Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
7:00pm
Meeting Date: 5/13/2025

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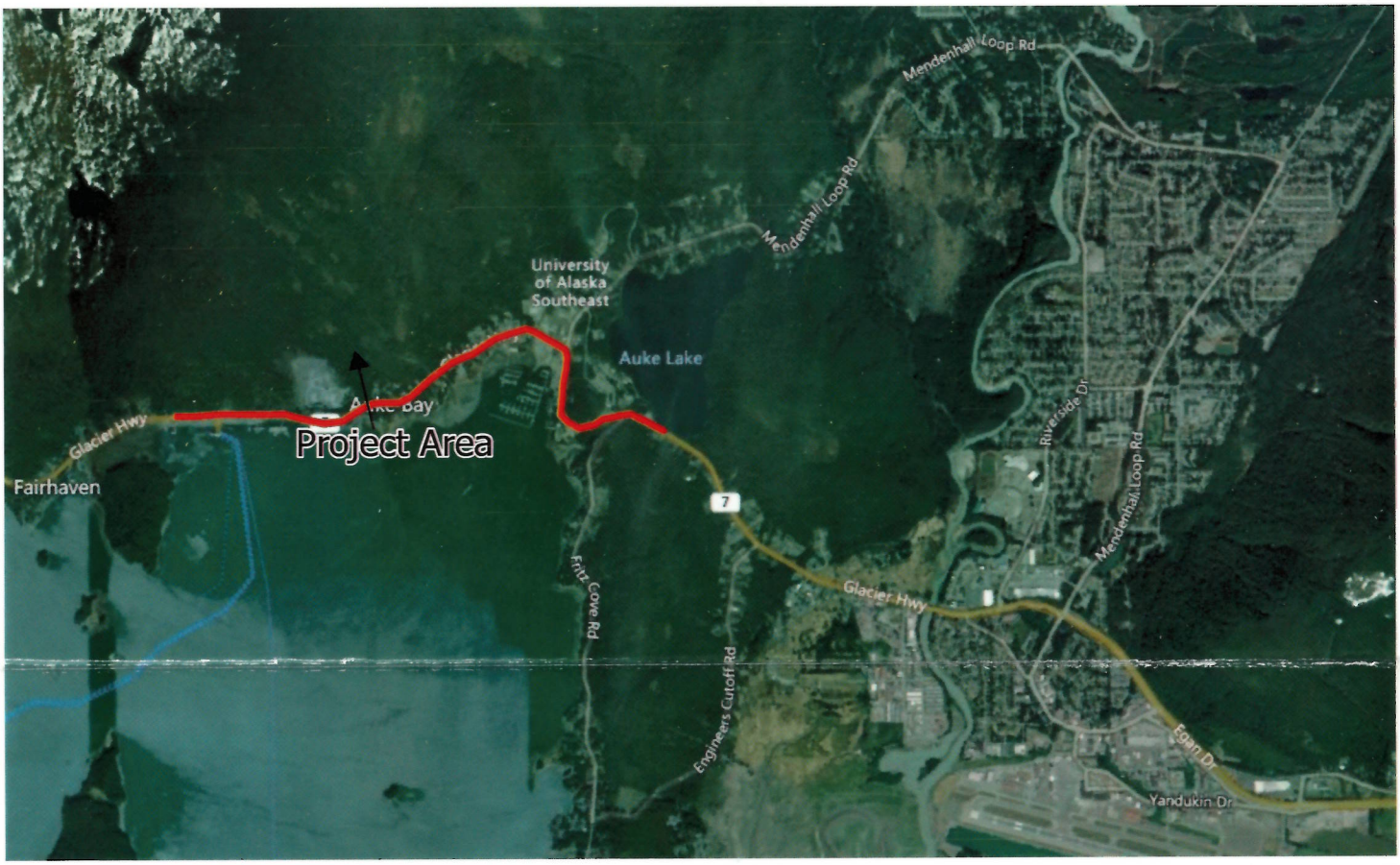
1. **Comment on Non-Agenda Items:**
   a. Department of Transportation & Public Facilities Notice
   b. Public Comment: Emily Kane, received 5/3/25
   c. Public Comment: Nathan Adams, received 5/1/25

