

From: [Glenn Wuyts](#)
To: irene.gallon@juneau.gov; [PC Comments](#)
Subject: Concerns learning center St. Ann's
Date: Thursday, October 5, 2023 7:52:03 AM

Good morning.

My name is Glenn Wuyts. I live at 226 Saint Anns Ave, Douglas.
I have multiple concerns about the planned culture and learning center to be build at the end of St Ann's Ave.

Parking is already a huge problem on the street. I have several off street parking spots and needed to place private parking signs because there isn't any room for on street parking and people keep parking on my property, especially on a sunny summer day and even more so in the winter when the snow berms are piling up. Since the disc golf course was opened on the Treadwell trail there has been an increase in visitors to the area.

Another concern I have is that a learning center there will increase traffic on Saint Ann's Ave. The part of the street past Summers St doesn't have a decent sidewalk and it will increase the danger to pedestrians if there is an increase in traffic, especially if there will be insufficient parking for visitors.

9 parking spots will not be sufficient to accommodate staff and visitors and you'll be creating a huge problem in the area.

It's a residential area and I don't see why this location was chosen to build a learning center. If a learning center is needed on Douglas it would make more sense to build it down by Savikko Park, maybe convert the pavilion or another location that would be more suitable for this would be the Jumbo gym.

This seems like another not well thought through project and I hope you will take my concerns into consideration when making a decision.

Kind regards.

Glenn Wuyts

RE: USE2023 013, VAR2023 0002, PWP2023 0003

Thank you for the opportunity to offer my comments in opposition to this conditional use permit and parking variance. Unfortunately, I never received notice of this proposed project in the mail and was only made aware of it from my neighbors who did receive notification.

In reading the documentation, initially this building is described as a single-story building, but in future documents it is referred to as a two-story building, which is a bit confusing.

St. Anns is a narrow street with no pedestrian sidewalks at the south end of the road, which is the location of this project. On a good day, two cars are able to pass each other without one pulling off to the side. If someone happens to be walking down the street at the same time, the pedestrian has to stop and move even closer to the edge of the street. Quite often, drivers find it necessary to stop and wait for the other car to pass before they can continue. From the end of October until April or May (depending on the snow conditions), Summers Street is closed. The residents of the south end of 5th Street no longer have the option to use Summers Street to get to St. Anns, so our options are Treadwell Street or drive down to D Street. This adds even more residential traffic to this end of St. Anns.

The existing parking for Sandy Beach and the Treadwell Trail at the end of St. Anns is already crowded with people using the trails and other recreational opportunities. The potential for even more cars being parked there exacerbates the issue. While this proposal offers onsite parking, there will be those who find it easier to pull straight into a spot on the street.

Thank you for your consideration of my comments.

Lynne Smith

424 5th St.

Douglas, AK

Irene Gallion

From: Sherill Baxter <sherill@gci.net>
Sent: Thursday, October 19, 2023 8:55 PM
To: Irene Gallion
Subject: Fwd: Culture center St Ann's

Sent from my iPad

Begin forwarded message:

From: Sherill Baxter <sherill@gci.net>
Date: October 19, 2023 at 8:54:27 PM AKDT
To: pc_comments@juneau.gov
Subject: Culture center St Ann's

I am writing concerning the conditional use permit for the culture center on St Ann's . St Ann's is a narrow road and has no sidewalks and no parking. Most of the street is all driveways and no parking. The 6 parking spots at the end of St Ann's are always full. Rumor has it from Parks and Recreation they are moving the Mt Jumbo/Mt Bradley trail head down to St Ann's. I live next to the current trailhead on 5th St. On a nice day you will find over 15 vehicles parked in the area, making it difficult for the homeowners to park in front of their houses. If these vehicles move to St Ann's it will be a big parking issue.

I believe the area is zoned residential so why is this even being considered. Or as usual is the city making changes to their liking. I keep driving by the lot to see if there is any signs notifying the residents or the proposal but haven't seen anything.

