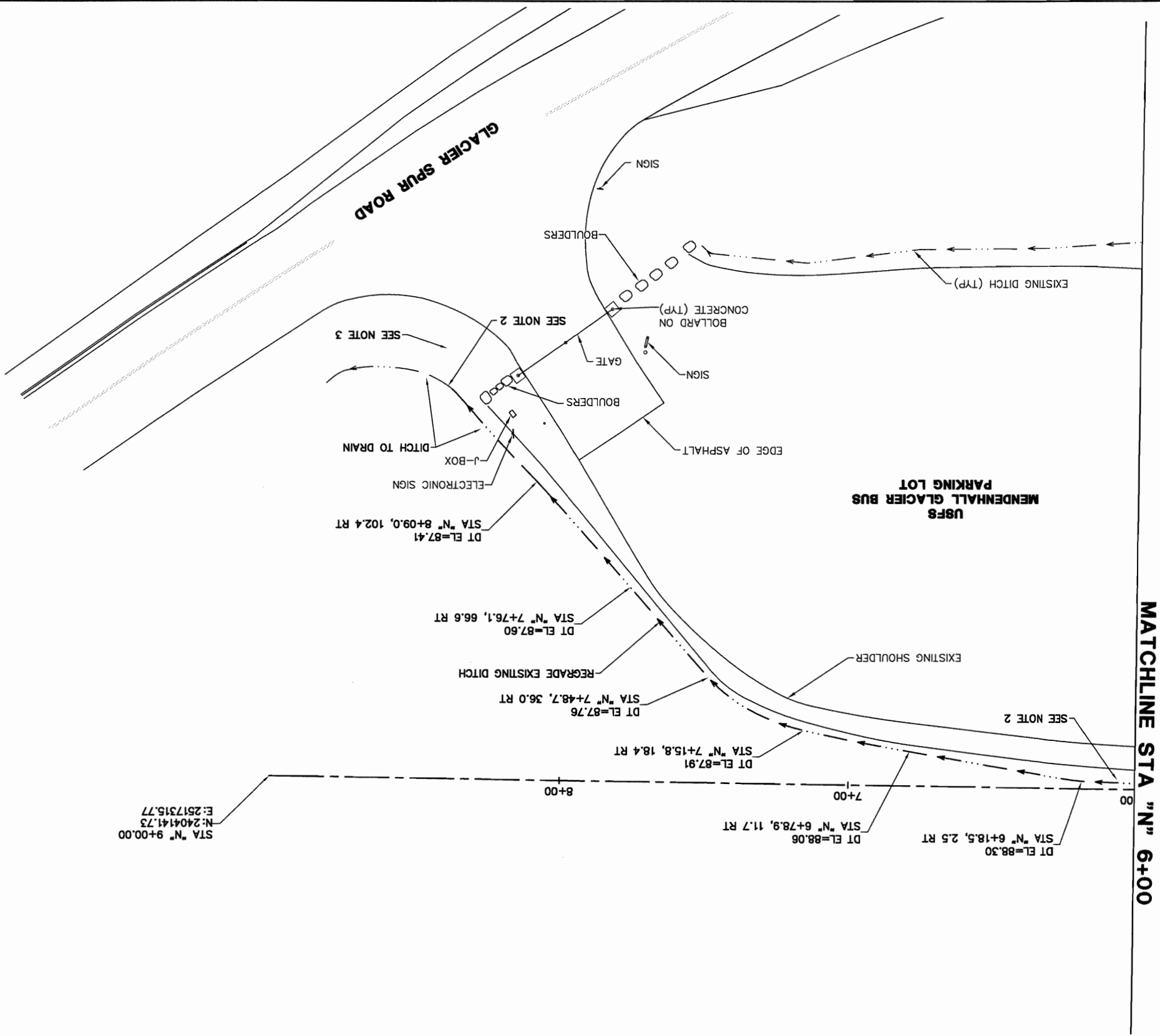
**GRADING AND SITE PLAN**  
 STA "N" 6+00 TO EOP

SHEET NO. 11 of 12

S:\LIB\J70572.01 Mendenhall Snow Storage Design\050 Design Drawings\C30\J70572.PLAN.dwg 2013-6-4 11:49:49



- NOTES:**
1. DITCH REGRADING BETWEEN STA "N" 4+70 AND STA "N" 8+60, 140' RIGHT, WILL REQUIRE CUTTING OR FILLING OF 12", OR LESS.
  2. DITCH GRADIENT BETWEEN STA "N" 4+70 AND END OF DITCHING IS 0.4%.
  3. INSTALL CBU FURNISHED SIGN ON A 4"x4" POST TO BE LOCATED IN THIS AREA FACING THE GLACIER SPUR ROAD. THE LOCATION WILL BE MARKED BY THE ENGINEER.





