

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
6:00pm
Meeting Date: 10/22/2024

- 1. AME2024 0002:**
 - a. Public comment: Gary Gillette, received 10/15/24
- 2. AME2024 0009:**
 - a. Public comment: Gary Gillette, received 10/15/24
- 3. AME2024 0008**
 - a. Public comment: Bruce Baker, received 10/13/24
 - b. Public comment: Karen & Pete Crandall, received 10/15/24
 - c. Public comment: Gary Gillette, received 10/15/24
 - d. Public comment: Marquam George, received 10/15/24
 - e. Public comment: Cinda Stanek, received 10/16/24
 - f. Public comment: Joe Lilly, received 10/16/24
 - g. Public comment: Kathy Coghill, received 10/17/24
 - h. Public comment: Barb Mecum, received 10/17/24
 - i. Public Comment: Gregory Cook, received 10/17/24
- 4. AME2024 0004:**
 - a. Public comment: Gary Gillette, received 10/15/24
 - b. Public comment: Mark & Elinor Fitzjarrald, received 10/16/24
 - c. Public comment: Joe Lilly, received 10/16/24
- 5. AME2024 0005:**
 - a. Public comment: Heather & Joel Carpenter, received 9/23/24
 - b. Public comment: Jeremy Woodrow, received 10/3/24
 - c. Public comment: Alan Degener, received 10/17/24
 - d. Public comment: Marciano Duran, received 10/17/24
- 6. AME2024 0006:**
 - a. Public comment: Fran & Mike, received 10/10/24
 - b. Public comment: Brandon Hauser, received 10/16/24
- 7. Comments on Non-Agenda Items:**
 - a. Public comment: Wayne Carnes received 10/17/24

City and Borough of Juneau
Planning Commission
155 South Heritage Way
Juneau, Alaska 99801

Date: October 15, 2024

To: CBJ Planning Commission

Subject: AME2024 0002: Proposed Re-Zone on Douglas Island

The proposal is to rezone 39 acres of Residential D3 to Residential D-18 at South Grant Creek on North Douglas Highway. I understand the assembly's interest in creating housing opportunities. However, this parcel has a safety issue that should be addressed before rezoning. These issues are:

Safety

The proposed rezone would allow up to 702 residential units. Based on the most recently published data there are on average 2.65 persons per unit. Thus, this parcel could support up to 1,860 residents. Based on anecdotal information there are roughly 2.5 vehicles per residential unit equating to 1,755 additional vehicles on North Douglas Highway which is already at the Alaska Department of Transportation's service level F, meaning it is at or beyond capacity. The potential for serious and harmful accidents would greatly be increased with the proposed rezone, especially in conjunction with the other rezone proposals along North Douglas Highway. The cumulative impacts of approval of all four rezones could add 6,602 residents and 6,328 vehicles to the North Douglas Highway. In addition, there are several currently undeveloped D-18 zoned properties along North Douglas Highway. Until such time that a second crossing is built, this rezone is premature.

Once a property is rezoned it is the public's expectation that it would be developed to its full zoning potential. There is a safety issue as identified above that should be carefully considered prior to any action to rezone this parcel.

I strongly recommend that this rezone be continued until such time that the safety issue is fully studied and determined adequate for potential development allowed by D18 zoning.

Thank you for your thoughtful consideration.,

Gary Gillette
North Douglas Resident

City and Borough of Juneau
Planning Commission
155 South Heritage Way
Juneau, Alaska 99801

Date: October 15, 2024

To: CBJ Planning Commission

Subject: AME2024 0009: Proposed Re-Zone on Douglas Island

The proposal is to rezone 87 acres of Residential D3 to Residential D-15 at North Grant Creek on North Douglas Highway. I understand the assembly's interest in creating housing opportunities. However, this parcel has a safety issue that should be addressed before rezoning.

Safety

The proposed rezone would allow up to 1,305 residential units. Based on the most recently published data there are on average 2.65 persons per unit. Thus, this parcel could support up to 3,458 residents. Based on anecdotal information there are roughly 2.5 vehicles per residential unit equating to 3,263 additional vehicles on North Douglas Highway which is already at the Alaska Department of Transportation's service level F, meaning it is at or beyond capacity. The potential for serious and harmful accidents would greatly be increased with the proposed rezone, especially in conjunction with the other rezone proposals along North Douglas Highway. The cumulative impacts of approval of all four rezones could add 6,602 residents and 6,328 vehicles to the North Douglas Highway. In addition, there are several currently undeveloped D-18 zoned properties along North Douglas Highway. Until such time that a second crossing is built, this rezone is premature.

Once a property is rezoned it is the public's expectation that it would be developed to its full zoning potential. The safety issue as identified above should be carefully considered prior to any action to rezone this parcel.

I strongly recommend that this rezone be continued until such time that the issue safety is fully studied and determined adequate for potential development allowed by D15 zoning.

Thank you for your thoughtful consideration.

Gary Gillette
North Douglas Resident

Bruce Baker
10738 Horizon Drive
Juneau, AK 99801

October 12, 2025

CBJ Planning Commission & Ms. Irene Gallion (CBJ Planner)
c/o Planning Department
City & Borough of Juneau
155 Heritage Way
Juneau, AK 99801

Subject: Fish Ck. Area: "rezone 77 acres of RR to D3. Case AME 2024-0008"

Dear Planning Commission Members & Ms. Irene Gallion

As a resident of Bayview Subdivision, I oppose your initiating a rezoning process for the above referenced CBJ property next to Fish Creek and the North Douglas Highway. The reason is that essential prerequisite research and analysis have simply not been conducted, reported, and made available to either Borough decision makers or members of the public.

It is premature to initiate a rezoning process for the subject property without first completing the following two plans:

A Comprehensive Land Management Plan for CBJ property on North Douglas Island.

and

A Comprehensive Transportation Plan for North Douglas Island.

In the absence of these two plans, the public, the CBJ Planning Commission, and the Borough Assembly are being asked to make ill-informed and piece-meal decisions regarding the future of these 77 acres and the broader North Douglas Island area of which they are a part.

You and we are being asked, in essence, to buy a pig in a poke.

Sincerely,

Isi Bruce Baker

October 14, 2024

Comments on: Proposed Rezoning of Approximately 77 acres of RR to D3 in vicinity of Fish Creek on North Douglas Highway

Case No: AME2024 0008
Parcel No: 6D1201110011

We have lived across the road from this proposed rezone request parcel for 41 years. It is a beautiful, quiet semi-rural area enjoyed by those of us who live here and by the many individuals and now tour groups who walk, run, ride bikes, or take scenic drives along this section of road and enjoy Fish Creek Park. We would hope that any planned development of this parcel would be designed to protect these qualities.