Thanks for listening to my concerns. As a resident of 5th St for almost 43 years I feel the parking issues need to be addressed and not adding more to the problem.

Sherill Baxter
401 5th St
907-321-2070
Sent from my iPad

From: Mark <meh57@yahoo.com>
Sent: Friday, October 20, 2023 12:11 PM
To: PC_Comments
Subject: Case No.: USE23-13; VAR23-02; PWP23-03 Parcel No.: 2D040T480011

Dear Friends,

While the intended project would be an enriching facility for a different location, it is not a suitable addition to the residential neighborhood that is proposed.

St. Anns Avenue is not much more than a single lane road, and when traveling on St. Anns Avenue, you have to pull to the side of the road as needed to allow other vehicles to pass.

There are no sidewalks or room for sidewalks, so pedestrians share the road with the vehicle traffic. People use the road frequently. Adults, children, and their pets have to move to the side of the road to allow cars to pass, then they may resume their walk after the traffic has past. Needless to say, driving St. Anns Avenue must be done with caution and consideration to other vehicle and pedestrian traffic.

The snow and ice conditions of winter further exacerbates the problems of this already overburdened road. Snow plowing and removal is difficult given the small road and limited residential parking.

5th Street is worse, and should not be considered as alternative access to the proposed facility.

No commercial facility or even large multi-family apartment building should be considered for the location proposed. The area should be kept as a residential neighborhood.

Thank you for your kind consideration.

Sincerely,

Mark Hildebrand
208 5th Street
Douglas, AK 99824

Irene Gallion

From: Erica Simpson <ericam_simpson@yahoo.com>
Sent: Friday, October 20, 2023 10:07 PM
To: Irene Gallion
Subject: Conditional use permit and parking variance for St Ann's

Irene, thank you for taking comments on this request for a conditional use permit. As a resident who lives within the immediate vicinity of this proposed project, I have several comments:

1. This lot is zoned D-18 residential, thus the intended use is high density housing. In a community where we have a serious lack of housing, I'm baffled as to how this would be allowed to go forward. In no way is the property suited for a commercial structure or event space.

What is the purpose of zoning if it can be disregarded?

2. This is a residential neighborhood with extremely narrow streets. Access to this site is along St. Ann's Ave. which is essentially a one-way road for half of the year. There are basically zero setbacks. Adding traffic to this area poses serious safety concerns for residents, children, and pets. This is why Capital Transit buses were relocated in 2015 and why the Treadwell zipline was shut down in 2017. The neighborhood was concerned about adding more traffic to the neighborhood. The community lost 30 jobs when the neighborhood said no more vehicles on the road for the zipline. Didn't that set a precedent regarding commercial activity in the immediate area? Is one organization more important than another? Has there been a traffic study?
3. Treadwell Street provides access to the Linellen Heights subdivision right above the trailhead, providing access to 20+ homes. In the winter months when Treadwell St. becomes icy, many of us have experienced sliding right into the proposed location. Again, major safety concerns.
4. I've never seen a proposal for a parking variance to encroach so heavily into a city street and right of way. Ever. We already have a problem in this area with not enough parking for the public park. This will make it much worse for those

who are there to recreate. This turnaround/trailhead is used by hikers, disc golfers, dog walkers, hunters, mining history buffs, thespians, runners, beach goers, and soon people accessing the new (relocated) Mt. Jumbo trailhead.

5. Currently when that former bus turnaround (now trail parking area) becomes overly full, the vehicles creep up the hill and park illegally on both Treadwell St and 5th street - often in my own lawn, in no parking zones, or in people's driveways. This happens already on any given day in the summer. Why make an already frustrating problem worse? It is not uncommon for emergency responders to be summoned to the trailhead. It would be irresponsible to unnecessarily add to the area's congestion when a facility of this sort could be located elsewhere.
6. Who advised DIA that it would be "fine" for them to do this with D-18 property in a residential neighborhood? I hope it was not someone at CBJ who surely should know about the history and use of the area.
7. Why isn't there a notice at the proposed site alerting the neighborhood to this proposal? I spoke to some neighbors, and nobody saw the mailer that was sent out. More notice should be given.
8. In my opinion, the best use for this site would be for the City to purchase the property from DIA (or trade for a more suitable site for a cultural center) and turn it into more parking for the recreational uses that the area caters to. OR it should become housing as it was originally intended to be. This is truly the only thing that makes sense.