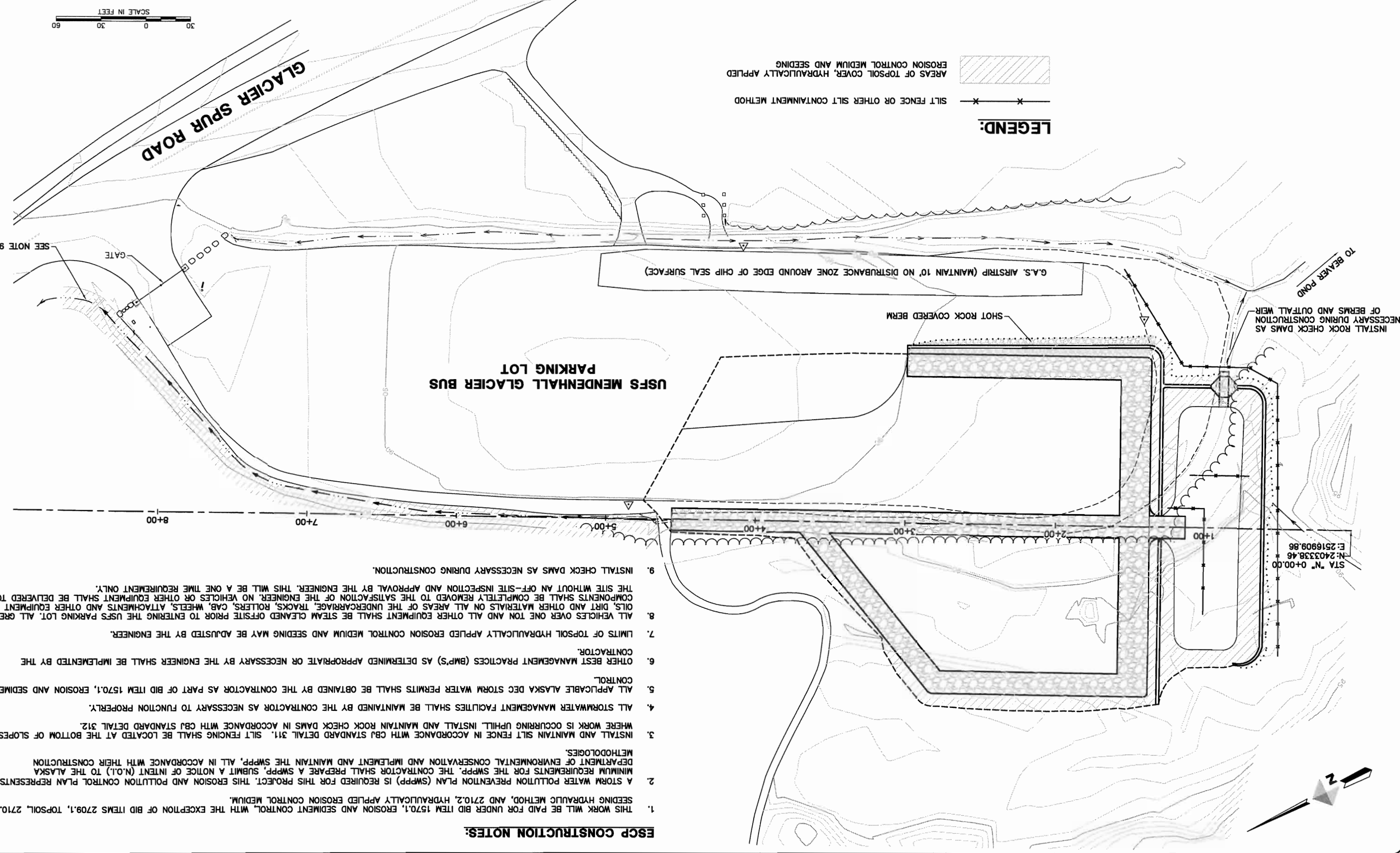
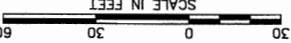
**DOWL HKM**  
 5368 Commercial Blvd.  
 Juneau, Alaska 99801  
 (907) 780-3533 Office  
 (907) 780-3535 Fax  
 Consulting Engineers • Land Surveyors • Construction Administration  
 JOB NO. J70572 DRAWN BY: STAFF DESIGNED BY: P. HILDRE CHECKED BY: STAFF DATE: JUNE 2013