As property owners downhill from this potential large residential area (up to 279 residences) we are concerned how sewage from each of these residences will be treated. Without connection to the city's sewer system the outflow will seep downhill into small creeks/drainage areas, cross the highway through culverts and onto the property of private residences and Fish Creek Park across the highway. Eventually the outflow will reach the wetlands and the very productive personal use crab area in Fritz Cove. The use of community sewage treatment facilities and individual treatment plants failed to work in Bay View and Bonnie Brae subdivisions. At great expense, these situations were rectified by connecting these two subdivisions to the city's sewer systems. **We should not allow rezoning of large parcels or development of any subdivision without a plan to eliminate potential sewage problems.**

Dependent on how access to this property is designed it will only add to the number of driveways entering North Douglas Highway. It was stated during the Neighborhood Meeting that there are already nearly 500 driveways. Any development on North Douglas will only increase the congestion on the already heavily traveled residential highway that is also widely used by bikers, walkers, runners and children. It is often a worrisome place to drive, walk or bike. Increased traffic from an additional large subdivision will only exacerbate this problem. During any discussion of new development and/or changed use of North Douglas, including this rezoning request, the need for a bench road to relieve pressure on this residential highway is always discussed. A very preliminary Douglas Bench Road Corridor is drawn on all maps of the area included in the CBJ Comprehensive Plan. This particular rezone request parcel is located on Map I and a road corridor is drawn adjacent to this property. As far as we know other than agreeing on the need for a bench road nothing else has been done. **Any further development along on North Douglas should not be permitted until a more detailed analysis of transportation issues is conducted and a transportation plan is made which will alleviate current congestion that will only to be made worse by any new development.**

Our biggest problem with this rezone request is that there is no long-term area plan for North Douglas. Could the use of this parcel for residences restrict its use for something deemed more important in a long-term area plan? Maybe it would block connecting a transportation corridor from a much-discussed Douglas Bench Road to an even bigger project, the long-range development of the West Douglas New Growth Area. Maybe the best use of this parcel would be to expand the popular and productive Fish Creek Park. The Parks and Recreation Department manages approximately 200 feet on either side of the creek. This is probably not enough to protect the creek, the fish and the other wildlife that use the creek and its corridor. Without a plan we do not know what the best use of this valuable piece of property is. The piecemeal approach to planning for this area could restrict what, we as a community, may need and want in the future.

For many years whenever there is any discussion of new development of North or West Douglas the need for a comprehensive North Douglas Area Plan is emphasized. We have spent millions of dollars studying a second channel crossing, we used millions of dollars to construct several miles of the West Douglas Pioneer Road that is closed to vehicular traffic and now makes a nice but expensive trail. We should have spent our money and energy formulating a plan for the future of this area. It seems everyone agrees that a plan is needed but even now a plan is not being worked on. **We feel that a North Douglas Area Plan, including a transportation plan, needs to be completed prior to moving forward with a second channel crossing, development of West Douglas New Growth Area, new subdivisions, changes to the use of Eaglecrest area, changes to the North Douglas Boat Launch and simple zoning changes. Without a plan, how do we know what is the long-term best use of this property or other city property in North Douglas.**

Thank you for consideration of my concerns and comments.

Karen Crandall and Pete Crandall
11466 N Douglas Hwy
Juneau, AK 99801

Crandall9@gci.net

City and Borough of Juneau
Planning Commission
155 South Heritage Way
Juneau, Alaska 99801

Date: October 15, 2024

To: CBJ Planning Commission

Subject: AME2024 0008: Proposed Re-Zone on Douglas Island

The proposal is to rezone 77 acres of Rural Reserve to Residential D3 in the vicinity of Fish Creek on North Douglas Highway. I understand the assembly's interest in creating housing opportunities. However, this parcel has several issues that should be investigated and addressed before rezoning. These issues are:

Environmental

The parcel abuts Fish Creek, an anadromous fish stream that supports a highly used recreational fishery at Fish Creek Park. The development of this parcel will create a substantial area of impervious surfaces such as roofs, sidewalks, streets, and parking. The increased runoff could have a serious impact on the existing habitat of the Fish Creek delta. Until there is a study and plan to adequately address the runoff from this potential development, a rezone would be premature.

Health

Currently there is no sewer connection to this parcel. It is anticipated that development on this parcel would require on-site individual sewage treatment plants and drain fields. No testing has been completed to determine percolation rates that might be necessary for individual treatment plants. Past development at Bayview and Bonnie Brae subdivisions has shown that individual treatment plants do not operate successfully in these highly saturated lands. Until feasible methods to handle sewage are identified, the rezoning of this property is premature.

Safety

The proposed rezone would allow up to 280 residential units. Based on the most recently published data there are on average 2.65 persons per unit. Thus, this parcel could support up to 742 residents. Based on anecdotal information there are roughly 2.5 vehicles per residential unit equating to 700 additional vehicles on North Douglas Highway which is already at the Alaska Department of Transportation's service level F, meaning it is at or beyond capacity. The potential for serious and harmful accidents would greatly be increased with the proposed rezone, especially in conjunction with the other rezone proposals along North Douglas Highway. The cumulative impacts of approval of all four rezones could add 6,602 residents and 6,328 vehicles to the North Douglas Highway. In addition, there are several currently undeveloped D-18 zoned

properties along North Douglas Highway. Until such time that a second crossing is built, this rezone is premature.

Once a property is rezoned it is the public's expectation that it would be developed to its full zoning potential. There are several issues as identified above that should be carefully considered prior to any action to rezone this parcel.

I strongly recommend that this rezone be continued until such time that the issues regarding environmental, health, and safety are fully studied and determined adequate for potential development allowed by D3 zoning.

Thank you for your thoughtful consideration.

Gary Gillette
North Douglas Resident

Ilsa Lund

From: Marquam George <marquamgeorge@gmail.com>
Sent: Tuesday, October 15, 2024 6:43 AM
To: PC_Comments
Subject: Rezone #2024 0008

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

Dear Planning Commissioner's,

I have been a property owner and N. Douglas resident since 1979.

I'm truly finding this rezoning proposal completely out of touch with the N. Douglas community. Why and where did this proposal come from?

Fish Creek is a critical habitat that deserves to be protected. I can see no way 200+ homes could be compatible on the uphill side without discharging all sorts of household waste into Fish Creek.

With 200+ homes how many more vehicles are going to be on the highway? Even the idea of this proposal argues for a second crossing going towards Industrial Blvd., or Mendenhall Peninsula.

This rezoning proposal is like the Pebble Mine. Wrong place.

Respectfully,
Marquam George

October 16, 2024

Dear CBJ Planning Commission and Assembly members,

This letter is in reference to the CDD short term project AME2024 0008: North Douglas Highway, Rezone RR to D3 - approximately 92 acres in the vicinity of Fish Creek and CBJ's Fish Creek Park. Thank you for the opportunity to share my thoughts.