Erica Simpson, Associate Broker In Charge, REALTOR®, CRS®, MRP®

REAL Juneau Home Group

Brokered by: Real Broker, LLC

2 Marine Way, Suite 111

[Juneau, Alaska 99801](#)

Office: 907-465-7601

Cell: [925-878-9424](#)

Sent from my iPhone

From: Tara Kovach <tara_kovach@outlook.com>
Sent: Saturday, October 21, 2023 5:50 AM
To: PC_Comments
Subject: Comments on St. Ann's Proposal

Dear Ms. Gallion,

As the owner of 112 5th Street in Douglas (the property directly adjacent to the proposed 4,000 square foot culture and learning center on St. Ann's Avenue), I'd like to express my concern, particularly about the variance requested for nine parking spots. St. Ann's a very narrow street with quite a lot of foot traffic during every season. Treadwell Street, which intersects St. Ann's at this location, is very steep and slippery in the winter. People often slide down the street during inclement weather into the area being proposed for the variance. I believe the proposal would compromise the safety of residents and visitors to the facility. Thank you for your consideration on this matter.

Date: October 22, 2023

To: CBJ Planning Commission and Ms. Irene Gallion, Planner

Re: Conditional Use Permit and Parking and potential Parking Variance or Parking Waiver for DIA Culture and Learning Center

Thank you for the opportunity to comment on the proposal to allow a cultural center of up to 4,000 sq. ft. (plus outdoor space of up to 1,000 sq. ft.) to be built on property that sits at the junction of St. Ann's Ave. and Treadwell St. in Douglas.

In 1982 we built our family home in the Linellen Heights subdivision in Douglas and continue to reside at our Alaska Belle Ct. address today. The 20+ Linellen Heights residences are accessed via those two Douglas streets (St. Ann's and Treadwell). Additionally, many residents of 5th St. also use St. Ann's and Treadwell St. to access their homes.

For 41 years, in all kinds of weather, we have witnessed the traffic and parking patterns in this area, and the increased use of St. Ann's Ave. to access the Treadwell Mine Historic Park.

I do not believe this proposal to be a wise or appropriate use of this residential lot:

- The proposal is inconsistent with the area's D-18 residential zoning designation.
- A commercial facility of that size (along with its associated parking needs) would add traffic and congestion to an already constricted area.
- The additional vehicles this facility would attract could compromise the safety of those walking or riding bikes on St. Ann's, which does not have a sidewalk on either side of the street.
- The project would restrict access to a popular public park, and disrupt, if not displace, users of the historic trail and park who regularly walk and recreate in the area.
- Because this building lot would require extensive site preparation, construction of the facility would be a two-year nightmare for Park users and residents of the St. Ann's and Linellen Heights neighborhoods.
- In the "Project Information" section (p. 5 of 6), it is noted "... the existing site is a steep hillside that will require significant excavation and reattainment to create a stable building foundation," and, "due to the substantial site work that must occur prior to construction, the project is intended to advance in two phases." One can only imagine the number of large construction vehicles, pieces of heavy equipment and time it would take to remove "unstable site fill material" and replace it with "engineered fill" prior to construction. And then there's construction...

CURRENT PUBLIC USES IN IMMEDIATE AREA

The Treadwell Mine Historic Park is Juneau's only outdoor museum. It occupies the actual site of the (1882-1922) gold mine. Historic artifacts, rusted rail line, preserved structures, and extensive interpretive signage draw locals and visitors on a daily basis.