**DEPARTMENT OF ENGINEERING**  
 CITY/BOROUGH OF JUNEAU  
 ALASKA'S CAPITAL CITY

**MENDENHALL VALLEY SNOW STORAGE AND TREATMENT SITE**  
 CONTRACT NO. E13-254

**EROSION AND SEDIMENT CONTROL PLAN AND TOPSOIL AND SEEDING AREAS**

SHEET NO. 12 of 12



- ESCP CONSTRUCTION NOTES:**
1. THIS WORK WILL BE PAID FOR UNDER BID ITEM 1570.1, EROSION AND SEDIMENT CONTROL, WITH THE EXCEPTION OF BID ITEMS 2709.1, TOPSOIL, 2710.1, SEEDING HYDRAULIC METHOD, AND 2710.2, HYDRAULICALLY APPLIED EROSION CONTROL MEDIUM.
  2. A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED FOR THIS PROJECT. THIS EROSION AND POLLUTION CONTROL PLAN REPRESENTS THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND IMPLEMENT AND MAINTAIN THE SWPPP, ALL IN ACCORDANCE WITH THEIR CONSTRUCTION METHODOLOGIES.
  3. INSTALL AND MAINTAIN SILT FENCE IN ACCORDANCE WITH CBJ STANDARD DETAIL 311. SILT FENCING SHALL BE LOCATED AT THE BOTTOM OF SLOPES WHERE WORK IS OCCURRING UPHILL AND MAINTAIN ROCK CHECK DAMS IN ACCORDANCE WITH CBJ STANDARD DETAIL 312.
  4. ALL STORMWATER MANAGEMENT FACILITIES SHALL BE MAINTAINED BY THE CONTRACTOR AS NECESSARY TO FUNCTION PROPERLY.
  5. ALL APPLICABLE ALASKA DEC STORM WATER PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AS PART OF BID ITEM 1570.1, EROSION AND SEDIMENT CONTROL.
  6. OTHER BEST MANAGEMENT PRACTICES (BMP'S) AS DETERMINED APPROPRIATE OR NECESSARY BY THE ENGINEER SHALL BE IMPLEMENTED BY THE CONTRACTOR.
  7. LIMITS OF TOPSOIL HYDRAULICALLY APPLIED EROSION CONTROL MEDIUM AND SEEDING MAY BE ADJUSTED BY THE ENGINEER.
  8. ALL VEHICLES OVER ONE TON AND ALL OTHER EQUIPMENT SHALL BE STEAM CLEANED OFFSITE PRIOR TO ENTERING THE USFS PARKING LOT. ALL GREASE, OILS, DIRT AND OTHER MATERIALS ON ALL AREAS OF THE UNDERCARRIAGE, TRACKS, ROLLERS, CAB, WHEELS, ATTACHMENTS AND OTHER EQUIPMENT COMPONENTS SHALL BE COMPLETELY REMOVED TO THE SATISFACTION OF THE ENGINEER. NO VEHICLES OR OTHER EQUIPMENT SHALL BE DELIVERED TO THE SITE WITHOUT AN OFF-SITE INSPECTION AND APPROVAL BY THE ENGINEER. THIS WILL BE A ONE TIME REQUIREMENT ONLY.
  9. INSTALL CHECK DAMS AS NECESSARY DURING CONSTRUCTION.



## Eric Feldt

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**From:** craig orsborn [theo@z@pci.net]  
**Sent:** Saturday, June 29, 2013 10:42 AM  
**To:** Eric Feldt; Craig Orsborn  
**Subject:** Snow Dump

**Attachments:** snow dump agreement0001.pdf; Resize of 005.JPG; Resize of 007.JPG; Resize of 169.JPG; Resize of 2009\_0312kristaandshane0009.JPG; Resize of DSCF0887.JPG



snow dump  
reement0001.pdf (28



Resize of 005.JPG  
(124 KB)



Resize of 007.JPG  
(116 KB)



Resize of 169.JPG  
(107 KB)



Resize of  
09\_0312kristaandsr



Resize of  
CF0887.JPG (75 KB)

First I would like to give some club history our club G.A.S Gastineau Aeromoldelers Society was started in 1974 we have 27 members and some of the members have been active club members sense when the club first began, we also have members that hold current pilots license .Our club is been involved with helping young people learn to fly RC aircraft we hold a mall show every year and also do a fly in at the air strip before the start of the tourist season and after the tourist season is over.The original run way was built from G.A.S funds of around 1200 dollars and matched by the forest service from money brought in by the visitors center at the glacier it was made of dirt covered in hot oil and compacted .This air strip was their several years before the city started dumping at the site and after thy did that investment was destroyed .Our club invested money and time into rebuilding the air strip it is only after the city was moving forward with getting a permit to use the cite did thy make any effort to help with clean up of garbage left behind after the snow goes away .And to do any thing to help rebuild what was destroyed .Our club rebuilt the runway with our own money and time and after the runway was rebuilt by GAS the city laid down some rap over it and compacted it .We have been vary impacted by the city dumping snow at the cite the main reason is that we do most of our flying in the winter because we can not fly in the summer at the BPA until after 7.30pm 7 days a week .We have worked with thy city to come up with a plan that will work for both groups and we have written signed agreement by the city for snow clean up at the bus lot as well as compacting the run way in the summer the snow removal is VARY important at the bus lot and one of the main reasons why we were able to come together on the bus lot, but the vary first winter this agreement was in place we got the door slammed in our face we were told by the valley supervisor we are not doing any thing until we need use to it, this was a slap in our clubs face after all the money and man power that was put into rebuilding the runway and the time we spent in coming up with a agreement that will work for both groups .We expect the city to honor the written signed agreements with our club.G.A.S has honored all of the agreements we have made we the city .The snow clean up in the BPA should be done at least once a week so as to help our club in keeping the BPA open for our FS 5 year permitted use we also have club members that are handicapped .This can be done by a grader in around 30 minute I have seen it done .The city owns hundreds of miles of land and we have a strip of dirt 25ft wide and 320ft long and this is all we have to enjoy our sport of flying radio controlled aircraft . Craig Orsborn President of G.A.S

**Attachment C**

December 12, 2012

Craig Orsborn  
Gastineau Aeromodeler's Society (GAS)

Craig,

On March 6, 2012, I wrote to you outlining the services the CBJ Streets Department as willing to provide to the Gastineau Aeromodeler's Society. These included -

1. Adding an additional 2" to 3" of "rap" to the runway surface this summer
2. Compact the "rap" each summer
3. Removal of the snow that the club removes from the runway
4. Pickup any trash on a weekly basis both as the pile grows and as it the pile melts off
5. Remove the berm between the snow pile and the runway

I believe that we have successful completed these tasks and we will continue to do items #2 and #5 until such time as either CBJ or GAS determines that other agreements are needed or desired. Any change to this agreement must be given with 90 days notice.

Please let me know if you have any questions.