I fully recognize that Juneau urgently needs additional housing, and that some lands may need to be rezoned for higher density. But for this pressing community need, the proposed land near Fish Creek is not the place.

First and foremost, the Alaska Department of Transportation recently stated that the North Douglas Highway is already at, or beyond, traffic capacity. This means that even at current traffic levels, the North Douglas Highway is becoming, or already is, unsafe - for vehicles, bikes, pedestrians, children waiting for school buses, etc. North Douglas Highway, a residential road, cannot absorb more traffic without becoming perilously unsafe for those who live along it and for who use it.

Already in the near future, North Douglas is looking at significantly increased traffic due to the expansion of tourism at Eaglecrest (including the gondola), the expansion of other tourism offerings, and the proposed expansion of the North Douglas boat ramp. Unfortunately, all of these projects have developed without any mitigation plans for increased traffic levels on North Douglas Highway, making the road even more dangerous with each passing year.

A new large subdivision at Fish Creek would put hundreds of additional resident vehicles on the already-overburdened and increasingly unsafe road each day - potentially 500-600 extra vehicles on the road daily, each with multiple trips. This is unacceptable.

My assumption is that the leaders of CBJ put safety first - be it trying to insure the safety and protection of residents during Mendenhall River flooding, or during threats of downtown landslides and avalanches, or for users of Eaglecrest and the harbors - I believe CBJ's top priority is, and should be, our safety. We cannot, and should not, make decisions that unduly heighten unsafe conditions and that take precedence over our safety. Adding more traffic to the North Douglas Highway goes against CBJ's responsibility of keeping us safe.

Before any other projects or plans take another step, North Douglas needs two things: An **Area Plan** (North Douglas does not have one); and a **Traffic Hazard Mitigation Plan** (beyond a traffic study). To propose any new projects or plans before those two things are completed is putting the cart before the horse. It is the responsibility of CBJ leaders to make sure "first things first" are taken care of. Yes, the need for housing is important and pressing, but the assurance of safety on North Douglas Highway is foremost.

Second, there is no city sewer at, or reasonably near, the proposed rezoned land. The nearest connection to sewer is over half a mile away (in Bayview). It would be prohibitively expensive to run sewer from potentially 250 homes, over half a mile, to the connection at Bayview - prohibitively expensive for both the developer(s) and the city.

Respectfully,
Cinda Stanek
Juneau, Alaska

From: [Joe Lilly](#)
To: [CDD Admin](#)
Subject: North Douglas property development
Date: Wednesday, October 16, 2024 12:46:17 PM

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

I respect and appreciate the hard work you all do. I am writing to express concern about the proposal by CBJ to rezone large parcels out North Douglas Hwy from RR to D3. I understand that there is a major housing shortage in Juneau and I am not against development/expansion but this seems to be putting the cart before the horse. I have asked CBJ multiple times over the past 15 years when North Douglas residents might be able to connect to a sewer system and have always gotten the same answer; a little chuckle and something along the lines of "it will be a very long time until that happens."

By opening up these lots to higher density zoning, does that mean North Douglas will finally see a proper sewer system? It seems with all the concern for the wetlands, a modern sewer system would be more environmentally friendly and efficient than hundreds of individual septic systems and leach fields. Or, would new sewer systems only be installed for the new D3 developments, leaving the long time residents of North Douglas with nothing... except more traffic?

Thanks for your time.
Joe Lilly
N. Douglas

From: [katharine.coghill](#)
To: [PC Comments](#)
Subject: Rural Reserve Fish Ck
Date: Thursday, October 17, 2024 10:12:42 AM

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

I'm writing to express my deep concern regarding the need to retain fish Creek area in its current zoning category of rural reserve.

I understand the need for additional housing in Juneau, as the seasonal tour employee influx has created a disastrous housing situation for locals. This is a serious need and must be addressed, however, it is not appropriate to take land out of rural reserve at this time.

Fish Creek has unique value with a local population of toads and is critical for supporting water fowl and a full spectrum of wildlife in this area.

Additional housing is currently underway, creating many new units in downtown Douglas, as well as out near the Juneau animal rescue facility. Before we start changing zoning in critical habitat areas, we need to give that new housing a chance to absorb some of the currently unmet need.

The character and quality of life in Juneau is under threat from increased pressures of vehicular traffic and destruction of natural areas. We must do everything we can as a community to avoid destroying the integrity and the quality of the environment here that has provided a safe haven from the chaos and overcrowding currently being experienced in much of the United States.

Concentrating new housing in hubs of activity is an important way to minimize impacts to the greater City and Bureau of Juneau. Additional housing needs to be concentrated in population centers, and not spread to regions which lack the necessary infrastructure.

Additionally, the environmental impacts of putting a second crossing out at N Douglas are orders of magnitude unacceptable due to the dire impact this would cause to the Mendenhall wetlands.

Changing the fish Creek area from rural reserve to D3 seems to be a step in anticipation of a Northern second crossing. No changes to zoning in North Douglas should be performed until the location of the second crossing has been definitively determined.

A final concern is the disastrous consequences of global climate change as seen recently in Florida, North Carolina, etc. This is not the time to be cutting down trees in a rural reserve. This is the time to be more creative about adding houses in areas that have already had their trees removed.

Thank you for this opportunity to comment.

Kathy Coghill
10600 Horizon Drive
Juneau, Alaska 99801
253-389-5475
Sent from my iPhone

From: [Barb Mecum](#)
To: [PC Comments](#); [Irene Gallion](#)
Subject: Opposed - 77-Acre Fish Creek Rezone
Date: Thursday, October 17, 2024 10:39:06 AM

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

Dear Planning Commission,

As a 22-year resident of Bayview Subdivision, I am writing to express my opposition to the proposed Fish Creek Re-Zone project.

While I am well aware of the need for new housing, I am opposed because without a North Douglas Comprehensive/Neighborhood Plan nor a North Douglas Transportation Plan, this re-zone is premature.

The CBJ infrastructure is not available to the area. It would be prohibitively expensive to extend these services, otherwise each new home will require a septic system and leach field, adjacent to the Fish Creek.

While I agree we are in need of new and affordable housing in Juneau, this area would not prove affordable to the average homeowner nor fiscally prudent to us property tax payers who fund our infrastructure. Other areas should first be considered by the Planning Commission if we are to be made confident our CBJ is engaging in sound management practices.

Asking property owners who have faithfully paid property taxes for years to fund an expensive infrastructure project to extend services to this area should not occur before developing other areas where these services already exist.

It is another example of a piece-meal approach to development on North Douglas. We have requested CBJ provide a planning process for North Douglas for years now.

