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155 S. Seward Street • Juneau, AK 99801

DATE: October 4, 2019

TO: Planning Commission

FROM: Laurel Christian, Planner
Community Development Department

FILE NO.: AME2019 0010

PROPOSAL: A rezone of one parcel (8.45 acres) from D5 to D18 near Cordova Street and Pioneer Avenue

GENERAL INFORMATION

Applicant: Murray Walsh

Property Owner: Lonnie and Beverly Anderson Living Trust Anderson Lonnie Arthur; Anderson Beverly Ann Trustees (Andersons)

Property Address: Not Assigned

Legal Description: USMS 59 TR A Lucy Lode

Parcel Code No.: 1D0501000011

Site Size: 8.45 Acres

Zoning: D5

Utilities: None provided

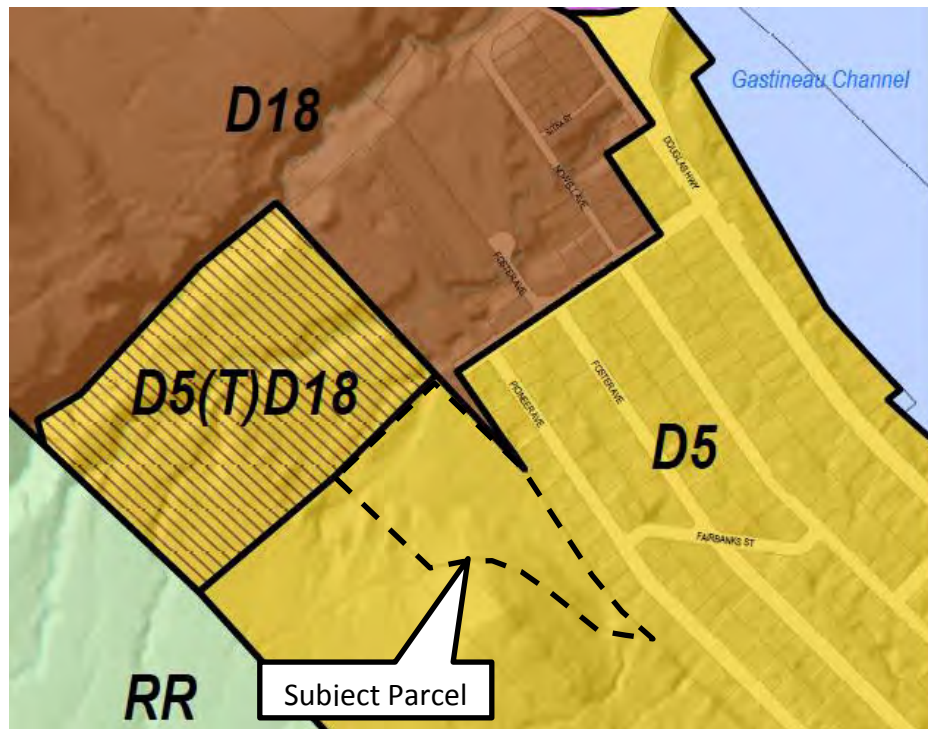
Access: None provided

Existing Land Use: Vacant

Surrounding Land Use:

- North - D5 and D18 Zoning Districts
- South - D5 and RR Zoning Districts
- East - D5 and D18 Zoning Districts
- West - Rural Reserve Zoning District

Vicinity Map



ATTACHMENTS

Attachment A – Application
Attachment B – Maps, Including: Current Zoning Map; Comprehensive Plan Future Land Use Designation Map, Slope map
Attachment C – Agency Comments
Attachment D – Public Comments received through September 23, 2019

BACKGROUND

On July 25, 2019 the Community Development Department (CDD) accepted an application for a rezone request which would rezone two parcels totaling 29.45 acres. The parcel owned by the Anderson's is a proposed rezone from D5 to D18, and the parcel owned by Tlingit Haida Regional Housing Authority (THRHA) was a proposed transition zone upgrade from D5(T)D18 to D18. A small portion of the THRHA parcel is currently zoned D18.

On September 30, 2019, THRHA withdrew their portion of the rezone application. The review in this staff report will only cover the Anderson parcel.

PROPOSAL

The proposed rezone request would upzone 8.45 acres from D5 to D18. Current zoning maps can be found in Attachment B.

The City and Borough of Juneau Land Use Code states in CBJ 49.10.170(d) that *the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan.*

BACKGROUND

The subject parcel was platted twice in 1983, once under U.S. Mineral Survey 59 and again under the Island Hills Planned Unit Development (PUD) Subdivision. The latter took a small portion of the parcel, along Cordova Street, and dedicated it to the Island Hills PUD. This subdivision removed the access from the subject parcel, as shown on the above vicinity map. Prior to 1987, the parcel was zoned R7. Since the 1987 Title 49 rewrite, the subject parcel has been zoned D5. The subject parcel presently has no access and no public water or sewer.

The Dan Moller Trail runs along the southwestern property line of the subject parcel within an easement. The U.S. Forest Service was invited to comment on this proposed rezone; they have stated that they have no concerns with the proposed rezone action.

CBJ 49.75.100 REZONE PROCEDURE

The Title 49 Land Use Code establishes the following procedures for rezones:

CBJ 49.75.110 - Initiation. A rezoning may be initiated by the director, the commission, or the assembly at any time during the year. A developer or property owner may initiate a request for rezoning in January or July only. Adequate public notice shall be provided by the director to inform the public that a rezoning has been initiated.

CBJ 49.75.120 - Restrictions on rezonings. Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Rezoning requests which are substantially the same as a rezoning request rejected within the previous 12 months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the comprehensive plan.

49.75.130 - Procedure. A rezoning shall follow the procedure for a major development permit except for the following:

(a) The commission shall make a recommendation to the assembly to approve, approve with modifications, or deny a rezoning request. The commission shall prepare written findings in support of its recommendation. The commission's notice of recommendation shall be posted on the department's website within ten days of the public hearing on the proposed rezone. If the

commission recommends approval of the rezoning request or approval with modifications, the director shall forward the commission's written recommendation to the assembly with an ordinance to amend the official zoning map in accordance with the recommendation. If the commission recommends denial, the amendment shall be deemed disapproved unless the applicant files a notice of protest in accordance with CBJ 49.75.130(b).

(b) Protests.

(1) An applicant may protest the commission's recommendation to deny the rezoning by filing written statement with the municipal clerk within 20 days of the commission's written notice of recommendation for denial, requesting that an ordinance amending the zoning map as set out in the application be submitted for action by the assembly. The director shall, within 30 days of the filing of the protest with the municipal clerk, prepare draft ordinance to be appended to the notice of recommendation for consideration by the assembly.

(2) Any person may protest the commission's recommendation to approve a rezoning request or approve a rezoning request with modification by filing a written protest with the municipal clerk within 20 days of the commission's written notice of recommendation.

(3) In the case of a timely filed protest and after introduction of the proposed ordinance at a regularly scheduled assembly meeting, the assembly shall hold a public hearing on the proposed rezoning. At the close of the hearing, the assembly shall approve the zoning map amendment as recommended by the commission, approve the zoning map amendment with modifications, or deny the zoning map amendment.

(c) All rezonings shall be adopted by ordinance, and any conditions thereon shall be contained in the ordinance. Upon adoption of any such ordinance, the director shall cause the official zoning map to be amended in accordance with the adopted ordinance.

ANALYSIS

Title 49 Land Use Code -

Current Zoning and Surrounding Uses – The subject parcel is currently zoned D5; the rezone request is D18. According to CBJ 49.25.210 the intent of the D5, D10, and D18 zoning districts is:

The D5, residential district, is intended to accommodate primarily single-family and duplex residential development at a density of five dwelling units per acre. D5 zoned lands are located in the urban service boundary and are served or can be served by public water and sewer.

The D18, residential district, is intended to accommodate primarily multifamily development at a density of 18 dwelling units per acre. This is a high-density multifamily zoning district intended to accommodate midrise-type development.

The D10 and D15, residential districts, are intended to accommodate primarily multifamily residential development at ten and 15 units per acre respectively. These are relatively low-density multifamily districts.