Thanks



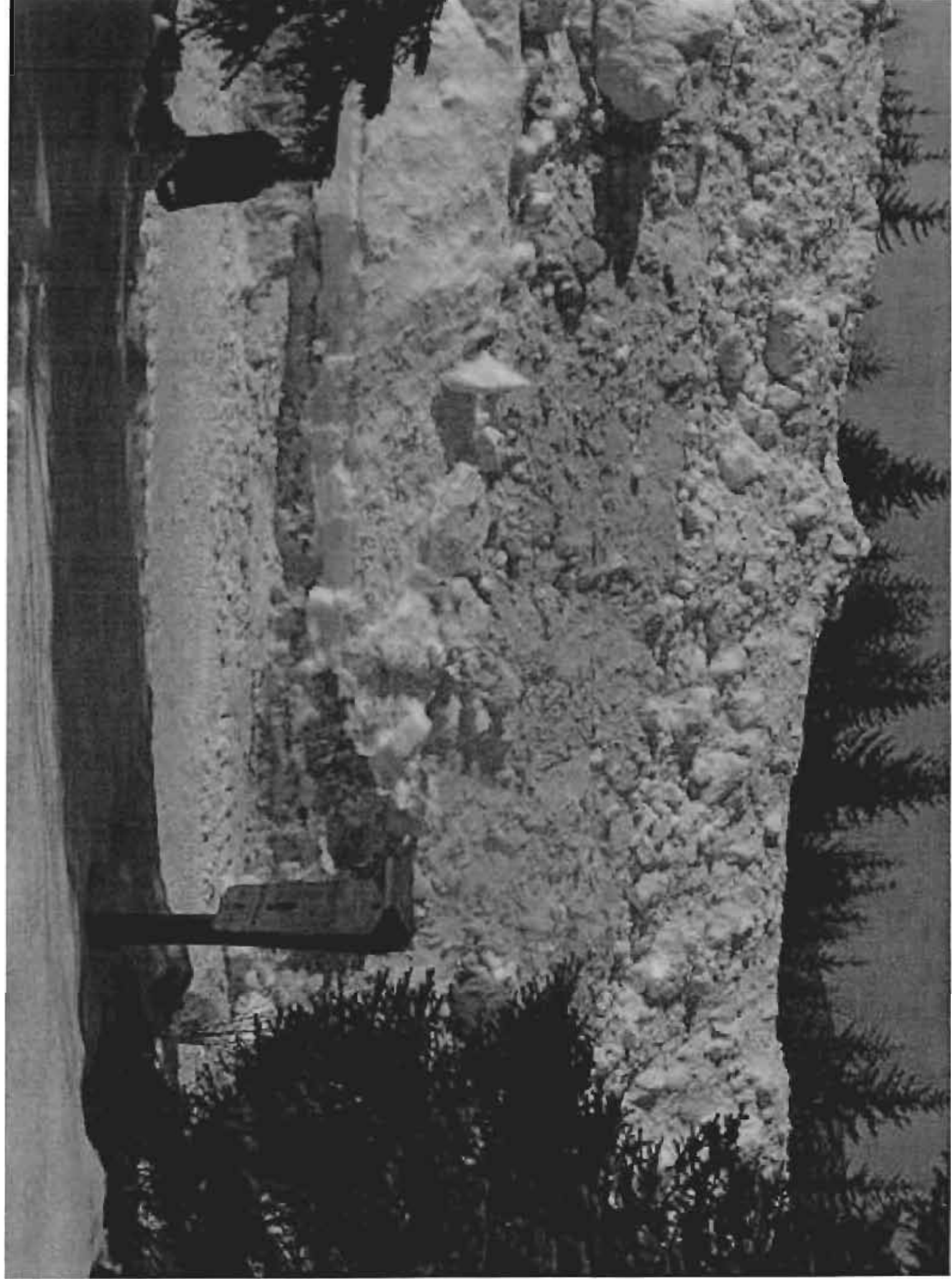
Kirk Duncan  
Director  
CBJ Public Works  
907-586-5254  
[kirk\\_duncan@ci.juneau.ak.us](mailto:kirk_duncan@ci.juneau.ak.us)















USFS Juneau Ranger District  
 CBJ Snow Disposal Site Scoping Comments

Comment #	Date	Name	Organization	Comment
1	6/12/2011	Shannon Rusaw		<p>Hello - I'm Shannon Rusaw, wife of the Gastineau Aeromodeler's Society President, Ray Rusaw. Of course, ideally for the club, CBJ should find another place to dump the snow. Last summer, I personally helped clean up the trash left behind by the snow pile. I saw all kinds of garbage, oily residue and a general mess right next to one of Juneau's most popular locations. I couldn't believe that the CBJ just left that mess behind like that. There has to be a more industrial type area that the CBJ could use instead of dumping the snow and other trash so near streams and other wildlife habitat.</p> <p>The GAS club is a relatively small group of folks who have spent a lot of time, energy and club funds to maintain the model airplane runway. They have not caused any problems in the past, never left any garbage behind and always tried to comply with any requests from the Forest Service. Thank you for the opportunity to comment on this project.</p>
2	6/12/2011	Craig Orsborn	Vice President, Gastineau Aeromodeler's Society	<p>My name is CRAIG ORSBORN I am 43 year resident of Juneau I have been a avid RC flier for over 10 years ,the bus parking lot that we have been flying at is the only place we have to use for flying, it provides us with a safe place because it has a gate that is able to be locked after the buses are gone.We have been flying their since 2003 when our club G.A.S gastineau aeromodelers society matched funds with the F.S and had a runway put in at the bus parking lot.We have been involved with the F.S and the city on the proposed permanent use of the bus lot for snow storage we would like to convey our efforts in coming up with a proposal that will work for both groups.First I would like to talk a bought what makes this site good for flying the main reason is safety we do not fly until after 7.30pm in the summer time at that time we can lock the gate so that we can take off and land safely with no people in the path of air planes .Having said that the approach wile landing is vary important as you can see from the over head photo we line on the runway down the dead path of trees it allows us to get low so we can bleed off air speed to line up on the runway we would like to try and keep this approach as free as possible ,the way in witch the snow has been dumped long ways on the parking lot works best for us because it allows us to take off and land with no obstruction . The city has worked with us in the past to keep the parking lot clear of snow so that we can fly during the winter months witch is when we do a lot of our flying because their is no buses to deal with we would like to maintain that partnership with the city.As long as we can maintain the approach to the run way with no obstruction we feel that their is more than enough room for both groups to use the parking lot. CRAIG ORSBORN VICE PRESIDENT G.A.S</p>