It is offensive to home and land owners to have CBJ consistently move ahead with this piece-meal approach without consultation with those of us who live here, especially in light of the recently announced unbridled tourism on the backside of the island. It is time to halt this Fish Creek re-zone and commence with a North Douglas Comprehensive/Neighborhood Plan along with a North Douglas Transportation Plan.

I request the Planning Commission NOT recommend forwarding the Fish Creek re-zone to the Assembly, and that the commission further recommend it be put on hold until appropriate planning has been undertaken. I would appreciate knowing this email had been received and will be included in the Oct. 22, 2024 Planning Commission packet.

Respectfully,
Barb Mecum
10742 Horizon Drive
Juneau

GREGORY FRANK COOK
ATTORNEY AT LAW

P.O. Box 240618
Douglas, Alaska 99824

October 17, 2024

Telephone: (907) 586-9719
Fax: (907) 463-5848

TO THE CBJ PLANNING COMMISSION:

re: re-zone of 77 acres at Fish Creek, Case # 2024 AME 0008

The Cook family has resided at 5.1 mile, North Douglas Hwy for over 45 years, and we OPPOSE the proposed zoning change of 77 acres near Fish Creek from Rural Reserve to D-3. This is the wrong project, the wrong place, and the wrong time.

The Fish Creek drainage is important to wildlife and fish. A broad zone several hundred yards wide along each side of Fish Creek is an important wildlife corridor. This corridor serves as a "safe travel zone" for species as diverse as deer, black bear, porcupine, river otter, and the endangered North Douglas toad, whose hordes of tiny toadlings annually traverse the road just uphill from the (lower) Fish Creek bridge.

Rural reserve zoning protects the multifarious values of wildlife and fish; D-3 bulldozers and D-3 zoning endanger and diminish populations of wildlife and fish, thereby destroying the very values that have attracted us and others to keep our residence in the semi-rural tranquility of North Douglas. Increased development means increased pollution, further diminishing the quality of life for local residents.

The proposed re-zoning hides various appurtenant costs to taxpayers. Existing infrastructure on North Douglas is inadequate to support an influx of 200-300 families. We have no CBJ sewer lines

beyond Bonnie Brae and we do NOT want an LID imposed on us to subsidize the profits of real estate developers so that they can offer purchasers sewer and water hookups. Bus service on North Douglas at the existing level is wholly inadequate. Hundreds more residents at Fish Creek will only exacerbate those deficiencies until higher tax revenues can support better service. We oppose higher taxes.

The (lower) Fish Creek bridge at the site of this re-zoning proposal is specifically denominated as "Narrow." The bridge is already unsafe for pedestrians and cyclists whenever motorized traffic is present. It is very likely that bridge will have to be replaced if hundreds of new houses are built as per this proposed re-zoning, since each home is likely to have 2-4 vehicles apiece. Whose taxes will pay for that new, wider bridge?

We have no sidewalks anywhere on the North Douglas Hwy. Speeding cars and speeding dump trucks pose a special threat to us. Dump trucks invariably have poorly-secured loads and spew rocks of various sizes that become dangerous, airborne missiles before touching ground to become traffic hazards. Who will pay for the necessary improvements for pedestrians entrained by re-zoning and development? Please say NO to the years of speeding, messy, and dangerous dump trucks that will threaten pedestrians, children, cyclists, and dogs.

There is no indication that this proposal has been preceded by consultation with the North Douglas Neighborhood Association. Certainly, local residents deserve to have a special place at the table in the formulation of any proposed major change to the neighborhood BEFORE the Planning Commission puts the proposal out to the general public. Please go back to the drawing board and work with the North Douglas Neighborhood Association as a preliminary stage.

Please say NO to the proposal to re-zone 77 acres near Fish Creek. Please say NO to higher taxes and NO to more LID's.

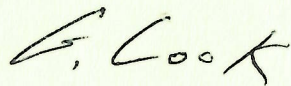
Please say YES to maintaining the semi-rural values that make North Douglas a bastion of tranquility distinct from other CBJ neighborhoods.

Please say YES to working with the North Douglas Neighborhood Association in a timely manner instead of *post hoc*.

Please say YES to keeping the Fish Creek riverine corridor a safe home for wildlife and fish.

Please say YES to keeping--and improving--the North Douglas Highway as a safe area for recreational cycling by tourists and locals.

Thank you

A handwritten signature in black ink that reads "G. Cook". The signature is written in a cursive, slightly slanted style.

Tam, Corinna, and Greg Cook

7745 North Douglas Hwy.

Juneau, AK 99824

907-586-9717 (Gregcookalaska@gmail.com)

City and Borough of Juneau
Planning Commission
155 South Heritage Way
Juneau, Alaska 99801

Date: October 15, 2024

To: CBJ Planning Commission

Subject: AME2024 0004: Proposed Re-Zone on Douglas Island

The proposal is to rezone 66 acres of Rural Reserve and Residential D-1 to Residential D3 at 6101 to 6615 North Douglas Highway. I understand the assembly's interest in creating housing opportunities. However, this parcel has a safety issue that should be addressed before rezoning.

Safety

The proposed rezone would allow up to 244 residential units. Based on the most recently published data there are on average 2.65 persons per unit. Thus, this parcel could support up to 647 residents. Based on anecdotal information there are roughly 2.5 vehicles per residential unit equating to 610 additional vehicles on North Douglas Highway which is already at the Alaska Department of Transportation's service level F, meaning it is at or beyond capacity. The potential for serious and harmful accidents would greatly be increased with the proposed rezone, especially in conjunction with the other rezone proposals along North Douglas Highway. The cumulative impacts of approval of all four rezones could add 6,602 residents and 6,328 vehicles to the North Douglas Highway. In addition, there are several currently undeveloped D-18 zoned properties along North Douglas Highway. Until such time that a second crossing is built, this rezone is premature.

Once a property is rezoned it is the public's expectation that it would be developed to its full zoning potential. There is a safety issue as identified above that should be carefully considered prior to any action to rezone this parcel.

I strongly recommend that this rezone be continued until such time that the issue regarding safety is fully studied and determined adequate for potential development allowed by D3 zoning.

Thank you for your thoughtful consideration.

Gary Gillette
North Douglas Resident

October 17, 2024

TO: Juneau Planning Commission

RE: AME2024-0004 - re-zoning of 66 acres uphill (Southwest) of 6101 through 6615 North Douglas Highway from RR to D3.

We are the property owners of 6015 North Douglas Highway, located southwest of Falls Creek for the last 45 years. Falls Creek wanders through each of the two lots between 6101 and 6015 North Douglas Highway and we oppose the rezoning of these two properties for the reasons described below.