CBJ 49.25.400 Table of Dimensional Standards Excerpts:

	Current Zoning	Proposed Zoning	Alternative
Table of Dimensional Standards Rezone request: 8.45 Acres	D5 (5 du/acre)	D18 (18 du/acre)	D10 (10 du/acre)
Maximum Number of Dwelling Units **	53	152	85
Maximum Height Limit	35 feet	35 feet	35 feet
Maximum Lot Coverage	50%	50%	50%
Vegetative Cover	20%	30%	30%
Minimum Lot Size	7,000 sq. ft.	5,000 sq. ft.	6,000 sq. ft.
Minimum Lot Width	70 feet	50 feet	50 feet
Minimum Lot Depth	85 feet	80 feet	85 feet
Minimum Front Yard Setback	20 feet	20 feet	20 feet
Minimum Street Side Yard Setback	13 feet	13 feet	13 feet
Minimum Side Yard Setback	5 feet	5 feet	5 feet
Minimum Rear Yard Setback	20 feet	10 feet	20 feet

**D5 density determined by minimum lot size. (43,560 square feet/7,000 square feet = 6.22 DUs per acre)

The subject parcel could accommodate up to 53 dwelling units under the current D5 density. Under the proposed D18 zone designation, the subject parcel could accommodate 152 dwelling units. Taking into consideration the land required for roads, setbacks, vegetative cover, and lot coverage maximums, it is not likely that the site could be developed to maximum density. Additionally, there are many portions of the parcel that exceed 37% slope. Development in these areas will be more challenging. A slope map has been provided in Attachment B. Areas with slopes exceeding 18% may need a hillside endorsement for development.

The rezone request would allow the development of the parcel to be clustered into the more developable areas, as discussed in the applicant's narrative (Attachment A). CBJ Title 49 currently provides for clustered developments, such as the PUD, or Alternative Residential Subdivision (ARS), which are allowed in D5 and D18. The PUD and ARS allow for density bonuses in both D5 and D18 zoning districts. In the D5 zoning district, a PUD could allow for up to a 15% density bonus and the ARS could allow for up to a 50% density bonus. In the D18 zoning district, a PUD could allow for up to a 15% density bonus and the ARS could allow for up to a 25% density bonus.

All density bonuses must be approved by the Planning Commission through the review of the PUD plan or ARS plan.

Additionally, CBJ 49.60 also provides for density bonuses for major developments that provide non-vehicular transportation, traffic mitigation, certain public services and facilities, and design features. These bonuses may also be used in both D5 and D18 zoning districts for major development, if approved by the Planning Commission through the review of a Conditional Use Permit.

CBJ 49.25.300 Table of Permissible Uses Excerpts:

	Current Zoning	Proposed Zoning	Alternative
	D5	D18	D10
Single-family residential, duplexes	Dept.	Dept.	Dept.
Multifamily	Not allowed	Dept./CUP	Dept./CUP
Bed & Breakfasts, Rooming Houses	CUP	Dept./CUP	Dept./CUP
Hotels, Motels	Not allowed	Not allowed	Not Allowed
Offices not greater than 1,000 sq. ft.	CUP	CUP	CUP
Offices greater than 1,000 sq. ft. but not more than 2,500 sq. ft.	Not allowed	CUP	CUP
Offices greater than 2,500 sq. ft.	Not allowed	Not allowed	Not Allowed
Light manufacturing	Not allowed	CUP	Not Allowed
Medium Manufacturing	Not allowed	Not allowed	Not Allowed
Churches, synagogues, temples	CUP	CUP	CUP
Social, fraternal halls, union halls	Not allowed	Not allowed	Not Allowed
Health care clinic	Not allowed	CUP	Not Allowed
Child care center	CUP	CUP	CUP

The above table is not an all-inclusive list of the uses allowed in the D5 and D18 zoning districts; rather it is intended to provide a sense of the differences between the existing and proposed zoning designations. The significant differences between D5 and D18 are that multi-family development is allowed in D18, and generally, D18 allows some commercial activities.

Items listed in the above table as “CUP” would require a Conditional Use Permit to be issued by the Planning Commission. If listed as “Dept./CUP” the use may be allowed with a Department review, or CUP, based on if the proposed use is minor or major development. Minor development

is defined below; major development is anything that is not minor development according to CBJ 49.25.300:

Single-family residential districts: A residential development containing two or fewer dwelling units, two or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 5,000 square feet or using less than 10,000 square feet of land in total.

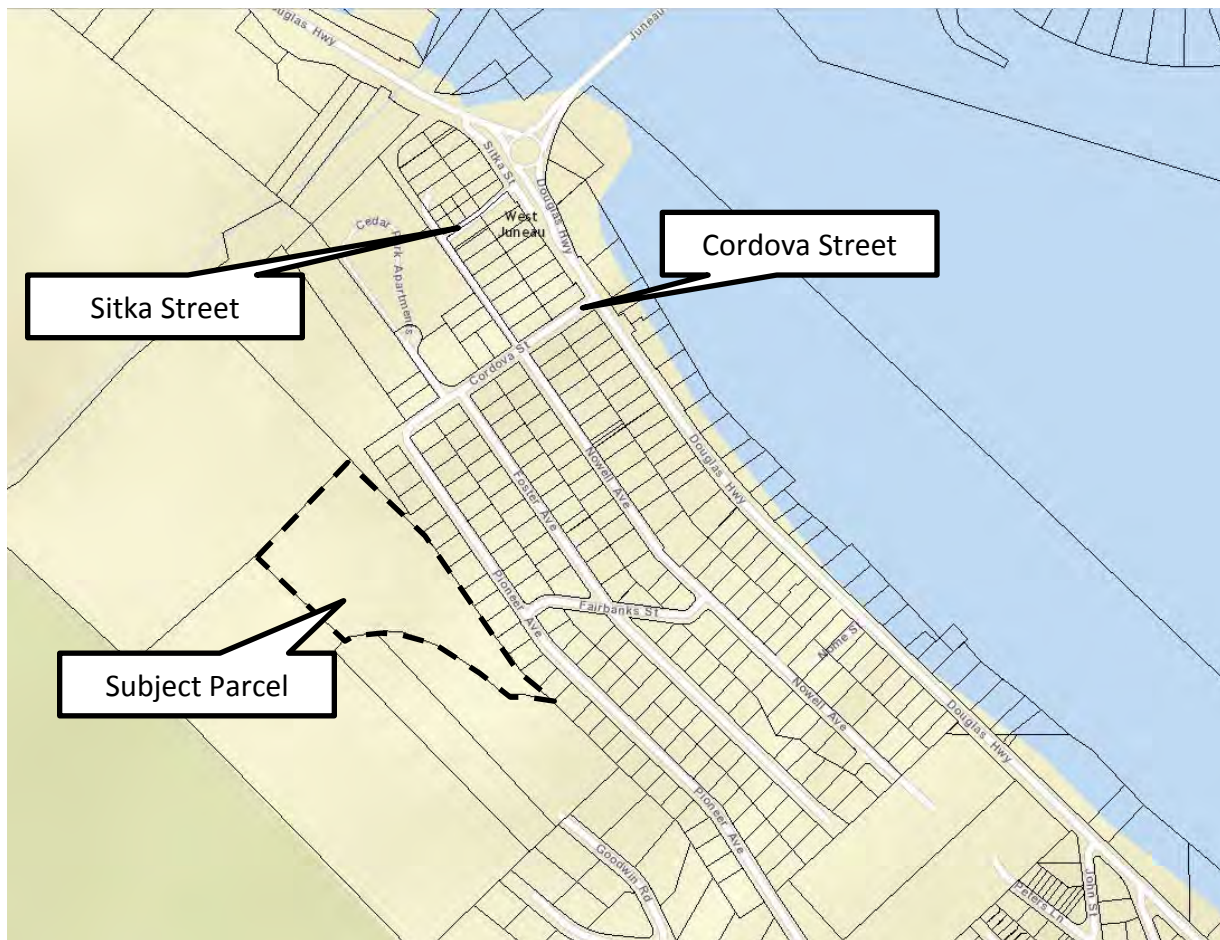
Multifamily residential districts: A residential development containing eight or fewer dwelling units, eight or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 5,000 square feet or using less than 10,000 square feet of land in total.