USFS Juneau Ranger District  
CBI Snow Disposal Site Scoping Comments

3	6/14/2011	Gaylord Orsborn	<p>This is in response to the proposed CBI snow disposal site at the Mendenhall Visitor Center. In reading the comment form - if by stating "improved snow disposal site" - is CBI proposing to increase the size of the dump site? Reviewing the the "Proposed snow disposal site layout" it shows that CBI has not accurately shown the "Existing Landing strip". We have enjoyed watching our son and other flying club members fly and maneuver their remote aircrafts. The now " Existing Landing Strip" extends along side the snow pile. The new proposal shows the snow extending behind the landing strip. By piling the snow behind the flyers more melt off and scooped up garbage and road chemicals would create a hazard for flyers, observers and people who use the area for other recreational opportunities - ie dog walking, meeting friends off cruise ships, picnics, critter watching, etc.</p> <p>The flying club members have taken their own time and expense to clean up the area and maintain a clean, safe area for club members and the general public to use the area.</p> <p>Please be cognative of the fact that the flying club has been users for over 10 years, they have made every effort to maintain their landing strip and flying area a clean, safe, healthy area. Please do not create a further negative impact on the public usage.</p>
4	6/14/2011	Jim Miller	<p>I am writing to you as a recent convert to Radio Controlled aircraft flying. I have always wanted to fly RC aircraft since I was a child, but at 49 years old have finally entered into this hobby. I have enjoyed my short foray into this hobby, but have quickly come to the conclusion that there are very limited areas to fly in Juneau. The parking area for the buses, with the already established runway has been a good place for me to fly. I have appreciated the Forest Service making this area available to the RC user group. It is good that the Forest Service has been able to allow the use of the public's land for this user group.</p> <p>I do see some valid concerns that the RC group has in the further use of this area. The CBI of Juneau has used this area as a snow dump and I don't have a problem with that, but I don't know why the dump cannot be on the other side of lot, away from the runway. The dump in its present location is a hazard to the approach to the runway, and by it moving further away will entail the use of both entities.</p> <p>My wife and kids also have enjoyed coming out and watching people fly their aircraft... its been a nice family time. I look though I no longer live in Juneau, I still have friends there I stay in contact with. I have read through the Proposed CBI Snow Disposal Site literature and am please consideration is being given to the other user of the proposed site, specifically the Gastineau Aeromodelers Society. They and I have been flying RC and Control Line models in the area for many years. I hope that they will be allowed to continue to do so for many more.</p> <p>Thank You</p>
5	6/15/2011	Daniel M. Taylor Jr.	<p>Thank You</p>

USFS Juneau Ranger District  
CBI Snow Disposal Site Scoping Comments

6	6/15/2011	Bill Arnold	<p>I am interested in seeing the area that is used by the Gastineau Aeromodelers Society maintained in a clean, safe and environmentally friendly safe manner.</p> <p>Currently, the Gastineau Aeromodelers Society uses a short runway area that is a portion of parking lot area that is also used as a place to dump snow that has been removed from the surrounding streets.</p> <p>That snow pile is slow to melt and contains a lot of road debris including litter and the gravel needed for traction. That snow pile makes the runway and the approaches to it very minimal and hard to use by the modelers.</p> <p>As the land area in and around Juneau is limited and the locals need to have access to our multi-use public lands, it would impose a significant difficulty on the modelers to restrict the limited area even more than it is already.</p> <p>It would help these citizens ability to continue the enjoyment of their hobby in the public spaces if the road crews could be careful to help keep the snow pile out of the way of the Gastineau Aeromodelers Society runway space and keep the debris in the pile to a minimum so that the beauty of the area is maximized and the environmental impact is minimized.</p>
7	6/15/2011	Teri Camery	<p>CBI Community Development Department</p> <p>I have not been able to discuss this proposal with others in my department, so I will make these scoping comments brief for now and Greg Chaney or others in the Community Development Department may want to add more at a later time.</p> <p>The project site is located in a Rural Reserve zoning district. Snow storage basins of any size require a Conditional Use Permit in the Rural Reserve zone. Conditional Use permits must be approved by the CBI Planning Commission through a public notice and public hearing process. The Conditional Use Permit application will need to include a detailed grading, drainage, and treatment plan as part of the Conditional Use Permit review.</p> <p>The Conditional Use permit review process requires an assessment of impacts to neighborhood harmony and adjoining property values. In general, this site seems more appropriate than most because it channels truck traffic onto major streets and away from residential neighborhoods, which will minimize noise impacts and also reduce safety concerns. The Conditional Use review process also requires an assessment of habitat impacts. This site is already paved, requires no wetland fill, and appears to be a significant distance from any salmon streams, so habitat impacts appear to be minimal.</p> <p>These initial comments are, of course, not a substitute for the full review through the permit process, and may change when we receive more information. However at this stage, with this information, this appears to be a good site for this purpose with minimal impacts to public safety, the neighborhood, and habitat.</p>