Heavy rainfall events and snow melt of recent years has caused substantial streambank erosion and has changed the channel and streamflow of Falls Creek immediately above the highway, creating a widened channel with gravel aggradation due to the undersized highway culvert. While the culvert prevents salmon passage above the highway, the culvert should be replaced to provide passage as we recall salmon in the stream when we purchased the property in 1979. Should culvert replacement occur and provide salmon passage in the future, the CBJ ordinance for stream buffer protection would apply, but which may occur after development and the riparian vegetation may have been removed. The Falls Creek riparian vegetation is highly valuable consisting of young and old growth forest characteristics with many downed large trees over the creek, and the streambed is gravel which would provide salmon spawning habitat.

Road access from the highway to either of these lots would be difficult if not impracticable due to the steep terrain and undercut streambanks. Development of this area would be challenging and risky because of the slope and elevation, and the stream channel changes due to ongoing channel constriction through the highway culvert. In addition, these two lots surrounding Falls Creek serve as a wildlife corridor. Black bears and deer frequently travel through and forage on the property, as do Bald Eagles and small mammals. Because few wildlife corridors along streams remain undeveloped on North Douglas Highway, these two properties should be reserved as a stream buffer for Falls Creek and a wildlife corridor. The corridor also provides public access to the Tongass National Forest, for deer hunting and accessing the Treadwell Trail.

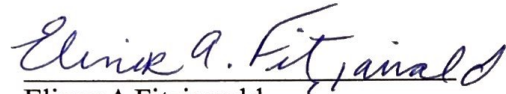
As mentioned in the second North Douglas Crossing PEL public comments to date, we too are concerned about increased traffic and safety risks associated with more residential development on North Douglas Highway, also as documented in the 2013 CBJ Comprehensive Plan Update that is attached to the rezone application. The limitations of North Douglas Highway documented in the 2013 Plan continue to exist and have not been addressed, meanwhile the traffic congestion on North Douglas Highway since 2013 has increased immensely from new residential developments, and increased tourism and recreational activities including motorized boat launch use. Tour buses and shuttles transporting tourists for helicopter excursions, Segway rides, kayaking, cycling, wildlife walks, and other activities creates overuse and dangers and safety hazards to the locals. While a bike lane has been added, there are no pedestrian pathways or pull outs to allow school buses to pull out of the travel lane to allow other vehicles to pass after children have safely crossed the street. While we understand the second North Douglas Crossing is not part of this review, the sudden multiple proposed rezoning of CBJ lands on North Douglas

appears as though CBJ is attempting to open land to support the needs for the crossing. Each parcel should be carefully considered for its resources and public use. The second crossing is sorely needed to accommodate increased traffic from further development, and the proposed rezoning of CBJ land on North Douglas Highway should be paused until the second crossing is better understood and a plan in place.

We respectfully request that the Planning Commission deny the proposed zone change from RR to D3 for both of the two lots located between 6101 and 6015 North Douglas Highway.



Mark A. Fitzjarrald
(907) 723-2401



Elinor A Fitzjarrald
(907) 723-9658

From: [Joe Lilly](#)
To: [CDD Admin](#)
Subject: North Douglas property development
Date: Wednesday, October 16, 2024 12:46:17 PM

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

I respect and appreciate the hard work you all do. I am writing to express concern about the proposal by CBJ to rezone large parcels out North Douglas Hwy from RR to D3. I understand that there is a major housing shortage in Juneau and I am not against development/expansion but this seems to be putting the cart before the horse. I have asked CBJ multiple times over the past 15 years when North Douglas residents might be able to connect to a sewer system and have always gotten the same answer; a little chuckle and something along the lines of "it will be a very long time until that happens."

By opening up these lots to higher density zoning, does that mean North Douglas will finally see a proper sewer system? It seems with all the concern for the wetlands, a modern sewer system would be more environmentally friendly and efficient than hundreds of individual septic systems and leach fields. Or, would new sewer systems only be installed for the new D3 developments, leaving the long time residents of North Douglas with nothing... except more traffic?

Thanks for your time.
Joe Lilly
N. Douglas

September 23, 2024

Irene Gallion, Senior Planner
City and Borough of Juneau
Irene.Gallion@juneau.gov

RE: Rezone of 36 acres uphill (north) of 11900 through 12170 Glaciers Highway from D3 to D15

Ms. Gallion,

These comments are made in opposition to the proposed rezoning of 36 acres uphill (north) of 11900 through 12170 Glacier Highway from D3 to D15. We live at 3855 Seaview Ave and our property is directly connected to the start of the proposed rezone area by the Spaulding Meadows/John Muir trailhead. There is not a day since we purchased our home and moved in February 2019 that we haven't seen people using the trail – it doesn't matter the season or the weather. Our young children use the trail often as well as their friends and the other children in our neighborhood. If the rezone is approved and the land developed, they will lose a large outdoor recreational area due to CBJ planning to put a road where the trailhead parking lot and start of the trail currently exists. It would no longer be safe for our boys to play there due to the traffic that would be going by. Our property would lose a large part of why we purchased this property – the trees and privacy it offered. Even though we would still have some right of way, it is unknown how many trees CBJ would determine must come down, and we must assume that they would take them all down, no longer creating the privacy and forest area our family loves. It is not clear where the new trailhead would actually exist and what the cost would be to move it. What type of development and fill/gravel would be required due to the land up from the trailhead not being flat? The development process and construction would also cause a large disruption to the neighborhood, our children, and our daily lives.

Our neighborhood is a single-family neighborhood, and not compatible with a D15 zoning. Auke Bay Elementary School is already at full capacity and cannot sustain the increased enrollment that would result from the rezone to D15. We have concerns that the sewer system in Auke Bay cannot handle the maximum possible increase in dwelling units of 670 in a D15 zone. If CBJ has to pay to expand the elementary school and the sewer system, those costs should be considered by the planning commission and the assembly as part of a rezone decision.

Juneau has seen an increase in landslides. Being the house at the bottom of the hill, we have a big concern that disturbing the land above us could shift the solid ground and make our area more susceptible to land movement. We ask that engineers and city planners properly consider this risk. Juneau residents are already experience a lack of insurance availability, and the increased cost to add coverage like landslide or mudslide to a standard homeowner policy. If the area above our property becomes a higher risk to land movement due to development, that will add costs to our home budget to ensure our home is protected.

Finally, we have seen our property taxes raise significantly since 2021. If this rezone is just step one of CBJ spending a large amount of money on development, we could see our taxes impacted even more to pay for it. We already are struggling to pay the yearly increases, and do not want to see the assembly take on more projects.

Thank you for your consideration.

Heather and Joel Carpenter
3855 Seaview Ave
Juneau, AK 99801

October 3, 2024

RE: Auke Bay Rezone AME2024 0005

Dear Commissioners,

I reside at 3875 Seaview Ave, one of the neighboring properties to the proposed rezone of CBJ Auke Bay properties 0315 and 0305. Thank you for providing the opportunity to provide local perspective and comments to the rezone proposal.