Surrounding uses include single-family and duplex in a D5 zone; high-density, multifamily development in a D18 zone; U.S. Forrest Service land containing the Dan Moller Trail zoned Rural Reserve; and a synagogue in a D18 zone. There are a number of large undeveloped parcels zoned D5 and D18 in the immediate area.

Public Services

As stated above, City sewer and water are not currently provided to the parcel; additionally, no access has been provided. The proposed access via an extension of Cordova Street crosses through private land and the applicant has not provided an access agreement with the landowner. CBJ Engineering indicates that there is no issue with the rezone request; however, at time of development, water pressure may be an issue. This would be addressed at the time a development proposal is received and the existing systems may need to be upgraded (Attachment C).

The applicant has stated in their project narrative that an extension of Cordova Street is the “only practical access for either parcel” (Attachment A). Cordova Street lies within a 60-foot right-of-way and has sidewalks on one side of the street. Cordova Street is also relatively steep and can present challenging driving conditions in the winter months. According to the Alaska Department of Transportation and Public Facilities (DOT), the intersection of Cordova Street and Douglas Highway is currently operating at a Level of Service D and E for the AM and PM peak hours; this Level of Service is nearing failure (Attachment C). The only alternative access to this neighborhood from Douglas Highway is through Sitka Street, which is a narrow and steep street towards the Douglas roundabout, as shown on the map below. The portion of Sitka Street that runs east to west lies within a 17-foot-wide right-of-way. The roadway is approximately 15 feet wide and paved. Sitka Street runs from Douglas Highway to Nowell Avenue, which then feeds onto Cordova Street.



According to CBJ 49.40.300, a traffic impact analysis (TIA) is required when a development is projected to generate more than 500 average daily trips (ADTs). CBJ definition of development does not include “rezone”, and so rezones do not trigger the need for a TIA. Eventual development may trigger one depending on estimated generated traffic. A TIA would consider impacts on affected intersections. It is already known that the Cordova Street intersection is operating at a near failing Level of Service.

Douglas Highway is a DOT right-of-way. DOT could also require a TIA and mitigation for development that may affect the intersection of Cordova Street and Douglas Highway. This would be reviewed by CBJ and DOT when a specific proposal is received.

Although rezones do not require a TIA, traffic at this intersection is an important consideration and a concern raised by many residents at the neighborhood meeting and in submitted written comments. The 1985 West Juneau Traffic Study identifies a need to route traffic to and from the north, utilizing a bridge over Kowee Creek. This would mitigate traffic impacts for additional development at the top of Cordova Street and facilitate development without further impacting

the Cordova Street/Douglas Highway intersection, but would not likely solve the existing issues with the present, almost failing intersection.

Compliance with the Comprehensive Plan

The subject parcel has a Comprehensive Plan future land use designation of Urban Low Density Residential (ULDR) and Medium Density Residential (MDR) according to Map M of the Comprehensive Plan (Attachment B). These future land use designations are described in the Comprehensive Plan as follows:

Urban/Low Density Residential (ULDR). *These lands are characterized by urban or suburban residential lands with detached single-family units, duplex, cottage or bungalow housing, zero-lot-line dwelling units and manufactured homes on permanent foundations at densities of one to six units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).* (Emphasis added)

Medium Density Residential (MDR). *These lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).* (Emphasis added)

The proposed rezone of the subject parcel from D5 to D18 would not be in conformance with the Comprehensive Plan future land use designations maps for the portion of the parcel that is designated as ULDR.

The subject parcel is located within *Subarea 9: Douglas & West Juneau* of the Comprehensive Plan. The community form of this subarea is designated as *Urban in downtown Douglas and West Juneau*. The Comprehensive Plan provides guidelines and considerations for this subarea that apply specifically to this rezone request:

1. Provide for additional medium- to high-density residential development in areas with access to arterials and served by municipal sewer and water and adequate road and intersection capacity (to Level of Service D or better).

8. Future development in North Douglas, West Juneau or downtown Douglas will require improvements to the Tenth Street and Egan Drive intersection and may require additional traffic capacity on the Juneau-Douglas Bridge. These two congestion points limit additional residential development on Douglas Island and impede the CBJ's progress in promoting and facilitating the construction of affordable housing. The Cordova Street and Douglas Highway intersection has been the subject of many studies. These studies have documented the obvious: A problem currently exists during the weekday morning peak travel period for motorists seeking to turn left onto Douglas Highway from Cordova Street. The traffic problem is likely to get worse as West Juneau is further developed. The Juneau-

Douglas Bridge has limited capacity for a number of reasons. A traffic circle was installed at the North Douglas Highway terminus of the Juneau-Douglas Bridge; this increased the capacity and lessened congestion from Cordova Street and southbound traffic from north of the Bridge area, however, the design capacity at the Tenth Street and Egan Drive intersection continues to function at unacceptable congested Levels of Service E and F in the peak week day morning periods. The CBJ should work with ADOT&PF to upgrade the Tenth Street and Egan Drive intersection as a top priority. (Emphasis added)

Guideline one above speaks to providing additional residential development in the area—when development is serviced by appropriate public facilities. The CBJ Roadway Classification Map identifies Cordova Street as a collector and Douglas Highway as a minor arterial.

As discussed above, the intersection of Cordova Street and Douglas Highway is currently operating at a Level of Service D and E for the AM and PM peak hours according to DOT (Attachment C). Additionally, public water and sewer have not been provided to this parcel. For these reasons, the proposed rezone from D5 to D18 would not be in general conformity with guideline one for Subarea 9.

Chapter 8 of the Comprehensive Plan also speaks to traffic and identifies transportation related problems, which includes:

- 1. Key roadway intersections and bridge capacities are overburdened and inadequate to support increased development in the Mendenhall Valley and on Douglas Island. The signalized intersection of Egan Drive and Mendenhall Loop Road experiences the lowest and most congested Level of Service (LOS F) in the peak morning commute period (2003 ADOT&PF data) and 16 non-signalized intersections experience unacceptable levels of service (LOS D or worse) in the Mendenhall Valley, Glacier Highway and Egan Drive Corridors. Traffic congestion at Tenth Street and Egan Drive is at a LOS E and F during the peak morning commute period and Cordova Street and Douglas Highway is at LOS F in the peak morning period. **Motorists in areas with LOS D, E, or F experience significant delays in their commute times; those neighborhoods cannot accommodate additional peak hour single-occupancy vehicle traffic related to increased development without noticeable decreased livability and quality of life.** In those areas, staggered work hours for downtown workers, roadway and intersection improvements, and transit improvements are needed and should be analyzed, budgeted and included within the ADOT & PF Needs List for subsequent listing in the State Transportation Improvement Program (STIP) as soon as possible to await their turn in the STIP funding cycle. (Emphasis added)*

Note: The above is an excerpt from the 2013 Comprehensive Plan. The Cordova Street and Douglas Highway intersection is currently operating at a Level of Service D and E for the AM and PM peak hours; this Level of Service is nearing failure according to DOT (Attachment C).

The Comprehensive Plan provides the following policies applicable Borough-wide, that are relevant to the proposed rezone request:

POLICY 3.1. TO BALANCE AVAILABILITY OF SUFFICIENT LAND WITHIN THE DESIGNATED URBAN SERVICE AREA BOUNDARY THAT IS SUITABLY LOCATED AND PROVIDED WITH THE APPROPRIATE PUBLIC SERVICES AND FACILITIES TO MEET THE COMMUNITY'S FUTURE GROWTH NEEDS AND THE PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.

POLICY 3.2. TO PROMOTE COMPACT URBAN DEVELOPMENT WITHIN THE DESIGNATED URBAN SERVICE AREA TO ENSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND TO FACILITATE COST EFFECTIVE PROVISION OF COMMUNITY SERVICES AND FACILITIES WHILE BALANCING PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.