USFS Juneau Ranger District  
 CBJ Snow Disposal Site Scoping Comments

8	6/15/2011	Nick Orsi	GAS Club Officer	<p>Regarding the USFS Mendenhall Glacier bus parking lot and its user groups, I'd like to particularly comment on the CBJ (City and Borough of Juneau) snow dumping layout proposal so the remote control flying club can continue its activities throughout the seasons.</p> <p>I strongly believe the Gastineau Aeromodellers Society (GAS) club has an impact on the community and I would be crushed to see the club loose their flying site due to the lack of proper coordination/communication between the CBJ and GAS during the snow dumping process.</p> <p>I would not like to see;</p> <ul style="list-style-type: none"> <li>• [redacted] [redacted] A fence around the snow pile boarder to collect any trash that may be blown off the snow pile during the summer as it melts because of the visual impact and the possibility of a model aircraft hitting the fence due to the large obstruction.</li> <li>• [redacted] [redacted] A four foot berm close to the model aircraft runway, because the possibility of a model aircraft hitting it on take offs or landings.</li> </ul> <p>I would like to see;</p> <ul style="list-style-type: none"> <li>• [redacted] [redacted] [redacted] An alternate site to relocate the snow by the first day of summer. It would be nice to not have a gravel/trash topped snow/ice pile to look at throughout the summer, not only for the locals using the site, but for the impact that has on the tourists when they come to see the Mendenhall Glacier.</li> <li>• [redacted] [redacted] [redacted] The snow pile pushed/extended to the South West end of the parking lot away from the clubs runway to utilize the space better and not create a mountain of snow that gets in the way for hobbyists every year.</li> </ul> <p>My overall concern is having an outcome that restricts the GAS club's activities by creating a berm/snow pile that extends closer to the runway and the takeoff/approach area, so that a model aircraft cannot successfully make it to the runway due to a physical obstacle.</p>
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USFS Juneau Ranger District  
 CBJ Snow Disposal Site Scoping Comments

9	6/16/2011	Brock N. Tabor	Alaska Department of Environmental Conservation	<p>Thank you for the opportunity to provide comments on the proposed City and Borough of Juneau (CBJ) Snow Disposal Site at the Mendenhall Glacier Visitor Center (MGVC). The Division of Water Nonpoint Source Program is very interested in the issue of snow management in the Juneau area as it is a leading source of sediment pollution in anadromous waters. We appreciate the effort the USFS is making to accommodate CBJ in making this site available knowing that land is a high commodity in the Juneau area. Field reconnaissance and staff review of aerial imagery and GIS records from the Alaska Department of Fish and Game (ADF&amp;G) and Alaska Department of Environmental Conservation (DEC) did not demonstrate the presence of anadromous waters at the southern end of the MGVC commercial parking lot, DEC drinking water protection areas in the vicinity of this project, or anthropogenic activity in the immediate area surrounding the proposed project site. The DEC would appreciate the following comments be taken into consideration during the development and implementation of this project:</p> <ol style="list-style-type: none"> <li>1) Installation of fencing in addition to the earthen berm mentioned in Frequently Asked Questions worksheet to limit the dispersal of residual litter generated during melting periods and limit human access to the site;</li> <li>2) Development of a formal sediment recovery process. Recovery efforts should take place immediately following spring melting periods to reduce the amount of fugitive dust that may be generated during the summer months;</li> <li>3) Development of a "screening level" vegetation monitoring plan to ensure that cumulative concentrations of metals, PAHs, and chloride are not negatively affecting the surrounding wetlands. Such a plan should assess surface water, sediment, and soil quality in the immediate vicinity of the project. A review of environmental conditions should take place on a 3-5 year basis;</li> <li>4) Have POL/PAH containment materials be available on-site in the event of release or discovery by staff;</li> <li>5) Interpretative signage that highlights the importance of utilizing snow management sites in the protection of water quality;</li> <li>6) Require that any wetland mitigation efforts be limited to the Mendenhall Valley watershed;</li> <li>7) Apply all additional DEC guidance criteria detailed in the Snow Disposal Area Siting Guidance (<a href="http://www.dec.state.ak.us/water/wmpspc/pdfs/dec_snowdisposal_siting_guidance_2007.pdf">http://www.dec.state.ak.us/water/wmpspc/pdfs/dec_snowdisposal_siting_guidance_2007.pdf</a>).</li> </ol>
10	6/15/2011	Johnson Family		<p>My family has been watching the Gastineau Aeromodelers Society fly planes for years. We have some concerns about CBJ dumping snow on the parking lot where the club has a run way and fly there planes. I would think the City could find another spot or just move the dumping area so it does not effect the airplane club.</p> <p>Some concerns:</p> <ul style="list-style-type: none"> <li>Remove Obvious effected areas of the snow pile that has environmentally unsafe chemicals in it (diesel, hydraulic fluid, and restricting the snow melt material in the lot if possible)</li> <li>-Would like to see the snow pile be relocated to the South West end of the parking lot as much as possible so the public can utilize the space.</li> <li>-For the City to make an alternate snow dump site and/or an overflow lot so we don't have to see a snow pile through the end of July anymore.</li> <li>-For the City to relocate or get rid of the left over snow by the first day of summer because any later the snow pile becomes an ice pile that wont melt off as fast.</li> <li>-It is an eye sore to see a pile of snow with trash scattered through out it.</li> </ul>