AUKE BAY GLACIER HIGHWAY CHIP SEAL OVERLAY

State Project # SFHWY00481

PROJECT NOTIFICATION & ADVISORY GROUP ENGAGEMENT



PROJECT DESCRIPTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing a chip seal overlay to Glacier Highway, beginning near the Auke Lake trailhead, continuing through the Auke Bay roundabout, and ending on the north side of the Auke Bay Ferry Terminal. This surface layer treatment will provide a more uniform driving surface to the roadway and extend the life of the underlying pavement.

The project is expected to be advertised for construction bids in June 2025. However, the exact timing and nature of construction activities will not be known until a contractor is selected. The Department is currently anticipating work to be done in summer or early fall 2025 (weather permitting), or in spring or early summer 2026.

During construction, traffic is expected to be reduced to a single lane through work zones of up to a half mile along Glacier Highway. Each half mile work zone will have restricted traffic speeds and other controls for approximately 48 hours at a time. A total construction duration period of about 60 days is anticipated to complete this project.

STAY INFORMED

Every effort will be made to lessen impacts to the traveling public and maintain safe access to adjoining properties. However, ease of access to your business and/or residence will be impacted by these temporary traffic restrictions. The Department will provide additional public notices and conduct further public coordination efforts with those who may be affected prior to actual construction activities. If you have questions or would like additional information, please reach out to either of the contacts listed below.

Joel Osburn, P.E.
Project Manager
(907) 465-4409
joel.osburn@alaska.gov

Tyler Riberio
Environmental Analyst
(907) 465-4504
tyler.riberio@alaska.gov

From:	Emily Kane
To:	Katie Koester; Deborah Craig; AWilson@jedc.org; mandyoc@aware.ak; PC_Comments
Subject:	AffordableHousing.pdf
Date:	Saturday, May 3, 2025 6:42:32 AM
Attachments:	JE_AffordableHousing.pdf

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello All
I have been mulling over the conundrum of “affordable housing” and recently came across the concept of taxing land (inherently more valuable, because finite and because municipal investment in nearby infrastructure increases value without spreading that “value” evenly in the community) at a higher rate than buildings (which are tied to personal ownership).
Lowering taxes on buildings will make those buildings less expensive to build and maintain.
Raising taxes on land will reduce “speculation” (profiteering) and create more public money for CBJ.
Please give your attention to the short cogent article attached about how this model has been successful.
Sincerely
Emily Kane
Retired community physician
Past chair of Juneau Commission on Aging

Be well!
www.DrEmilyKane.com

Want Affordable Housing? Look to the Land!

May 17, 2016: Written by Rick Rybeck, Director, Just Economics, LLC

Revised May 1, 2020*

* This was originally posted to Habitat for Humanity's "Solid Ground" campaign blog. In March 2020, the Solid Ground website was decommissioned. I have re-created the article here. I have updated a few terms to make them more comprehensible. "Value capture" has been replaced by "land value return and recycling."

Downtown Harrisburg, PA in 1982 (left) and 2007 (right)

In addition to food, water and air, an essential part of life is having a place to live. In spite of great advances in technology, we cannot live a purely "virtual" existence -- we need real places to grow our food, work, play, and most importantly, live.

When we think of housing, we often think about buildings. What are they made of? How big are they? Are they well-maintained? But we don't always think about the land that these homes sit on.

That land is a key element of building, and a major factor in price. You've likely seen houses of similar size, appearance and quality, that sell for vastly different prices. The difference is usually not because the building materials cost that much more in one community compared to the other. Most of that difference is due to the price of land in different communities and different neighborhoods.

So what determines the price of land? Some neighborhoods might be close to a good school. Some homes are close to employment centers. In short, access to jobs, education, shopping, entertainment and essential public goods and services (transportation, water, sewer, police and fire protection, etc.) makes land more valuable.