The historic park functions as a mixed-use public park whose recreational trails are primarily used by Douglas residents for daily walks. Usage has increased significantly over time as history buffs, dog walkers, runners, cross country skiers, and school cross country and track teams have been joined by patrons of Theater Alaska attending performances in the Treadwell Mine Office Building. The preserved mine office is also used by individuals and groups who rent the open-air shelter for special occasions.

Last year's addition of a disc golf course in the park has brought numerous families to the site literally year-round. These users already compete for parking spots in the limited (former) bus turn-around area at the end of St. Ann's directly adjacent to the proposed culture center. Because parking is so limited there, on busy days, cars often park in undesignated spots along St. Ann's or even on Treadwell St.

SITE HISTORY

Automobiles were never contemplated in the late 1800's when St. Ann's Ave. was laid out (essentially as a wagon road) to connect Treadwell and Douglas. The Sisters of St. Ann established a hospital on St. Ann's Ave. in 1895, alongside Our Lady of the Mines Catholic Church and St. Ann's Catholic School. It was at the end of St. Ann's, in the former City bus turn-around (now trail parking area) that the Treadwell Post Office opened in 1901 and closed in 1923. All of those structures were destroyed in the fire of 1926.

WINTERTIME

St. Ann's is a narrow, quirky street. It is lined on both sides by single family homes, the Cliff House condos, and some four-plexes (60+ residences). When snow piles up along the perimeters, it becomes a one-way street. Additional traffic would increase the likelihood of accidents in an area with small children, pets, and people walking to the Park.

While Juneau's public works department and the private contractors they hire do their best to keep both St. Ann's and Treadwell St. free of ice, it is not uncommon for Treadwell St. to become treacherous in the wintertime. Vehicles attempting to go up (or down) often slide sideways to the bottom of the steep street. Would they slam into this new structure or into cars parked in front of it?

There is no STOP sign at the base of Treadwell St., nor could one ever be placed at the bottom of such a steep street. Drivers approaching the trail parking area on St. Ann's must be careful to look right and yield to vehicles coming down the hill lest they find themselves in the direct path of a car coming down Treadwell St. Adding more cars and construction vehicles to the area would increase the likelihood of accidents.

The serious challenges presented by both St. Ann's Ave. and Treadwell St. should influence land use in the immediate area. The potential to exacerbate existing challenges is very real.

In conclusion, I do not believe that a large commercial structure that can only be accessed via St. Ann's Ave. is appropriate for the area. To meet its needs and fulfill its mission would require more offsite parking than is available. This culture center should not be squeezed in between two residential neighborhoods (St. Ann's and Linellen Heights) and adjacent to a public park.

Sincerely,

Paulette Simpson
402 Alaska Belle Ct.
Douglas, AK 99824

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

October 21, 2023

Community Development
Planning Commission
155 S. Seward Street
Juneau, AK. 99801

RE: Case No: USE23-13; VAR23-02; PWP23-03
PARCEL No.: 2DO4OT480011

Commission Members:

Thank you for the opportunity to express my disagreement with the proposals/requests by the Douglas Indian Association (DIA) as they relate to the parcel listed above. Please allow me to explain further.

This proposal by the DIA would violate the guarantees granted to neighborhood residents under CBJ Ordinance #49.25.210, which states, Residential Districts are established to provide a healthy, safe, and pleasant environment for residential living protected from incompatible and disruptive activities.

CBJ Ordinance #49.25.300 "Land Use Table" clearly defines both allowable and prohibited activities. It is obvious that the applicant, through Northwind Architects, has carefully crafted an application that attempts to thread the needle between allowable and prohibited use.

1) I strongly feel that using Section 5.110 and 5.130 is an improper classification and is being used to push this project through. The summary provided by Northwind Architects on behalf of the DIA refers to this property as "commercial". This summary is very vague about the true nature of intended activities and provides no information about hours of operation, total allowable occupancy or the projected number of students and staff. However, this summary does briefly discuss a few highly focused learning opportunities, the majority of which are cultural in nature with some hands-on type of teaching involved. There is no indication of a structured, fully accredited school curriculum. This facility would be more properly classified under Section 5.120 a "Trade, vocational, or commercial school." This is **NOT** allowable use of a property with D-18 zoning and therefore no conditional use permit should be approved.