USFS Juneau Ranger District  
CBI Snow Disposal Site Scoping Comments

11	6/16/2011	Joe Arnold	<p>I am currently a member of a local flight club (Gastineau Aeromodelers Society) that is flying in the area of the bus parking lot used for a runway for model RC planes. There is some concern that the snow pile is going to be moved to where it will block off the approach to the runway and further restrict our ability to safely fly there. I hope that this will not be the case. After discussing it with other club members and friends who just go out to watch, it seems a better alternative would be to move it as much towards the southwest end of the parking lot to allow better use of the space for all. It seems like that would disrupt less area and would be a huge advantage for our purposes as well. We are very limited here in places we can fly that will meet the AMA (American Modelers Association) criteria required of us and not be a nuisance to the numerous local pilots of real planes. Please consider our usage of the area as well when you make your decision. It means a lot to us. We would very much like to continue the use of the runway, but an approach is very important as just a little crash goes a long way with a balsa wood plane, so having a little time to line up properly could save us a lot of picking up the pieces.</p>
12	6/16/2011	Bruce Wood	<p>Regarding the City and Borough of Juneau's request for a permit from the USFS to operate a snow disposal operation in the bus parking lot of the Mendenhall Glacier Visitor's Center, I feel that such a permit should stipulate that snow disposal operations should not infringe upon the runway area currently used for model aircraft operations.</p>
13	6/16/2011	Tracy Davis	<p>I am writing to voice my thoughts on the snow dumping where the club flies their planes &amp; where our children go to watch &amp; enjoy the outside activity. I realize there are limited areas for snow dumping, however, we are also on limited space for fun &amp; safe activities for our community. Please find another area for dumping so we may continue to enjoy watching our friends/family fly their planes</p>
14	6/16/2011	Dylan Johnson	<p>I have been watching the airplane club fly there planes since I was a baby. I have watch my buddies build planes from pieces of wood and turn them into great flying machines. I love to go out to that great spot near the glacier to watch. My buddies tell me that the city has been dumping snow on there airplane space. Then it takes money and time to get it cleaned up for the planes to be able to fly. Can't the city dump the snow somewhere else. Not much fun activities for youth to do at times in Juneau. I am 16 years old and would like to see the airplane club be able to continue on.</p>
15	6/17/2011	Carl Marvin Jr	<p>Our club has been doing very good with our flying there at the parking lot, our club use to police the parking lot every spring to get it clean for flying again, it be would make it easier if we were allowed to use the area we had this past winter. This worked just great. I lived here in Juneau most of my life and we first had permission for R/C flying from Lyle Jack from the USFS at Crystal Lake. We have a diversity of R/C pilots who are good people and are selling to make this a user friendly flying site for everyone who use this area. It seems like our snow fall is on a downward trend after this winter.</p>

USFS Juneau Ranger District  
 CBJ Snow Disposal Site Scoping Comments

16	6/17/2011	Scott Lawless		<p>We are limited on space as it is the city needs to find another place to dump there snow, it is very unsightly the private sector would never be allowed to dump contaminated material on public land why does the city get to are they paying a fee to use the space? They would be charging me an arm and leg for that much ground. They say things are tougher in Alaska does that mean my flying field has to be so tough a beginner pilot like myself has to spend extra money to buy special wheels just to take off and land. Then we are restricted to after 7:30 PM just when the mosquitos come out some are bigger than my planes. This is the only spot to fly close by so we are trying to keep it clean. there are a lot of cigrett butts in that pile very disgusting.</p>
17	6/17/2011	Lou Bonnett		<p>I believe that the current configuration of this site: tour bus parking until 7:30 pm, RC flying allowed after 7:30 pm, and CBJ snow dumping in the winter is working well for our RC Club and the tour buses. I have lived in Juneau for 83 years and have been flying RC in this community since 1973. We have always been responsible users of our flying site, keeping it clean and free of garbage (and dog poop when necessary). I feel the proposed CBJ redesign of their snow dump site will encroach on our area and make it very difficult for us to continue to fly from this area. I hope CBJ would not move us out for their snow dump but rather redesign their area so these multiple users could all continue to have access for recreation (RC flying), tour buses and CBJ. I believe this Forest Service land should not be primarily used for CBJ snow storage. The "snow mountain" stays for almost all of the summer. We use this area summer and winter. I appreciate that the Forest Service allows us to use this site. RC flying fields are very difficult to come by.</p>
18	6/18/2011	Ray Rusaw	President, Gastineau Aeromodellers Society	<p>I am so thankful to these talks about the snow dumping at the Mendenhall Glacier bus parking lot by the City and Borough of Juneau and time to submit my views. During the years of 2006-2009, I had tried to communicate with CBJ officials only to be ignored. The hobby sport has been and will be one of my life's passions and the way the operation was carried out, it had stopped all GAS club's flying activities at this location. This site is conducive to our hobby by three main reasons: 1) Safety and elderly handicapped access; 2) As GAS is an Academy of Aeronautics Academy affiliated club, we need a location that is three miles from any airport; 3) the stagnant dead pond at the south end gives us a tree free area to approach and slow our aircraft for landing. After viewing the proposed lot configuration provided by DOWL HKM with the snow piled east to west, it is my belief there would be a larger impact with tree removal and site preparation, thus costing more money. Enclosed is my proposal with two variations. First, the largest outlined in black, this boundary does not impact any or few large spruce trees, primarily alder trees in this configuration. The snow storage would, for certain, double if not two and one half times larger than current. Second, marked in green, simply by re-ditching and moving the snow pile to the southwest corner, the site capacity would increase by 3/4 that it is now. The light green line that I have drawn represents a natural sloping of the lot that aids in keeping snow melting runoff from going north towards the glacier and salmon streams. The blue line that I had drawn represents the farthest line of site opening that we use for takeoff and landing operations. And the painted blue square represents a sediment collection pond just before it enters the natural dead pond. As to trash concerns and fencing, the winds primarily blow north to south and a fence along the tree line should contain it from entering the forest. As a model airplane user, I would strongly urge you to not put a fence or berm down the center of the lot. While this said work is being done it would be nice if the area drawn in Orange that I have marked represents a new ditch along the west side this would help collect water that does come out of the tree line and would also give us a larger standing platform for flight operations. This photo is by no means a true scale map, but it is a recent and no more than a month old. Gastineau Aeromodellers Society and I look forward to a long and happy relationship with the Forest Service and the CBJ.</p>