The role of access highlights an important distinction between the value of a house and the value of land underneath a house. The house has value based on the labor and material used to create, improve and maintain the house. Land beneath the house, however, has value based on what the surrounding community has done to make a particular location a good place to live.

Under most property tax models, publicly-created land value isn't widely shared. When a community builds and operates a good school, a water and sewer system, or a good transportation system, only a tiny portion of that community-created land value is returned to the community through taxes. The

lion's share of that value ends up as a windfall to whoever is lucky enough to own the best-served land. Such windfalls are the fuel for land speculation. ("Speculation" is buying land not to use it but in the hope of selling it later at a higher price.) The ability of private landowners to profit from public infrastructure investments can encourage corruption and discourage development or housing improvements. Most importantly, holding or hoarding land for future appreciation creates an artificial shortage of land available for development today. This artificial scarcity of developable land results in real increases in land prices, particularly near prime sites close to good schools, jobs and transportation facilities.

The inflated price of urban land pushes development – particularly affordable development – away from prime sites to cheaper, more remote sites lacking these amenities. In many parts of the world, this process creates urban sprawl – low density, discontinuous development. High prices may also result in informal settlements where people squat on marginal land that lacks basic public services.

This flight, from prime urban sites to sprawl or informal settlements, is detrimental to the environment. It impairs agriculture and conservation. It also cripples city budgets because public goods and services must be spread across a much wider area than if development were more compact. It deprives residents and businesses of essential public services.

Fortunately, some communities have discovered a remedy.

Traditionally, a property tax is a single tax rate applied to the combined value of land and any buildings on the land. This approach fails to account for the fact that taxes have different impacts on the price of buildings and the price of land. The tax on buildings is a cost of production. This tax is imposed when a building is constructed or improved, and again each and every year thereafter that such improvements add value to that piece of land. This increase in the cost of producing and maintaining houses results in lower housing production and higher housing prices.

Land, on the other hand, is not produced and its supply is fixed. Taxing land value does not reduce the quantity of land, but it does reduce the benefits of land ownership, and therefore reduces the price that people will pay to own land.

In order to reduce the cost of housing and the land underneath, governments should look beyond the traditional property tax model. Some communities have enhanced housing affordability through the use of "**land value return and recycling**." This is accomplished by reducing the property tax rate on privately-created building values and increasing the tax rate on publicly-created land values. Without any additional spending or any loss in revenue, this tax shift allows communities to reduce the price of both houses and land. The lower tax rate on buildings makes them cheaper to build, improve and maintain. The higher tax rate on land reduces the profits from land speculation, which keeps land prices more affordable. Further, revenue from land value return can be recycled for public purposes, making public infrastructure more financially self-sustaining.

This approach could be called a "universal tax abatement" because it would reduce taxes for all buildings. In addition to keeping housing affordable, it also encourages more intense development of high-value land near urban infrastructure amenities, such as public transit, water and sewage. This results in more compact cities where walking, cycling and transit are more efficient and affordable. This tax model encourages more construction, improvement and maintenance of buildings, thereby

increasing employment. And, by reducing sprawl, this approach helps preserve rural areas for agriculture, conservation and recreation. More compact development also reduces the wasteful duplication of (and expense for) urban infrastructure, thereby reducing tax burdens.

Land value return and recycling is already in use in a variety of cities around the world, including in high-density, high-population cities like Hong Kong, and in smaller cities such as Harrisburg, Pennsylvania (pictured). The approach has been adopted by entire countries as well. In Denmark, for example, land value return helped preserve family farms. Japan and Taiwan used it to transition from rural economies into industrial powerhouses.

This policy reform, by itself, will not solve all our urban problems. But by lowering prices for land and housing, we can help create more prosperous and sustainable cities that are more harmonious with nearby rural areas.

Rick Rybeck is the Director and Founder of Just Economics, LLC, an organization dedicated to assisting communities in promoting job creation, affordable housing, transportation efficiency and sustainable economic development.