First, I would like to offer the support of responsibly and developing CBJ lands. It has been discussed a length in numerous public meetings the need and desire to develop CBJ lands to offer more opportunity to expand housing opportunities throughout the borough. I am not opposed to the idea of developing LND-0315 as I believe that this is a large enough area, that if done appropriately could add value and opportunity to Juneau and Auke Bay.

However, I oppose the rezone request for these reasons:

- There has been no study or supporting materials as to why this particular property requires a rezone. It is already zoned for residential, why does it need to be higher density and according to who?
- The infrastructure needs and the associated costs, both near and long-term, that would be passed on to residents and rate payers have not been identified. What is the sewer capacity in Auke Bay? What other unknown costs are expected?
- There is a lack of identifying potential positive or negative impacts on neighboring properties from water run-off due to clearing wetland and diverting streams, wind events by removing trees, and or displacement of wildlife?
- There is no plan to accommodate the increase in the traffic that a higher density housing development would require. Is the existing infrastructure adequate for growth? What does ADOT&PF think about the proposal?
- This plan only identifies using LND-0305, i.e. the Spaulding Meadows Trail, as the new road and access point. Why does it not identify other potential access points? Have those been explored? Have other neighboring property owners, such as the University been included in this development discussion and is there a cooperative opportunity to responsibly and thoughtfully develop both CBJ and University lands with lesser impact on existing property owners?

This proposal also intends to rip apart one of Juneau's most iconic hiking trails. While at some point in the future this may be a necessity to accommodate growth in Juneau, I counter that we aren't yet at the nexus of removing a vital part of our community's identity to accommodate more condos. Additionally, I strongly oppose the rezone proposal and development of LND-0305, which most Juneau residents would identify as the Spaulding Meadows trailhead and first section of the trail, for the following reasons:

- Adding a larger parking lot to increase trail usage will have negative impacts on the popular trail. The current parking may at times seem inadequate a few times each year but most of the year the trailhead sits empty or has 1 or 2 cars max at the trailhead parking. This is no different than the Auke Lake parking lot, which is empty 90 percent of the year and overflows on the few warm, sunny days of the summer. If there is indeed a need to expand

the parking lot, where is the study or justification? As a frequent user of the trail, I recommend that any additional funding available be put into trail maintenance versus a parking lot.

- Adding a street up the existing trail and a dead-end parking lot will create problems for nearby residents by illegal or undesirable users. This has become a frequent problem across Juneau. Wherever there is a slightly concealed parking lot there is a vehicle or multiple vehicles either abandoned, burned, disassembled and/or people in them using drugs and engaging in other illegal activities. Let's not add another location for this type of activity, especially in Auke Bay, which will lower property values and deter people from wanting to live-in or develop the community in a positive way.
- Glacier Highway is an extremely busy roadway. The 2023 northbound average daily vehicle traffic at the Auke Bay roundabout was 7,730, according ADOT&PF. The slight turn on Glacier Highway as southbound drivers approach Auke Bay near the Spaulding Meadows trailhead has poor visibility for drivers wishing to turn left from Seaview Avenue. As a result, neighbors choose to use the Bayview Ave exit for left turn as a safety precaution. This section of highway would not be improved if a new street was added adjacent to Seaview Ave. I recommend not adding a new street or street-like entrance/exit at this location until it can be determined that this stretch of highway will not become more dangerous to all user groups: cars, bikers, pedestrians.

For the above reasons, developing LND-0305 is the wrong proposal. If CBJ truly wants to improve and create safer access to Spaulding Meadows trail, I do believe that a new access point via LND-0315 makes sense. However, I propose the new access road and parking should be developed via the University land either through the Auke Lake Way or University Drive roads.

These two roads are already established and safe intersections that lead to existing development. CBJ should be working with the University to help develop both properties to meet the vision of the Auke Bay Area Plan that was adopted in March 2015. By utilizing existing road infrastructure, savings will likely be found and stress on neighboring properties will be reduced. Spaulding Meadows and the developed land will become similar to West Juneau where the Dan Moller trail has two access points within the neighborhood. Additionally, the existing Spaulding Meadows trailhead's historic presence can be preserved and made safer by directing traffic to a parking lot away from Glacier Highway.

Again, thank you for the opportunity to provide additional insight into this public process. I do hope that you use these comments and those of my neighbors as important factors in your ultimate decision. While we must continue to strive toward making Juneau an affordable and welcoming city, let us not drive away those who currently reside and have invested their livelihoods into making Juneau the incredible community as it presently stands.

Sincerely,



Jeremy Woodrow
3875 Seaview Ave
Juneau, Alaska 99801

From: [Alan Degener](#)
To: [PC Comments](#); [Irene Gallion](#)
Subject: Rezoning in Auke Bay
Date: Thursday, October 17, 2024 8:18:05 AM

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

Regarding the rezoning in Auke-Bay area to D-15, I use the John Muir trail weekly and I would like whatever transpires to minimize impact that that trail and the buffered zone around the trail. It is a good trail, particularly the lower sections, in that it is not too difficult for older persons or persons with mobility issues. Please also consider making an adequate parking zone for that trail as it is often crowded.

Thank you.

Alan Degener
16999 Point Lena Loop Road.



P.O. Box 32634
Juneau, AK 99803
(907) 780-6161
duran@acsalaska.net

October 17, 2024

Irene Gallion
Senior Planner
Community Development Department
City and Borough of Juneau
155 S. Seward St
Juneau, AK 99801

Dear Irene,

I am writing in regard to the proposed rezoning of the CBJ-owned 36-acre parcel in the Auke Bay area (AME2024-005) from D-3 to D-15, as discussed in the recent public meeting. I own a large parcel of land located just west of the CBJ-owned property currently under consideration for rezoning. Given the proximity and the similar development potential of my land, I respectfully request that a portion of my parcel also be included in the rezoning consideration to D-15 (approximately 44 acres adjacent to CBJ property and up to Waydelich Creek as shown on the attached PDFs).

In line with the Assembly's goal of addressing housing shortages in Juneau, the rezoning to D-15 would provide flexibility to develop in areas that are impacted by natural challenges such as elevation and wetlands, which limit the buildable land. By allowing for more efficient land use on the portions of my property that are suitable for development, this zoning change would help compensate for these constraints while maintaining a balanced approach to growth in the area. This would support the city's housing goals without compromising the environmental considerations that are vital to the community.