POLICY 4.2. TO FACILITATE THE PROVISION OF AN ADEQUATE SUPPLY OF VARIOUS HOUSING TYPES AND SIZES TO ACCOMMODATE PRESENT AND FUTURE HOUSING NEEDS FOR ALL ECONOMIC GROUPS.

4.2 – SOP 1 (Standard Operating Procedure) Designate on the Comprehensive Plan Land Use Maps adequate sites and supporting infrastructure within the Urban Service Area Boundary to accommodate a diversity of housing types, size, price and types of neighborhood scale and character to satisfy the desires of all residents.

POLICY 4.3. TO DESIGNATE ON LAND USE MAPS AN ADEQUATE SUPPLY OF BUILDABLE LAND WITHIN THE URBAN SERVICE AREA, AND PARTICULARLY ALONG TRANSIT CORRIDORS, FOR RESIDENTIAL USE AT DENSITIES THAT CAN PRODUCE HOUSING AFFORDABLE TO ALL ECONOMIC GROUPS.

POLICY 4.8. TO BALANCE THE PROTECTION AND PRESERVATION OF THE CHARACTER AND QUALITY OF LIFE OF EXISTING NEIGHBORHOODS WITHIN THE URBAN SERVICE AREA WHILE PROVIDING OPPORTUNITIES FOR A MIXTURE OF NEW HOUSING TYPES.

10.3. TO FACILITATE RESIDENTIAL DEVELOPMENTS OF VARIOUS TYPES AND DENSITIES THAT ARE APPROPRIATELY LOCATED IN RELATION TO SITE CONDITIONS, SURROUNDING LAND USES, AND CAPACITY OF PUBLIC FACILITIES AND TRANSPORTATION SYSTEMS AFFORDABLE TO ALL ECONOMIC GROUPS.

POLICY 10.4. TO MINIMIZE CONFLICTS BETWEEN RESIDENTIAL AREAS AND NEARBY RECREATIONAL, COMMERCIAL, OR INDUSTRIAL USES THAT WOULD GENERATE ADVERSE IMPACTS TO EXISTING RESIDENTIAL AREAS THROUGH APPROPRIATE LAND USE LOCATIONAL DECISIONS AND REGULATORY MEASURES.

10.4 - IA1 Seek to reduce or eliminate conflicts between medium or high density residential uses in established low density residential neighborhoods by encouraging the design of higher density housing to be compatible in scale, massing and orientation with the adjacent, lower-density housing and to hide or screen the parking behind or within the structure(s).

The above listed policies of the Comprehensive Plan acknowledge the need for additional housing in Juneau, while balancing the need for adequate public infrastructure, including roads, water, and sewer. Additionally, the Plan identifies a need to facilitate varying densities while resolving conflicts between single-family neighborhoods and other types of development. Staff finds the following aspects of the rezone request are not consistent with the CBJ Comprehensive Plan:

- The parcel being reviewed under this request presently lacks public infrastructure.
- Cordova Street creates a clear, dividing line between higher and lower density development. Currently, Cordova Street and the streets that are accessed via Cordova Street, serve primarily single-family residential neighborhoods to the south and primarily multifamily residential neighborhoods to the north.
- Through this proposal, an extension of Cordova Street would serve higher density development on both sides of the existing divide.
- The proposed rezone from D5 to D18 would not be in harmony with the surrounding neighborhood on the south side of Cordova Street.

Zone Change Options and Alternatives

A number of zoning districts may be considered for the subject property. The applicant requests that the property be rezoned from D5 to D18. As stated in CBJ 49.75.130(a), the Commission may recommend approval, approval with modifications or denial of a rezone request. The Commission may recommend approval to the Assembly for different zoning districts than what is requested by the applicant or recommended by staff. Additionally, the Commission can determine the boundary of the area to be rezoned. This means that if the Commission wishes to do so, the zoning district boundary line may be moved from its current location, as long as it is found to be in substantial conformance with the Comprehensive Plan.

In the “Analysis” section of this report, staff compares permissible uses and dimensional standards for D10 as an alternative to this rezone request. The D10 zoning district would allow for multifamily development at a lesser density than the requested D18.

AGENCY COMMENT

The proposed rezone request was sent for review to Capital City Fire and Rescue; CBJ Building Division, Engineering and Public Works, Assessors Office, Parks and Recreation; DOT; U.S. Forest Service; and AEL&P. Comments received at the time of writing this report can be found in Attachment C, and are summarized below. AEL&P and the U.S. Forest Service both stated they had no concerns with the proposed rezone request.

Capital City Fire and Rescue – Stated they had no issues with the proposed rezone. As there is limited access to this neighborhood through Cordova Street, sprinkler systems may be a requirement for any large development. This would be reviewed at the time of development.

Engineering & Public Works – Stated they had no issues with the proposed rezone. The existing water and sewer systems may need to be upgraded based on a proposed development. Additionally, achieving adequate water pressures may be challenging with higher elevation development. This would be reviewed at the time of development.

Alaska Department of Transportation – Stated they could not comment at this time as to whether or not the proposal would have an impact on DOT transportation infrastructure. A TIA would be required once a project is projected to generate more than 100 additional vehicle trips per hour. DOT also stated that vehicles turning left from Cordova Street experience a LOS D and E for the AM and PM peaks respectively.

Assessor's Office – The CBJ Assessors have stated that they would not anticipate a positive or negative effect on neighboring property values as the neighborhood currently consists of both D18 and D5 parcels.

PUBLIC COMMENT

CDD Staff held a neighborhood meeting on August 20, 2019 to inform the neighborhood that a rezone application had been received, to discuss the rezone process, and to solicit public comments. Approximately 40 residents attended the neighborhood meeting. Prior to the Planning Commission hearing, postcards were mailed to property owners within 500 feet of the subject parcels and two public notice signs were posted in the Cordova Street right-of-way. One sign was posted at the bottom of Cordova Street, prior to the turn-offs of Nowell Avenue and Foster Avenue. The second public notice sign was posted at the top of Cordova Street approximately where the applicant envisions the extension of Cordova Street. Two public notice signs were posted as a result of a request from the neighborhood meeting, in order to better notify the entire neighborhood.

Public comments received through September 23, 2019 can be found in Attachment D. Concerns raised by neighboring residents include the addition of traffic on an already challenging intersection, neighborhood harmony within an existing D5 neighborhood, access for emergency services, the potential for commercial activity in an established residential neighborhood, and additional burden on existing infrastructure.

HABITAT

There are no known habitat concerns on the subject parcel.

FINDINGS

After review of the application materials, the CBJ Land Use Code, and the CBJ 2013 Comprehensive Plan, staff makes the following findings:

- 1. Was the rezone application filed timely and was adequate public notice provided in accordance with CBJ 49.75.110?**

Yes. The application was filed in July; Public notice of this project was provided in the October 4, 2019 and October 13, 2019 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, two Public Notice Signs were posted in the Cordova Street right-of-way.

- 2. Per CBJ 49.75.120 is this request for an area covering more than two acres, an expansion of an existing zoning district, and has no a similar request made within the previous 12 months?**

Yes. The parcel exceeds two acres and no rezone application has been filed for this parcel within the past 12 months.

- 3. Is the proposed zoning district and the uses allowed therein found to be in substantial conformance with the land use maps of the comprehensive plan; policies of the comprehensive plan, and Title 49, in accordance with CBJ 49.75.120?**

No. As discussed above the proposed rezone of the subject parcel from D5 to D18 is not found to be in substantial conformance with the land use maps of the Comprehensive Plan for the entire parcel. Additionally, the proposed rezone request violates some policies and guidelines of the Comprehensive Plan.

STAFF RECOMMENDATION

Based on the above analysis and findings, staff recommends that the Planning Commission **DENY** the proposed rezone of 8.45 acres from D5 to D18; further, staff recommends that the Planning Commission **DENY** alternative rezone options, such as an upzone to the D10 zoning district.