From: Nathan Adams
To: emily harshman
Cc: PC_Comments; Borough Assembly; Jill Lawhorne; Nate Watts; Denise Koch
Subject: Re: illegal rock quarry
Date: Thursday, May 1, 2025 9:10:35 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Correction: the house number is 9077.

On Wed, Apr 30, 2025, 3:25 PM Nathan Adams <nathanjadams@gmail.com> wrote:

> Hello,
> I would like to state today I have observed a truck carrying out partial loads delivering them to 9070 N Douglas Hwy. Bruce Griggs is making a fool out of CBJ. How many more neighborhoods and homes need to be declared hazard zones before there's action?
> Thank you,
> Nathan
>
> On Sun, Jan 26, 2025 at 9:28 AM emily harshman <eehars@yahoo.com> wrote:
>
>> Dear members of the Assembly, Planning Commission, Manager Koester, Director Lawhorne, Director Koch, and Nate Watts,
>>
>> I am writing once again to complain about the illegal commercial rock quarry being operated in the Blacktail estates above the Bonnie Brae neighborhood. This illegal quarry is known to contain high concentrations of naturally occurring asbestos. Naturally occurring asbestos, once disturbed, creates a significant health risk. There are no known safe levels of asbestos.
>>
>> Peter Peel and Bruce Griggs have been operating this illegal quarry and have trucked thousands of pounds of uncovered material off site. Friday (1/24/25) is another example.
>>
>> Additionally, the CBJ authorized Peel/Griggs+ to deposit known asbestos material into CBJ streets through right of way/utility permits and approach/driveway permits. The CBJ streets in the neighborhood now contain toxic asbestos. I have tested samples from CBJ streets, which show a significant level of asbestos. I have previously shared these results with CBJ staff, who did not seem to understand the gravity of the issue. I am happy to share the sample results with you.
>>
>> To give you some perspective, this type of asbestos is extremely friable and lofts easily because water does not hold it down. Thus, every time a car, a dump truck, a CBJ work truck, or a CBJ snowplow drives across the CBJ roads, asbestos is spread. This is not an issue that will disappear with time or by ignoring it. The only way to mitigate the harm is for the roads and area drains to be sealed. That likely means paving and curb/gutter.
>>
>> I am attaching a couple of photos of a dump truck loaded with rock from the illegal quarry driving through the neighborhood and leaving the neighborhood along the N. Douglas highway today (1/24/25). I do not know where the truck took the rock. You can clearly see that these are big rocks being removed and not dirt, top soil, or overburden which the property owner and developer do have a permit to remove. Peter Peel, Bruce Griggs, and the CBJ should not be allowed to continue to put the Bonnie Brae neighborhood and the taxpayers throughout Juneau at risk by continuing to spread materials containing toxic asbestos. Mr. Peel and Mr. Griggs have shown over and over again that they do not care about rules and do not think any rules apply to them. In many ways, CBJ is proving them right by refusing to take any action.

However, while the CBJ can choose to not take enforcement action against Mr. Peel and Mr. Griggs and choose not to mitigate the asbestos harm on the CBJ streets, the CBJ's inaction is likely going to turn Bonnie Brae into a superfund site to which the CBJ will be liable for. Think about what happens when the first property owner in Bonnie Brae tries to sell their house with a property disclosure that says CBJ streets are contaminated with asbestos. Would you want to buy? Maybe there are buyers who don't care about asbestos, but reasonable people likely want nothing to do with asbestos. If that occurs, then the homes along the contaminated CBJ streets have no value.

The CBJ can likely course correct, but time is limited. The Assembly can likely solve this issue if you act quick enough by taking enforcement action and capping the CBJ streets in Bonnie Brae.

For future development, the Assembly may want to consider the protections provided by 17 AAC 97.

CBJ is already facing a housing crisis, made worse by flooding along the Mendenhall river. CBJ cannot afford to lose the 100+ houses in the Bonnie Brae neighborhood due to the unmitigated risks of asbestos.

I would be happy to talk further about this.

Thank you,
Emily Palmer