USFS Juneau Ranger District  
 CBJ Snow Disposal Site Scoping Comments

19	6/19/2011	Brenda Wright	Juneau Audubon Society	<p>Juneau Audubon Society strongly recommends that CBJ choose an alternative snow disposal site other than the proposed Mendenhall Glacier Recreation Area bus parking lot. The Mendenhall Glacier Recreation Area is a nationally known tourist attraction. The bus parking lot is located in a forested wetland and pond area. It is surrounded by wetlands and is less than 1/4 mile from Steep Creek, an anadromous fish stream. The bus parking lot - although a necessity for a high use tourist area - already impacts that surrounding land and waters via occasional leakage of oil and antifreeze from the buses. Storing snow from Juneau's streets adds to this. The snow incorporates sand and gravel put on Juneau streets to enhance safety, but this material insulates the snow and so it melts very slowly. The slow melting means that the polluted water is present for most of the summer. The snow also contains physical trash and waste that is collected by the plows and so is included in the snow pile. The Mendenhall Glacier Recreation Area bus parking lot has been used for snow storage in the past few years. Juneau Audubon Society would like to know if there is any information available on pollutants from the snow pile, or from the physical persence of all the tourist buses. Our concern is primarily with effects on wetlands, ground and surface water. The proposed changes at the parking lot appear to clear an area about half the size of a football field, removing successional forest that is excellent nesting habitat for a variety of species of birds, including kinglets, thrushes, warblers, and sparrows. The information included in the snow management study in 2010 evaluated several alternative snow disposal sites in the valley. These sites do not have substantial drawbacks, and would be preferred over the Mendenhall Glacier Recreation Area bus parking lot. They are affordable, do not affect wetlands, have road access and are not in a recreational area. Juneau Audubon is strongly opposed to construction or expansion of a Snow Removal storage site in the Mendenhall Recreation Area.</p>
20	6/21/2011	John P. McConnochie		<p>My comments are in regards to the Mendenhall Glacier Snow Disposal Project. I believe the proposed disposal plan mitigates any concerns I have regarding run off from where the snow will be piled. It also appears that the snow will be piled in a way that will not affect or inhibit bus and/or van parking during the season, particularly the early months of May and June.</p>

**Eric Feldt**

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**From:** KIRK LEG HP9100 [kirk@aca.alaska.com]

**Sent:** Monday, July 01, 2013 9:43 AM

**To:** Eric Feldt

**Subject:** Snow Dump Project

To Whom it may concern:

I am writing today to show my support for the purposed expansion of the snow storage and treatment site at the current Mendenhall Bus Parking area. I am very pleased the city has taken on this project and are showing concerns for the environment as well as the users of this area. I feel the project shows great forethought of concerns of all users of this area. My wife and I have lived in Juneau for 22 years and frequent the trails often. I am also new to R/C planes and a new member of the G.A.S. model club. I was pleased at the purposed access to the flying field and think your project addresses safety for flyers as well as spectators.

In closing I just want to say I am in favor of this project, and want to thank all involved for their concerns of all users of this site.

Kirk McBride Juneau AK

**Eric Feldt**

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**From:** Nick Orsi [jesus\_be\_glorified@hotmail.com]  
**Sent:** Tuesday, July 02, 2013 12:40 PM  
**To:** Eric Feldt  
**Subject:** USFS Snow Dump Site for CBJ

Good Afternoon,

I just wanted to say thank you for the hard work in creating the snow dump site with provisions for the local model aircraft club (Gastineau Aeromodelers Society). I believe that the plan created by DOWL-HKM is sufficient for the radio control aircraft club.

I must press that there must be an unobstructed flight path to and from the runway in order to continue club operations. I noticed that there was a silt fence at the south end approach for the runway, I'm assuming that is a low level fence only that does not extend vertically... to which you can disregard this comment if I am right.

Also I must mention that it is crucial that the snow be pushed to the south west end of the lot slanted downward towards the east (thunder mountain), this will give new pilots a less stressful/claustrophobic landing approach... this is already one of the hardest places to fly, yet it's basically our only place in Juneau.

I believe that the club has a great influence on the community and is growing fast, I would very much dislike it if the CBJ intruded on our already hard enough limited flying site. I'd like to think that we can work together, and that three user groups are OK.

Thank You for your time and consideration on my comments as well the others,

-Nick Orsi