Additionally, I request that the City and Borough of Juneau initiate a Capital Improvement Project (CIP) to extend the sewer infrastructure west approximately 530 feet. The proximity of this parcel to the CBJ land currently being evaluated for development makes it logical to extend the sewer lines to serve both properties. This extension would not only facilitate development but also ensure the provision of essential infrastructure for future residents, further aligning with the city's goals of creating sustainable, well-serviced neighborhoods.

Thank you for considering my requests. I look forward to collaborating with the City and Borough of Juneau in a way that benefits the community while supporting responsible development.

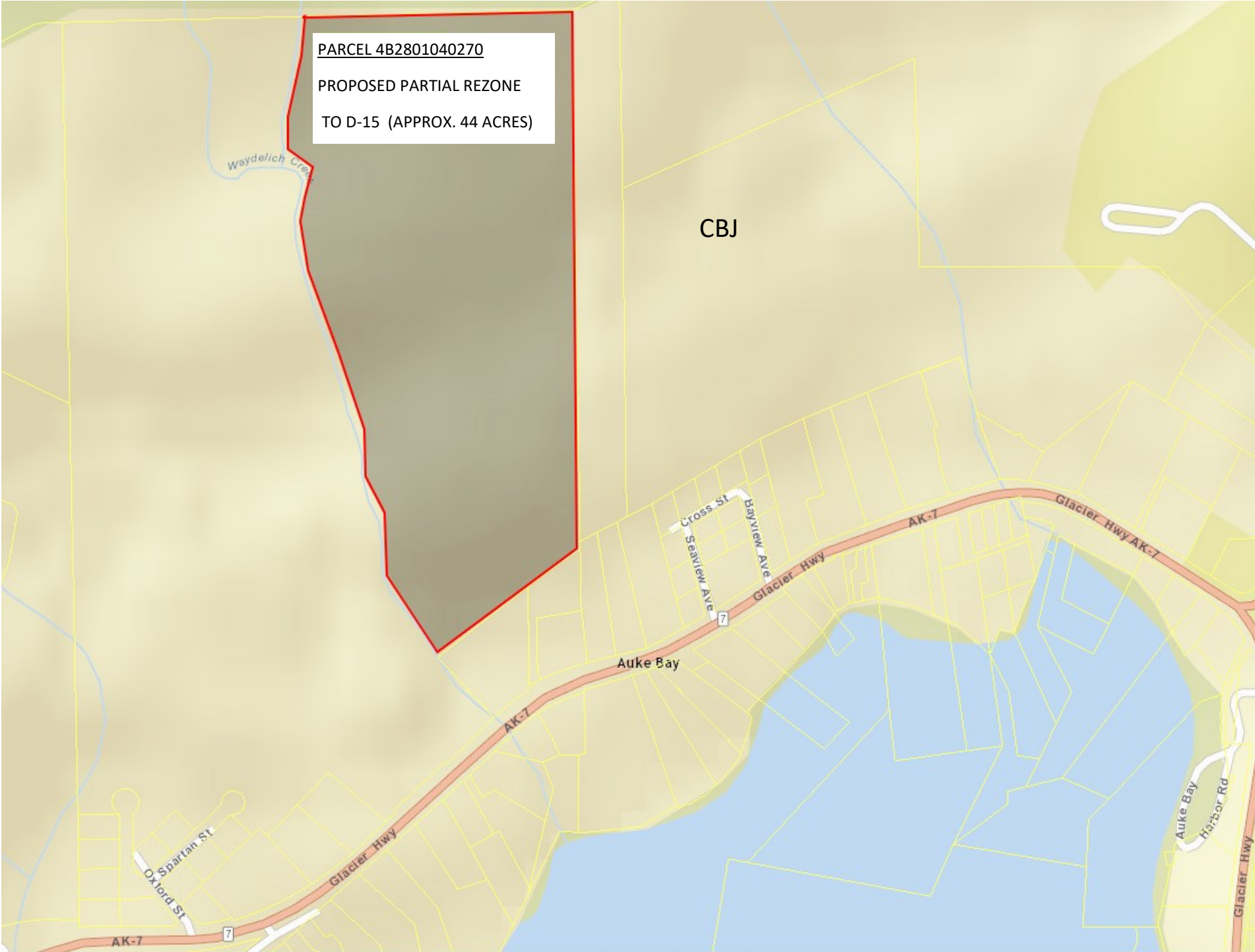
Sincerely,

Marciano G. Duran

PARCEL 4B2801040270

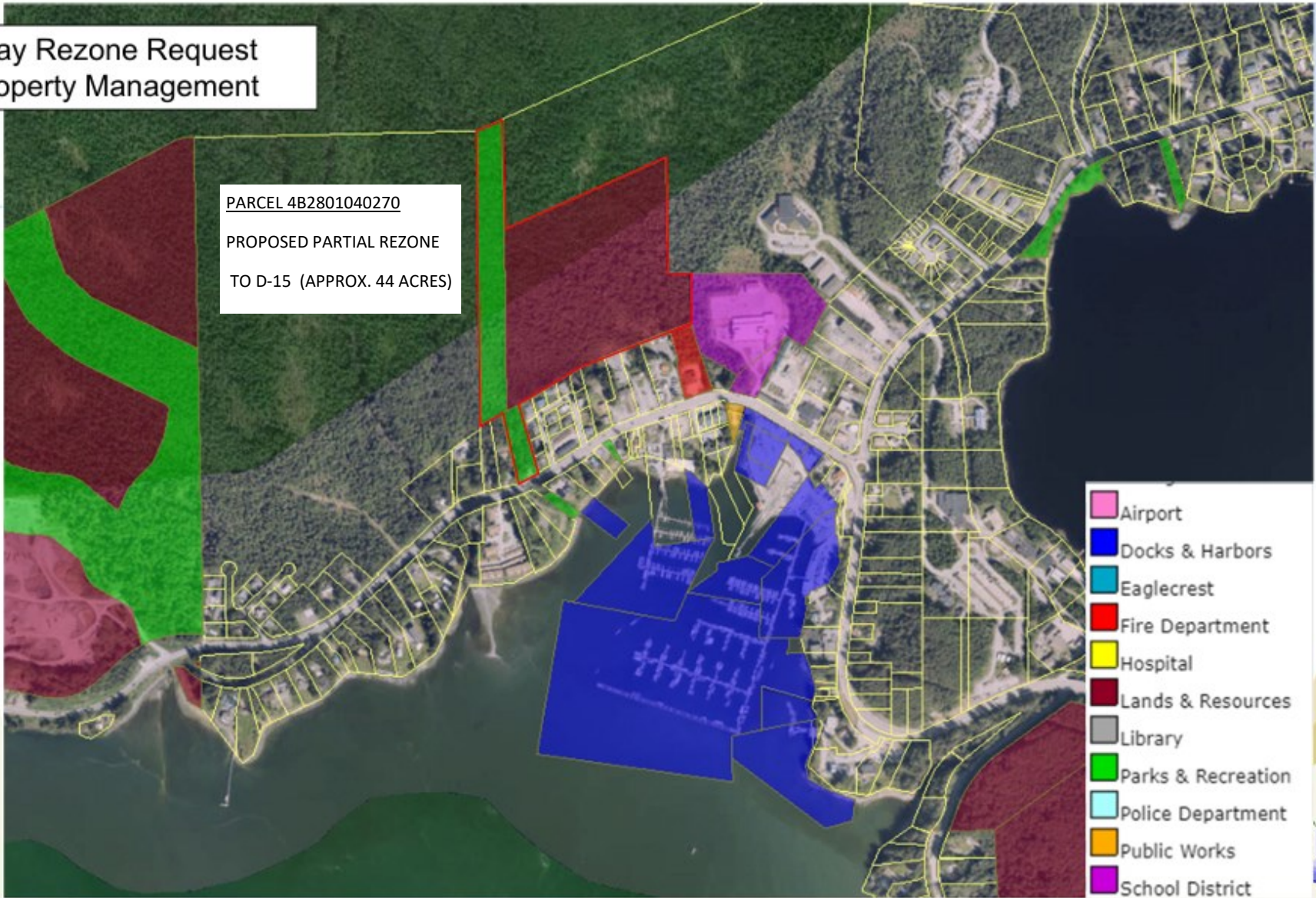
PROPOSED PARTIAL REZONE
TO D-15 (APPROX. 44 ACRES)