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION	
	Physical Address No street numbers assigned, above intersection of Cordova St. and Pioneer Ave.	
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) USMS 1069 KOWEE LT 2 and USMS 59 TR A LUCY LODE	
	Parcel Number(s) 1D060L050010 and 1D0501000011	
	<input type="checkbox"/> This property located in the downtown historic district <input type="checkbox"/> This property located in a mapped hazard area, if so, which _____	
	LANDOWNER/ LESSEE	
	Property Owner Tlingit Haida Regional Housing Authority (THRHA) & Lonnie/Beverly Anderson	Contact Person THRHA: Joyce Niven, Andersons: Murray Walsh
	Mailing Address THRHA, PO BOX 32237 JUNEAU AK 99803, Anderson PO BOX 32498 JUNEAU AK 99803	Phone Number(s) Niven: 780-3156, Walsh: 723-8444
	E-mail Address jniven@thrha.org murray@acsalaska.net	
	LANDOWNER/ LESSEE CONSENT Required for Planning Permits, not needed on Building/ Engineering Permits	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.		
X <u><i>[Signature]</i></u> <u>7-8-19</u> Date Landowner/Lessee Signature		
X <u><i>[Signature]</i></u> <u>7/22/19</u> Date Landowner/Lessee Signature		
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.		
APPLICANT If the same as OWNER, write "SAME"		
Applicant THRHA & The Andersons	Contact Person Murray Walsh, Walsh Planning & Development Services (WPDS)	
Mailing Address 2974 Foster Ave, Juneau, AK 99801	Phone Number(s) WPDS: 723-8444	
E-mail Address murray@acsalaska.net		
X <u><i>[Signature]</i></u> <u>7-8-19</u> <u>7-24-19</u> Date of Application Applicant's Signature		

DEPARTMENT USE ONLY BELOW THIS LINE

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Intake Initials ANE
Date Received 7/25/19

Case Number AME 19-10.



ZONE CHANGE APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

Rezone two parcels, 1D060L050010 (21 ac.) and 1D0501000011 (8.5 ac.) from the current D-5 status to D-18

IS THIS AN EXPANSION OF AN EXISTING ZONE?

☒ Yes ☐ No

Total Land Area of Proposed Change 29.5 acres

Comprehensive Plan Land Use Designation MDR/ULDR

Current Zone(s) Anderson: D-5, THRHA: D-5(T)D-18

Comprehensive Plan Map Letter Map M

New Zone Requested D-18

TYPE OF ZONE CHANGE REQUESTED

☐ Regular ☒ Transition

Has this or a similar zone change been requested in the previous 12 months? ☐ Yes Case # _____ ☒ No

UTILITIES AVAILABLE

WATER: ☒ Public ☐ On Site

SEWER: ☒ Public ☐ On Site

ALL REQUIRED MATERIALS ATTACHED

- ☒ Complete application
- ☒ Pre-Application Conference notes
- ☒ Narrative including:
 - ☒ Purpose of the requested zone change
 - ☒ Any potential impacts to public infrastructure (streets, water, & sewer)
 - ☒ How the requested zone change comply with the maps and policies of the Comprehensive Plan
- ☒ Site Plan and/or map of proposed zone change (details on reverse side)

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

ZONE CHANGE FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ 450 <u>600.00</u>			
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Pub. Not. Sign Fee	\$ <u>50</u>			
Pub. Not. Sign Deposit	\$ <u>100</u>			
Total Fee	\$ <u>750</u>			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number

AME19-10

Date Received

7/25/19

Attachment A - Application

Laurel Christian

From: Laurel Christian
Sent: Monday, September 30, 2019 8:25 AM
To: 'Jackie Pata'
Cc: Joyce Niven; Murray Walsh; Lonnie Anderson
Subject: RE: THRHA Withdrawal language

Hello Jackie,

I will begin the steps to withdraw the THRHA portion of the application (AME20190011).

Thank you,

Laurel Christian | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0761

Please note name change (Bruggeman to Christian) and new email: Laurel.christian@juneau.org



From: Jackie Pata <jpata@thrha.org>
Sent: Friday, September 27, 2019 4:04 PM
To: Laurel Christian <Laurel.Christian@juneau.org>
Cc: Joyce Niven <jniven@thrha.org>; Murray Walsh <murray@acsalaska.net>; Lonnie Anderson <doclonnie@hotmail.com>
Subject: THRHA Withdrawal language

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

Hello Ms. Christian,

We have been advised that you are planning to recommend denial of our application to re-zone Parcel 1D060L050010 aka USMS 1069 KOWEE Lot 2. We are uncomfortable with proceeding with the re-zone process in view of this expectation and with this message we request that you suspend the process and take no further action on the matter. Please let me know if you need any more information from THRHA on this subject.

Sincerely,
Jackie

Jacqueline Kus.een Pata
President/CEO

Zone Change Application Information

Zone changes are outlined in CBJ 49.75 article I

Pre-Application Conference: A pre-application conference is encouraged prior to submitting an application. The applicant shall meet with City & Borough of Juneau (CBJ) staff to discuss the Zone Change process and analysis. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via email at Permits@juneau.org.

Application: An application for a Zone Change will not be accepted by the CBJ until it is determined to be complete. **Zone Change may only be applied for during January and July.** The items needed for a complete application are:

1. **Forms:** Completed Zone Change Application and Development Permit Application.
2. **Fees:** The fee for Zone Change Application is \$600.00. No work can be approved with a Zone Change. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the purpose for the requested zone change.
4. **Plans:** A site plan showing the following information:
 - A. The boundaries of the existing and proposed zone change and proposed buffers;
 - B. The location of existing structures (i.e. buildings, fences, signs, parking areas, etc.); and
 - C. The location of existing physical features of the site (i.e. drainage, topography, eagle trees, hazard areas, salmon streams, wetlands, etc.).
5. A traffic study may be required for zone changes.

Document Format: All materials submitted as part of an application shall be submitted in either of the following formats:

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: The Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the Zone Change request, the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department will coordinate the review of this application by other agencies, as necessary.

Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed Zone Change.

Hearing: Once an application has been reviewed by all applicable parties the Community Development Department will schedule the zone change for the next appropriate Planning Commission meeting. All Zone Change Applications will be reviewed by the Planning Commission who will send a recommendation to the Assembly. Following a recommendation of approval by the Planning Commission, the Community Development Department will coordinate the zone change review by the Assembly. In order for zone changes to become effective, they must be adopted by ordinance by the CBJ Assembly.

Public Notice Responsibilities: All Zone Change requests must be given the following public notice as outlined in CBJ 49.15.230:

Community Development Department: Will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, the department will mail notices to all property owners within 500-feet of the project site.

The Applicant will post a sign on the site at least 14 days prior to the meeting. The sign shall be visible from a public right-of-way or where determined appropriate by CDD. Signs may be produced by the Community Development Department for a preparation fee of \$50, and a \$100 deposit that will be refunded in full if the sign is returned within seven days of the scheduled hearing date. If the sign is returned between eight and 14 days of the scheduled hearing \$50 may be refunded. The Applicant may make and erect their own sign. Please contact the Community Development Department for more information.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Narrative for THRHA/Anderson Zone Change Application

Overview

Two parcels are proposed for re-zoning and are shown on the attached plat. The larger – 21 ac. – easterly parcel is owned by the Tlingit Haida Regional Housing Authority (THRHA, hereafter) and the smaller – 8.5 ac. is owned by Dr. Lonnie Anderson. Both are co-applicants for this application. The THRHA parcel is already zoned D-5 transitioning to D-18 and is classified ULDR in the Comprehensive Plan. The Anderson parcel is also classified ULDR on its easterly portion and MDR on the westerly side.

The key issue for both parcels is access. The *only* practical access for either parcel is an extension of Cordova Street. Such an extension, while short – about 300 feet – will be very expensive to build. The terrain is steep and there will probably have to be blasting in bedrock to build the road grade to required standards. This means that the development that would be served by this road extension has to be substantial enough to pay for the road as well as site preparation that will also be more expensive than typical because of the terrain. Single family or duplex development will not be enough. A financial work-up is shown below to illustrate this point further.