2) I have lived on St. Anns for over 50 years. I have seen many different projects on the street in that time and helped my father build three (3) different residential

projects ourselves through the years. I currently own five (5) individual residential units on the street with four (4) of them being rentals. The quiet and peaceful nature of this neighborhood is one of the biggest benefits of living a little off the beaten path. This is simply not the place for a commercial establishment.

- 3) There have been at least two (2) other commercial properties that recently sold on the waterfront in Douglas, both were located much closer the site of the old tribal community. The DIA could have purchased either of them instead of buying property that is unsuitable for their purpose, requires conditional use permits, parking waivers, and special allowances. Poor planning on the part of the DIA is not a reason to grant them any special privileges that will contribute to the deterioration of a quiet, peaceful Douglas neighborhood.*

TRAFFIC AND PARKING

- 1) The parking exhibits provided by Northwind Architects clearly demonstrates how this project is not suitable for this property. They cite cost and challenges as an excuse for granting a parking waiver from established guidelines instead of reducing the footprint of the building. Removal of the six hundred (600) square foot "outdoor covered workspace" and redesign of the structure that would allow for the required parking. This really seems like poor design and planning on the part of the applicant. Why should the public suffer just so the DIA can have their Taj Mahal?*
- 2) The nine (9) back-out parking spaces eliminates the 13-foot drive aisle and puts these spaces right out against the right of way. This will have a negative impact on pedestrian traffic, emergency vehicle access, snow removal and will also serve to further narrow access to the cul-de-sac. The offer of two (2) spaces for public use is an interesting teaser, but it should be noted that this comes with "the DIA would consider" attached to it, this is not a guarantee. It is perfectly plausible that even if posted as for Public Use that DIA staff would utilize these spots first in an effort to preserve as many other spaces as possible.*
- 3) It is important that the commission consider the fact that Capital Transit used to run up St. Anns every half-hour. The current parking lot and turnaround was created for this purpose. This service was discontinued in part because of the parking congestion at the end of St. Anns blocking the busses from turning around and delays caused by negotiating the narrow nature of St. Anns in general making it difficult to keep on schedule.*
- 4) In more recent times the folks that ran the Treadwell Zip-Line attempted to get a permit that would allow them to park at the end of St. Anns Ave., this request was denied and led to the closure of that business.*

- 5) *There are only five (5) legal parking spaces provided at the end of St. Anns Ave. All of them have a two (2) hour parking limitation. Given that there is no parking enforcement unless specifically requested, people will park wherever they choose, for however long they wish. It is not unusual for owners of cabins down the beach to park in this area for days. A few weeks ago I requested an officer to the area for six (6) illegally parked vehicles blocking the use of the turnaround. He issued five (5) citations, and this was just a normal weekend. Nothing unusual.*
- 6) *The DIA complex, if allowed, will be permitted for a maximum occupancy of seventy-five (75) persons, this number was provided by the CBJ Permitting office on 10/20/23. If there was a capacity gathering, say for a wedding or birthday celebration, and if every vehicle came with four (4) occupants, this equates to 18.75 vehicles. Over three (3) times the number of spaces provided under one waiver request, and over twice the number of parking spaces provided under the second waiver request. There is no legally allowed street parking, so just where is this overflow going to go? I know that there are clever tables for calculating required parking, but those tables do not address real life situations that arise. Northwind Architects and the DIA make no suggestions to address this situation which clearly demonstrates that their only concern is to obtain the necessary permits and waivers, without regard for the negative impacts on the neighborhood. It should also be noted that every parking solution offered by Northwind Architects requires a parking waiver. This should speak to how inappropriate this project is for this location. This example does not even account for the current user groups and their vehicles. I have observed as many as 6 illegally parked vehicles along the very stretch of road that the DIA might possibly offer two (2) places. There have also been discussions concerning relocating the trailhead to Mt. Jumbo to this area. This is an immensely popular hiking trail that can attract a dozen or more vehicles at times. The commission needs to realize that there is the very real possibility that there could easily be 20 or more vehicles attempting to utilize an area with just five (5) time limited parking spots. It is unfortunate that this property was not acquired by the City for parking, this would have alleviated a lot of current and future problems. I believe some kind of land swap should be considered for the mutual benefit of all parties.*
- 7) *St. Anns Ave. is a relatively narrow residential street without sidewalks along most of its length, it was widened as much as possible during the last reconstruction project. It serves not only St. Anns residences but also the subdivision above 5th and 6th Street and much of the traffic from the south end of 5th Street. The traffic load increases in the winter months with the closure of Summers Street and the lack of proper snow removal on 5th Street. It is customary practice for one (1) vehicle to have to pull over to allow another to pass, folks park in the roadway, there is pedestrian traffic, children on bicycles, this is a typical residential neighborhood. The traffic flow already borders on being on the dangerous side for the residents on the street, adding a commercial facility to the mix is going to aggravate this situation.*