CBJ



Auke Bay Rezone Request CBJ Property Management

PARCEL 4B2801040270
PROPOSED PARTIAL REZONE
TO D-15 (APPROX. 44 ACRES)



From: [Fran & Mike](#)
To: [PC Comments](#); [Jason Larson](#)
Subject: Comments on AME2024 0006
Date: Thursday, October 10, 2024 2:02:04 PM

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

I am writing to oppose rezoning these 33 acres from RR to D3. As a 65+ year resident of Juneau and 42 year resident adjacent to Parcel 8B3401000100 the Planning Commission needs to seriously consider your approval of AME2024 0006.

It appears the Planning Commission is currently considering at your next meeting rezoning a total of six parcels totaling 338 acres! It appears CBJ is pushing 'housing' forward without proper review, planning and study. In 2012, JEDC compiled a study titled CBJ Switzer Lands Residential Development Study.
<https://www.jedc.org/sites/default/files/2nd%20DRAFT%20OF%20THE%20FINAL%20STUDY%20DOCUMENT.pdf>
This detailed document clearly defines which areas were suitable for development and which areas were not suitable for development. A similar type document should be compiled for each of the six parcels.

The 33 acres in AME2024 0006 has no CBJ water, no CBJ sewer services and no access to public transportation. Most of the acreage is very steep and tree covered. Without proper study and layout, surface drainage from stormwater runoff and onsite sewage systems will seriously impact residents below this parcel.

I seriously urge you to postpone rezoning this parcel and instead focus on rezoning parcels that are closer to established areas of Juneau with proper access to water, sewer services and public transportation. I also believe the Planning Commission should postpone rezoning all six parcels until and unless proper reviews and studies have been completed.

With a declining population in Juneau now is NOT the time to be proposing to rezoning 338 acres without a clear, convincing mandate from all the residents of Juneau. The Planning Commission should also review the 2012 Switzer study and see how many of those parcels were actually developed for housing.

From: [Brandon Hauser](#)
To: [PC Comments](#); [Jason Larson](#)
Subject: Comments on Case No: AME2024 0006
Date: Wednesday, October 16, 2024 6:55:17 AM

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

Hello,

I am writing to oppose rezoning these 33 acres (Case No: AME2024 0006) from RR to D3. My primary concerns are septic containment, unstable grounds, and if it would assist in the goal of creating affordable housing.

The 33 acres of proposed land to develop is a mix of old growth sitka spruce (some of which have active eagle nests), mountain hemlock, western hemlock, and a variety of other flora. These tree root systems hold the land together. The land as is, in the hilly sections, shows signs of instability during heavy rainstorms; sloughing of land material. Removing these trees would greatly increase the potential for landslides. Building on this land would take proper planning, engineering, and be an expensive feat.

The water accumulating from the hillside drains towards and beneath our house as the groundwater in areas is 6 to 12 inches beneath the surface at best. A dense layer of green clay, sediment from when the oceans were higher, keeps the water from getting too deep. I feel that it would be irresponsible for the city to develop this land without proper sewer services and a thorough investigation as to how to properly drain the uphill runoff to the sea.

My last concern is that if this development is meant to reduce the limited housing options in Juneau, then why is it being built in an area that will be, if done safely and thoroughly, very expensive to buy into. Juneau's shrinking population is a direct result of limited affordable housing options. By affordable I refer to first time homeowners or families who have outgrown their space and require a slightly larger home. If this 33 acres is developed, will it be able to meet the needs of individuals who fit this and similar demographics? Or would a location that has less building obstacles and access to city water and sewage be a wiser choice?

At the least, I propose that extensive land reviews and studies have been completed to ensure that AME2024 0006 is an area that can be rezoned from RR to D3 safely and without impact to the already existing homes and property. I've included a document as an example of a thorough review. <https://www.jedc.org/sites/default/files/2nd%20DRAFT%20OF%20THE%20FINAL%20STUDY%20DOCUMENT.pdf>

Thank you for your time,
Brandon Hauser
907-500-8667

Oct 17, 2024

Dear Planning Commission - including Mayor Weldon and the Assembly.

I'm very disappointed and pissed off after reading the news from Royal Caribbean and Goldbelt; however, it is not unrelated to the CDD Short term project ME2024008 North Douglas rezone RR to D3.

While we may not have control over corporation goals, we do have control over the planning for our community. The key work is "PLANNING" - the lead word in your Commission. To be clear "planning" means envisioning the big picture, and the numerous pieces that make up a sub area or neighborhood - homes, open spaces, trails, nonmotorized pathways, sewer, water, playgrounds, a safe transportation plan, etc.

North Douglas needs an area plan, including a transportation hazard mitigation plan. TO REPEAT AGAIN – N. Douglas has been asking for decades FOR A PLAN. This request has been ignored by CBJ - the Planning Commission, CBJ Planners and elected officials.

In the 2003 CBJ's Comp Plan, it states the need for N. Douglas transit and sub-area plans before any crossing happens (or any other piecemeal development). With expedient growth of tourism, and more to come, our residential highway is not safe and our neighborhood is becoming a less satisfying place to live.

I do not support any rezoning or development out N. Douglas until a plan is completed and I hope you actually read this letter and think about what I said.

Wayne Carnes
N. Douglas Resident