Finally, by way of overview, these properties are the last of their kind when comes to the potential of residential views and multi-family zoning will enable many more families to enjoy this amenity. The re-zone application instructions ask that three matters be addressed in a narrative like this:

1. Purpose of the requested zone change

To enable affordable multi-family development that adjoins natural areas, has proximity to downtown, and has excellent views of the city and countryside. THRHA is particularly interested in condo or townhouse-style development where occupants acquire ownership of their units and build equity thereby.

2. Any potential impacts to public infrastructure (streets, water, & sewer)

We understand that the utilities have been sized to accommodate much more than the current level of development. Any new development will add traffic to the existing streets but the all operate freely now. The only exception is the Cordova/

Douglas Highway intersection morning commute and this operates rather well because of the neighborly manners of Douglas drivers.

3. How the requested zone change complies with the maps and policies of the Comprehensive Plan

The current transition zoning for the THHRA parcel is a direct application of the underlying Comp Plan classification. As noted, the Anderson parcel is partially classified multi-family and partly D-5. As will become clear, the parcel cannot economically be developed in D-5 and a great deal of it cannot be developed at all because it is just too steep and because, as discussed below, a lot of land will be used only as buffers to protect the Dan Moller Trail and the D-5 development on Pioneer Avenue.

Site Plan and Profiles

A site plan, Sheet 1, is attached showing the two parcels and showing (or not including) these features

- The boundaries of the two are highlighted in orange and the developable area of the Anderson parcel is shown in cross-hatch highlight. Essentially, all the rest of the Anderson parcel would be buffer.
- No salmon streams or eagle trees are known to exist. The only wetlands would be small patches of forested wetlands. There are no hazardous areas.
- There are no existing structures, fences, signs, parking areas or other development.
- The topography, shown in ten-foot contours – data provided by the CDD LIDAR database – shows that both parcels have very steep sections but with the lower areas being reasonably sloped and thus usable for development.

Profile A is shown two ways. On Sheet 2 it is shown in two sections. On Sheet 4 it is shown in one section with annotations depicting the key points:

- The Goodwin Road Cul-de-Sac, elevation 375 is far above the Anderson parcel developable area at 228 feet. At first glance, it might be thought that the Anderson parcel could be served by an extension of Goodwin Road, but taking a look back at the plan view plat, it can be seen that the area south of the Dan Moller Trail is just too steep to enable a road *and* reasonable

development areas on either side of it. Such an extension would also impact the Trail if it actually went all the way to the Anderson parcel.

- The Trail, at 300 feet elevation where Profile A crosses it, is 72 feet higher than the Anderson Parcel developable area.

Profile B on Sheet 3 shows a 53-foot difference in height between Pioneer Avenue and the developable area. That difference plus a generous setback buffer will result in zero impacts on the Pioneer neighborhood.

Development Scenarios

It is mentioned above that the key to development of both parcels is road access and that the most likely option is to extend Cordova Street upwards. If the parcels are zoned D-18, such an extension would be about 200 feet of roadway ending in a 60-foot diameter cul-de-sac. If the parcels were developed in D-5 zoning, there would be 300 feet of roadway and then lateral roads running northwest onto the THRHA property and southeast on to the Anderson property. These lateral roads would provide the actual access to the houses laid out similar to Pioneer and Foster Avenues. The Cordova extension only provides access to the lateral roads and is an extra cost to the downstream homeowners.

A CBJ standard residential access road costs about \$2500 per lineal foot in rough terrain. The minimum lot width in D-5 is 70 feet. So, the road passing in front of a typical house would cost \$175,000. Assuming it serves a house on both sides, the cost of each lot would have to include \$87,500 plus the cost of the land itself. This seems like a high number but affordability depends in part on how much the developer paid for the land. The more important point here is that the homeowner will *also* have to pay the *pro rata* share of the Cordova extension

The Cordova extension, 300 feet of access road in even rougher terrain than the side streets, would probably cost \$3000 a lineal foot. That works out to \$900,000. Approximately 18 houses could be built on the THRHA side street and about 16 on the Anderson side for a total of 34. Thus, the *pro rata* share for each house would be about \$26,500 to be paid in addition to the actual frontage road.

Now, if the parcels are zoned D-18, the maximum development potential would be very different. The 21-acre THRHA parcel could legally host 378 units and

the 8.5-acre Anderson tract could host 153 for a total of 531. This, however, is very unlikely for a number of reasons and the most likely density is far less. The nearby multi-family developments of Cedar Park, phases 1 and 2, and the Coogan apartment complex collectively average 12 units per acre.

The combined development potential at 12 units per acre is 354. This too is ¹ an unreasonably high number. The combined areas of the three neighboring multi-family developments is 12.35 acres hosting a total of 155 units that began development in 1952. The Coogan complex was just completed.

There will certainly be market demand for townhouses with views but it is hard to imagine more than 150 units, in total if the developers are looking for build-out and sell-out in less than ten years, so using that number, the *pro rata* share of access road cost for each unit would be \$6,000 and that is why rezoning to multi-family status makes affordable housing possible in this location.

¹ To actually build these high numbers on these sites would require multi-story buildings made of steel and concrete and would require far more preparation of the sites for such heavy buildings. To be affordable in Juneau, a condo or townhouse style development has to be two or three stories at most and be built with wood and other materials typical of light residential development.



(907) 586-0715
 CDD_Admin@juneau.org
 www.juneau.org/CDD
 155 S. Seward Street • Juneau, AK 99801

THRHA & Anderson Douglas Rezone

Case Number: PAC20190048

Applicant: Murray Walsh

Property Owner: Tlingit Haida Regional Housing Authority and Lonnie and Beverly Anderson Living Trust

Property Address: Not Assigned

Parcel Code Number: 1D060L050010 and 1D0501000011

Site Size: 21 acres and 8.45 Acres

Zoning: Two Zones on One Parcel (D5 (T) D18 and D18) and D5 (see attached)

Existing Land Use: Vacant

Conference Date: 07/03/2019

Report Issued: 07/10/2019

List of attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Murray Walsh	Applicant	murray@acsalaska.net
Joyce Niven	Applicant	jniven@thrha.org
Laurel Christian	Planning	laurel.christian@juneau.org
Adrienne Scott	Permit Tech	adrienne.scott@juneau.org

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Planning Division:

1. Zoning

- a. THRHA Parcel – The THRHA parcel is zoned D5(T)D18 and a small portion of the parcel is zoned D18. A transition zone designation means that the underlying zoning is D5 and it will be transitioned (up-zoned) to D18 when public water, sewer, or other improvements are provided. Transition Zoning is described in CBJ 49.70.700. The THRHA parcel has a comprehensive plan future land use designation of Medium Density Residential.
 - b. Anderson Parcel - The Anderson parcel is currently zoned D5. The Anderson parcel has a two comprehensive plan future land use designations – medium density residential and urban low density residential.
 - c. Medium Density Residential: *These lands are characterized by urban residential lands for multifamily dwelling units at **densities ranging from 5 to 20 units per acre**. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300). (Pg. 147)*
 - d. Urban Low Density Residential: *These lands are characterized by urban or suburban residential lands with detached single-family units, duplex, cottage or bungalow housing, zero-lot-line dwelling units and manufactured homes on permanent foundations at **densities of one to six units per acre**. Any commercial development should be of a scale consistent with a single family residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300). (Pg. 147)*
 - e. Transition Zoning Upgrade Process (for the THRHA parcel) – a parcel with transition zoning can be rezoned in one of two ways according to CBJ 49.70.720. **Transition zone upgrades do not follow the standard rezone process, as they are contingent on public infrastructure.**
 - i. In conjunction with a major development permit. CBJ 49.70.720(1)(A) *The applicant for a major development permit in a transition zone may make a concurrent request for a zoning upgrade. The plans accompanying the development permit application shall be based upon the density requested. A request for a zoning upgrade shall include preliminary plans and a determination by a certified engineer that such improvements are feasible.*
 - ii. Planning commission initiation after public improvements are installed. CBJ 49.70.720(1)(B) *The planning commission may initiate a zoning upgrade if the public sewer, water, or other required improvements already exist or will be provided by the City and Borough.*
 - f. Transition Zoning Upgrade (for the THRHA parcel) – On CBJ zoning maps is a note reading “NOTE: Conditions of this Transition Area include water, sewer, and the construction of a Kowee Creek bridge by the developer” for the THRHA parcel. This note was placed on this parcel as a result of the 1986 West Juneau Traffic Impact Study. Staff needs to do more research to determine whether or not this condition would apply to the transitional rezone of the THRHA parcel. When an application is submitted, a determination can be made.
- #### 2. Setbacks
- a. D5 Zoning District: 20 ft. front yard; 20 ft. rear yard; 5 ft. side yard; 13 ft. street side yard