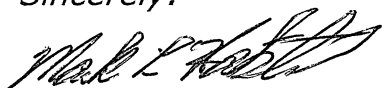
8) *The Treadwell area has seen a significant increase in use over the last couple of years, which has brought the corresponding increase in traffic on St. Anns Ave. Increased awareness and activities by the Treadwell Historical Society, establishment of a disc golf course, dog walkers, hikers, cabin owners, and tourists all contribute their share. The condition of the roadway itself is beginning to show the signs of this increase. Several repairs have been necessary in the last couple of years, from complete reconstruction and repaving in some sections, to constantly filling of reoccurring potholes. The plans submitted by the applicant indicate that a lot of material is going to be removed and replaced during construction, this kind of heavy traffic will cause damage to the already stressed pavement on St. Anns. Once completed the increase in traffic from a commercial establishment will undoubtedly cause even more problems, more cost, and diminish the quality of life at this end of Douglas.*

9) *As a resident and property owner on St. Anns Ave. I have grave concerns that this DIA facility, if approved, will become a tourist attraction. The design that is proposed, with the Totem pole and outdoor pavilion, coupled with the 75-person allowable occupancy could certainly support this kind of use. It doesn't matter if this was an intended use by the DIA or not, the permitted guide companies that frequent Treadwell will certainly include this in their itinerary, and I have no doubt that the DIA would welcome the attention. It would be difficult if not impossible for the area residents to prevent this from happening, particularly after a facility is established. There are no safeguards against this kind of use built into this application, and I doubt if it is possible to put the necessary limitations into a conditional use permit.*

There are three (3) photos attached that show the existing parking at the Treadwell gate. You will notice that two of the vehicles are illegally parked along what would be part of the DIA proposed parking. This is clearly marked as a No Parking area but without enforcement, the signs are ignored. On a nice day or when activities are taking place within Treadwell this entire stretch of the roadside will be filled. The silver car (Lic. #GTU 361) in the first parking space has been there for over a week, this in an area with a two-hour limit.

Thank You for the opportunity to express my viewpoint and concerns regarding this proposed development. I hope that the Commission will follow the basic and essential guidelines of the Land Use Code and allow this neighborhood to remain a "Healthy, safe, and pleasant environment for residential living. Protected from incompatible and disruptive activities."

Sincerely:



Mark L. Halsted



10.22.2023 12:45



10.22.2023 12:46



10.22.2023 12:46

Irene Gallion

From: Ginger Johnson <gingersnap@gci.net>
Sent: Monday, October 23, 2023 10:34 PM
To: Irene Gallion
Subject: USE23-13;VAR23-02;PWP23-03

I do not support the proposed culture center for several reasons.

The increased traffic would have a serious negative impact. I have lived in the neighborhood since 1983 and use Treadwell St. and St Ann's Ave. almost daily. The end of St Ann's is already congested because of the popularity of the Treadwell Trail. Currently, overflow users "create" parking spaces in the area formerly used as the bus turnaround or park illegally on Treadwell or St Ann's.

Also, increased traffic would make the intersection of Treadwell and St Ann's even more dangerous. Many drivers ignore the stop sign at the end of St. Ann's and pull out in front of vehicles coming down Treadwell. Winter conditions make it even more dangerous. Additional vehicle traffic would increase this risk.

The neighborhood streets experience high foot traffic daily - people walking their pets, runners, walkers and children riding bikes and playing games. More traffic would negatively impact these activities.

Finally, the area has a D-18 residential zoning designation for a good reason. It is a residential neighborhood. It should remain so. The zoning should not be "tweaked" to accommodate this project.

Ginger Johnson

October 22, 2023, concerns regarding the proposed Douglas Indian Association (DIA) and Tribal Government Cultural Center.

The available information on this project is very vague. It appears to be a commercial endeavor masquerading as a wannabe residential project and consequently in need of numerous variances and waivers.

This proposed center is in a small congested residential area of Douglas. The road to this building would be at the south end of St. Ann's, a very narrow residential street with no off-street parking or sidewalks. During the summer, this end of St. Ann is a narrow two-way street with no pedestrian's space. Guests often park at the Sandy Beach public parking lot and use the stairs, which accesses the south end of St. Ann's. In the winter, depending on snowfall, St. Ann's is a one way only access with oncoming vehicle and pedestrian traffic using any available driveway.

This proposed center is adjacent to a small parking lot at the end of St. Ann's consisting of 5 parking spaces for public access to the Treadwell Trail system. Typically, numerous vehicles illegally park in front of this lot, at the bottom of Treadwell Street, and along the perimeter of the parking area. Other hikers park along 5th street where they compete with residents for parking. All of the traffic and parking congestion is due to narrow streets, no sidewalks, and the shortage of existing parking. City bus service is no longer available in the area due to congestion, businesses have been denied and closed because of these very issues. DIA is not answering ANY of these congestion issues rather, they are adding to the area challenges, not a good way to enter a community.

There is a lot of controversy over how many people will be accessing the building on a daily or occasional basis, again the usage of this center is very vague. CBJ has confirmed that the center is authorized for a capacity of 75, which mean 19 parking places plus a handicap, this is way beyond any of their requested variances and waivers, and way beyond anything the area could support.

Emergency vehicle access would be a challenge at best, a scary thought!

The size and scope of this center would be better suited for a location next to the ball fields, or below the Montessori school, or even next to the hockey rink where they would have access to an easier traffic pattern and more parking.

A handwritten signature in black ink, appearing to read "Ron Kibbs". The signature is fluid and cursive, with the first name "Ron" written in a larger, more prominent script than the last name "Kibbs".

City and Borough of Juneau
Planning Commission
155 S. Seward St.
Juneau, AK. 99801

Conditional Use Permit
Case #USE 23-13

I have been a resident of St. Anns Ave. for over five years and before that I lived on the south end of 5th Street for a number of years. I live in this neighborhood for the peace and quiet.

I am concerned about the plans the Douglas Indian Association has for a cultural center at the end of St. Anns Ave. I DO NOT believe that this building would be a good fit in this neighborhood. There are already traffic problems on this street and parking is always an issue. The parking at the Treadwell gate is a real mess, with cars parked illegally daily. Vehicles on this narrow street drive too fast. Adding vehicles will only make the situation worse.

I work nights and I am concerned about the increased traffic noise, especially during construction.

Please protect our quiet neighborhood. Please don't allow this project to move forward. It is a bad idea.

Thank You for Your Consideration.



Gloria Lethgo
Resident of St. Anns Ave
Douglas, AK. 99824

These comments are dated 10/22/2023 and are to be added to the public input regarding the proposed Douglas Indian Association (DIA) and Tribal Government Cultural and Learning Center.