- b. D18 Zoning District: 20 ft. front yard; 10 ft. rear yard; 5 ft. side yard; 13 ft. street side yard
- c. CBJ 49.25.400 TPU Note 3: *Where one district abuts another, the greater of the two setbacks is required for both uses on the common property line.* The THRHA parcel abuts a rural reserve zoning district and D5 zoning district. The Anderson parcel, if rezoned to D18, would abut a D5 zoning district. The greater setback would apply along the common property line.
- 3. **Height** - D5 Zoning District and D18 Zoning District: 35 ft. permissible uses, 25 ft. accessory uses
- 4. **Access** – Neither lot currently has direct access to a CBJ ROW. It is expected that access to the parcels would be provided through an extension of Cordova Street, however; this would require participation of an additional private land owner.
- 5. **Density**
 - a. THRHA Parcel – Currently zoned D5 the parcel could house (130) 7,000 square foot lots (minimum lot size for zoning district) not including areas needed for roads and infrastructure. Multifamily development is not allowed in D5. Under D18 zoning, the THRHA parcel could house (182) 5,000 square foot lots (minimum lot size for D18) or 378 dwelling units in a multifamily development, not including roads or infrastructure.
 - b. Anderson Parcel – Currently zoned D5 the parcel could house (52) 7,000 square foot lots (minimum lot size for zoning district) not including areas needed for roads and infrastructure. Multifamily development is not allowed in D5. Under D18 zoning, the Anderson parcel could house (73) 5,000 square foot lots (minimum lot size for the D18 zoning district) or 152 dwelling units in a multifamily development, not including roads or infrastructure.
- 6. **Parking & Circulation**– Will be reviewed at time of development
- 7. **Lot Coverage** - D5 and D18 Zoning District: 50% permissible uses; 50% conditional uses
- 8. **Vegetative Coverage**
 - a. D5 Zoning District: 20% vegetative cover required
 - b. D18 Zoning District: 30% vegetative cover required
- 9. **Lighting** – Will be reviewed at time of development
- 10. **Noise** – Will be reviewed at time of development
- 11. **Flood** – NA
- 12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – A hillside endorsement may be required at time of development. Slopes on both properties exceed 17% (see attached slope map). This will be reviewed at time of development.
- 13. **Wetlands** – No known at this time.
- 14. **Habitat** – Kowee Creek, an anadromous waterbody, runs along the northwestern property line of the THRHA parcel.
- 15. **Plat or Covenant Restrictions**
 - a. Anderson Lot – There is an existing easement for the Dan Moller trail on the property, see Book 266, Page 214 filed with the Juneau Records office. This should be shown on future development plans.
- 16. **Traffic** – Will be reviewed at time of development.

Building Division:

17. **Building** – N/A

18. **Outstanding Permits** - None

General Engineering/Public Works:

19. **Engineering** – N/A

20. **Drainage** – N/A

21. **Utilities** – (water, power, sewer, etc.) N/A

Fire Marshal:

22. **Fire Items/Access** – N/A

Other Applicable Agency Review:

23. Comments should be requested from DOT at time of rezone review.

Next Steps:

24. Submit application to CDD (Rezone applications are only accepted in July or January)

25. CDD will schedule a neighborhood meeting to inform the public of the proposal and the rezone process. The applicant or the applicant's representative is strongly encouraged to attend.

26. CDD will schedule the case for review by the Planning Commission.

List of required applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Rezone Application - http://www.juneau.org/cddftp/documents/AME-Zone-Change_Application-.pdf

a. **Rezone applications must be received in July or January**

2. Development Permit Application: <http://www.juneau.org/cddftp/documents/DPA.pdf>

a. Please ensure both property owners have signed a Development permit application

Additional submittal requirements:

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.

2. Narrative including:

a. Purpose of the requested zone change

b. Any potential impacts to public infrastructure (streets, water, & sewer)

c. How the requested zone change comply with the maps and policies of the Comprehensive Plan

3. Site plan and/or map of proposed zone change

Exceptions to submittal requirements:

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. (Add any items required with the forms that are not applicable)

Fee estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. Sign fee (\$50.00) and refundable deposit (\$100.00) - \$150.00 total
2. Rezone application fee \$600.00

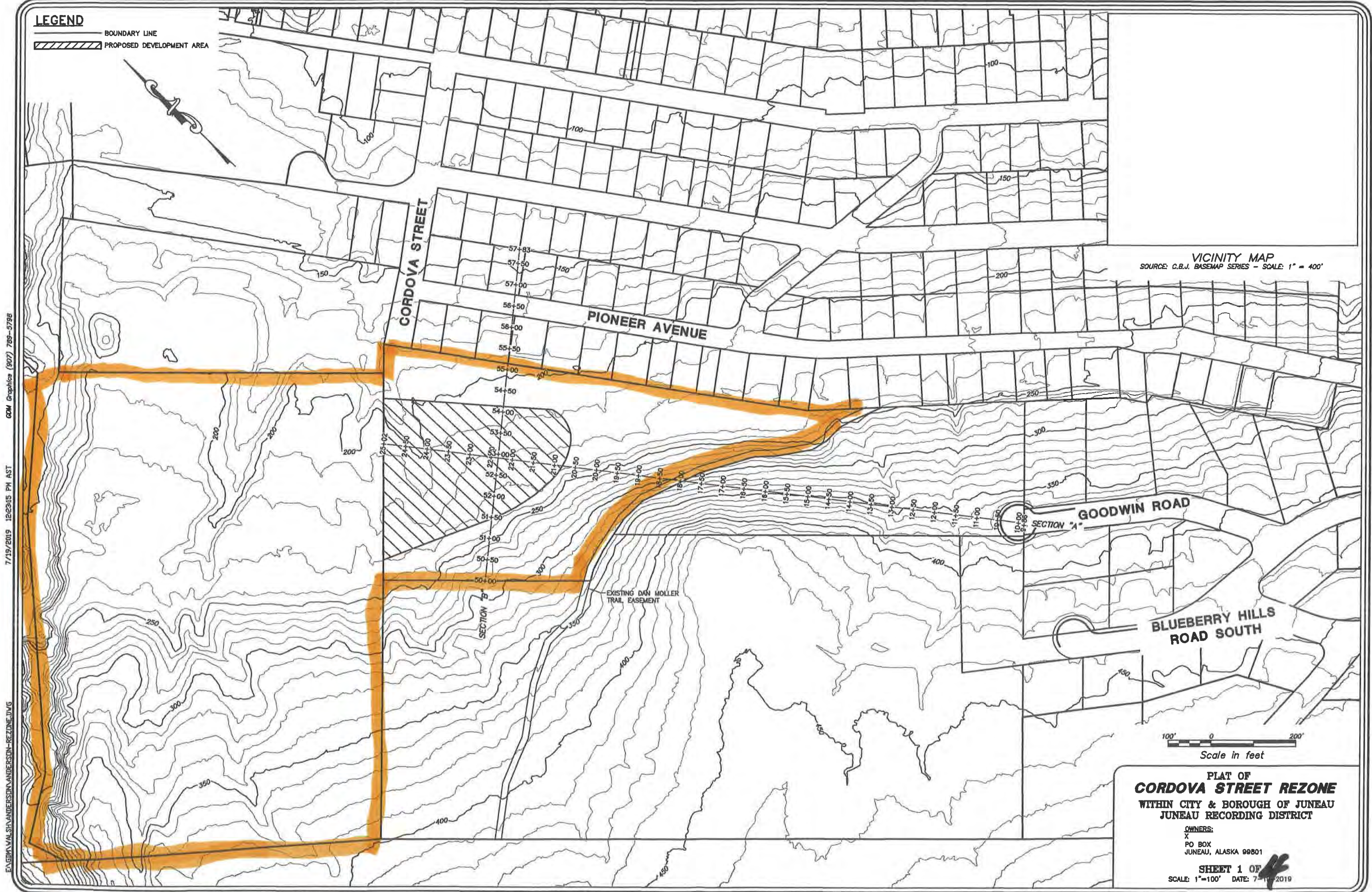
For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