The proposed usage and capacity of this building appears to be intentionally vague, completely out of touch with the existing neighborhood environment and challenges, and a total disrespect for the current land use codes – thus the reason for the numerous requested variances and waivers.

THIS IS A COMMERCIAL ENDEAVOR trying to down play its scope of operations to get numerous waivers and variances to build out their facility in a small congested residential area of Douglas. The access to this facility is at the south end of St. Ann's, a very narrow residential street with no shoulder parking or sidewalks. During summer months this section of St. Ann's is a narrow two-way street with no room for the pedestrians. This becomes problematic with neighborhood get-togethers as there is no room to park, guests often park at the Sandy Beach public parking lot and hike up the stairs, which accesses the south end of St. Ann's. In the winter months this street, depending on snowfall, is generally a one way only access with oncoming traffic pulling into any available driveway, along with all the pedestrian traffic.

This proposed facility abuts a small parking lot at the end of St. Ann's consisting of 5 parking spaces for public access to the Treadwell Trail system with a two-hour time limit. On any given day there are numerous vehicles illegally parked in front of this proposed facility, at the base of Treadwell Street, and along the perimeter of this parking area. Overflow parking for the hiking trails continues up along 5th street where residents are constantly competing for parking with hikers. All of this congestion (and illegal parking) is due the lack of existing parking for current local use. Previous tax paying businesses have been denied and closed, and city bus service is no longer available in this area because of these very issues. DIA is not answering ANY of these congestion issues rather, they are exacerbating these very problems. DIA's blatant vagueness of the scope and usage of this property is extremely disrespectful to the community and to the intelligence of the populous in general.

Floor plans have designated space for 1 receptionist, 5 office staff, and undisclosed number of support staff. Even if we are to believe that only 6 staff are on sight, no visiting support staff ie., building maintenance, janitors, tech support, etc., and 1 participant per office staff, that would put the build occupancy at 11. There would still be only half the required parking available and DIA has yet to acknowledge the true scope of their programs and projected participation numbers. Furthermore,

CBJ has confirmed they have authorized a maximum capacity of 75; translation – 19 parking spots needed, plus 1 handicap space. Numerous social media posts representing DIA and/or their architect firm, continue to down play the sheer volume of pedestrian and vehicle traffic on St. Ann's, numbers of vehicle parking spaces, noise, activities, hours of operation, etc, and Sean Boily is now claiming it is not a "Cultural Center", as his published building prints state, but rather a "School".

Emergency vehicle access is a challenge any time of year due to the narrow streets, lack of off-street parking, and both pedestrians and vehicles using the same pavement area.

The sheer size and scope of this facility is not a good fit for this Douglas neighborhood location. CBJ, as an oversight body of this area's land use codes, should be upholding these very codes and should not even be entertaining such egregious variances and waivers on such vague and ever change usages (Cultural Center vs School).

This 5,000 (4,000 inside and 1,000 outside) square foot facility needs to be put in a location that would accommodate DIA's endeavors with ample parking and traffic flow. CBJ currently owns and has surplus funds for a property swap or purchase to facilitate and amicable solution ie., below the Montessori school, next to the Hockey rink, across from the Douglas boat harbor, etc. There are many other options, USE THEM!

A handwritten signature in black ink, appearing to be 'J. Boily' or similar, with a stylized, cursive script.

From: paulprussing@acsalaska.net
Sent: Wednesday, October 25, 2023 8:37 AM
To: PC_Comments
Subject: USE2023 013, VAR2023 0002, PWP2023 0003: Douglas Indian Association Culture and Learning Center

Wrong location for a good idea. St. Anne Street is a narrow residential neighborhood with limited sidewalk and parking capacities. This project would have a significant negative impact on the quality of the neighborhood by the increased traffic and possible use by large tourist buses. Parking is already an issue with emergency vehicles- unable to access the turn around at the end of St. Anne's at times- this project would only make the worse. do not approve, keep it residential. Mayflower island would be a better location.

Paul R. Prussing
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