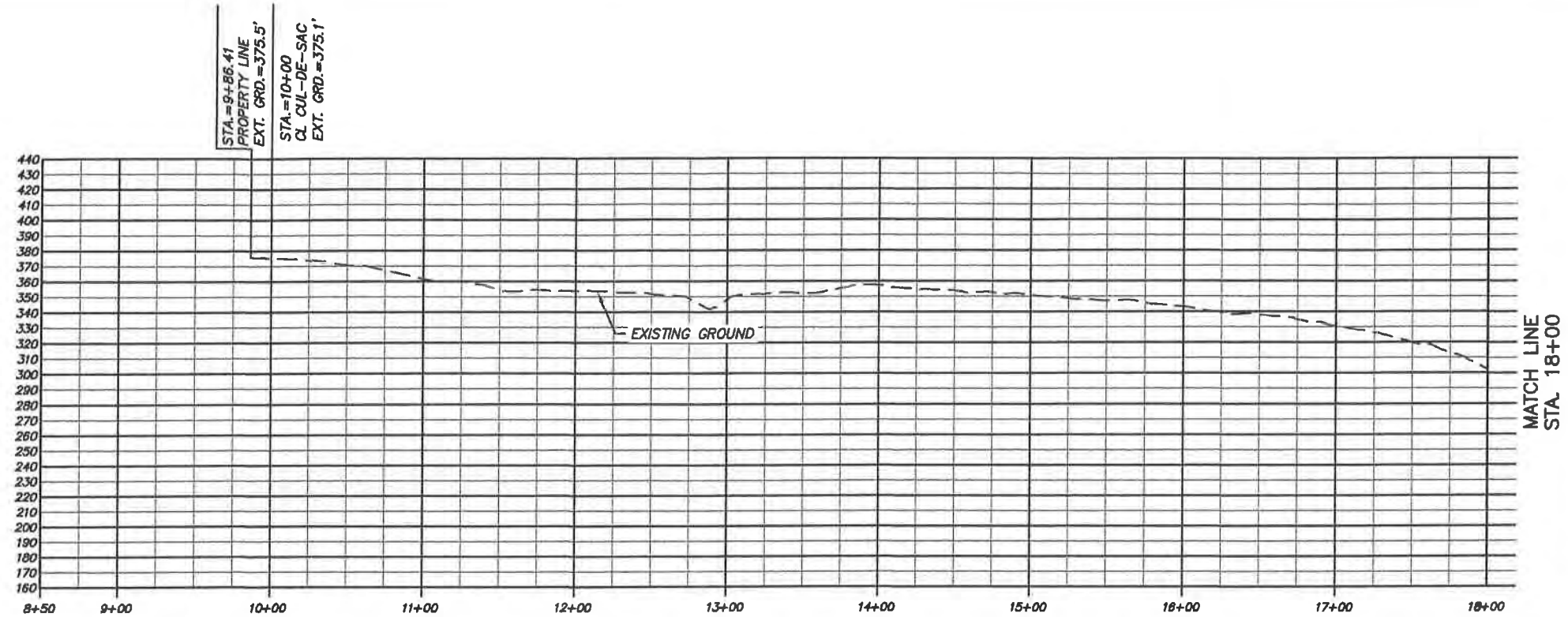
Submit your completed application

You must submit your application(s) in person with payment to:

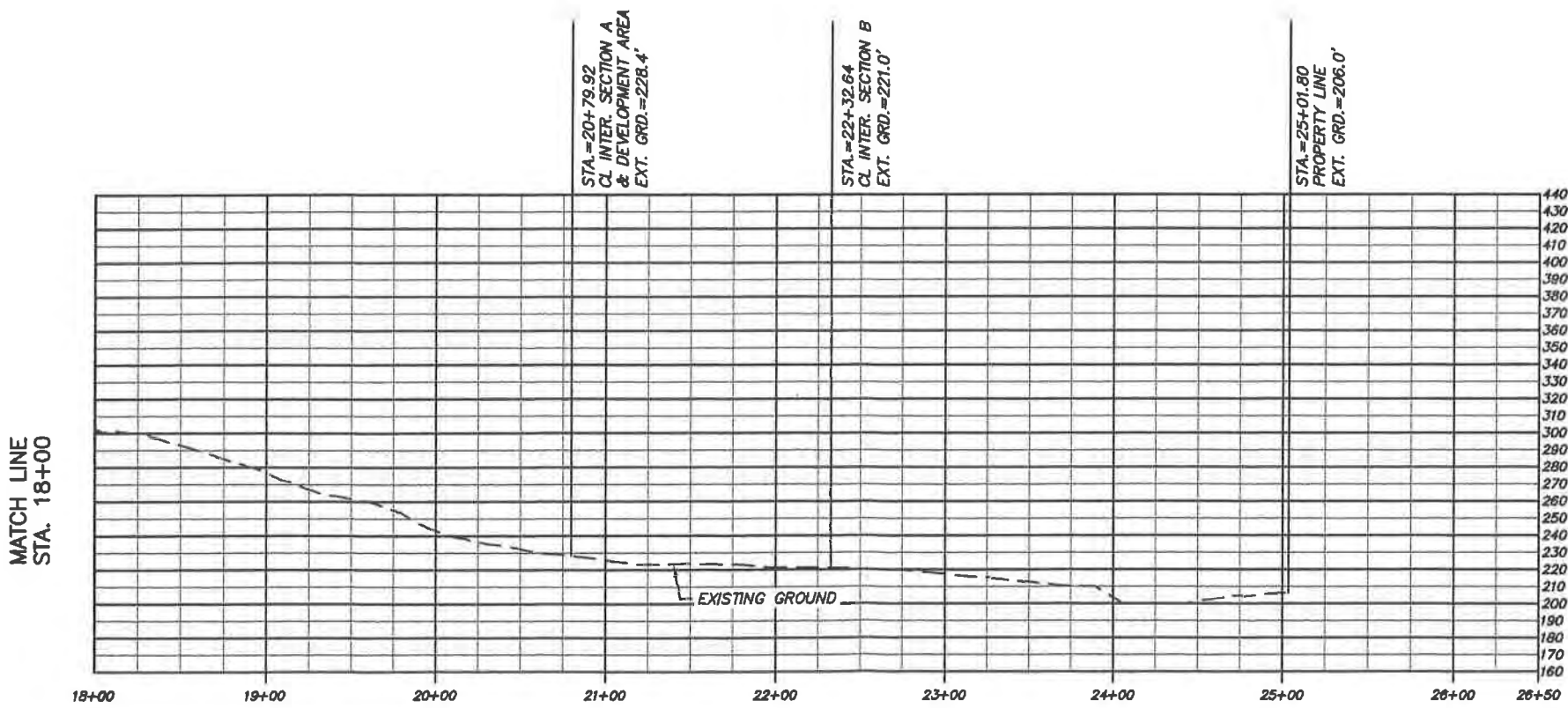
City/Borough of Juneau
Permit Center
230 S. Franklin Street,
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd





SECTION-A
SCALE: HORZ. 1"=100'
VERT. 1"=100'



SECTION-A
SCALE: HORZ. 1"=100'
VERT. 1"=100'

**PROFILE OF
ANDERSON REZONING**

A RESUBDIVISION OF
TONGASS PARK SUBDIVISION

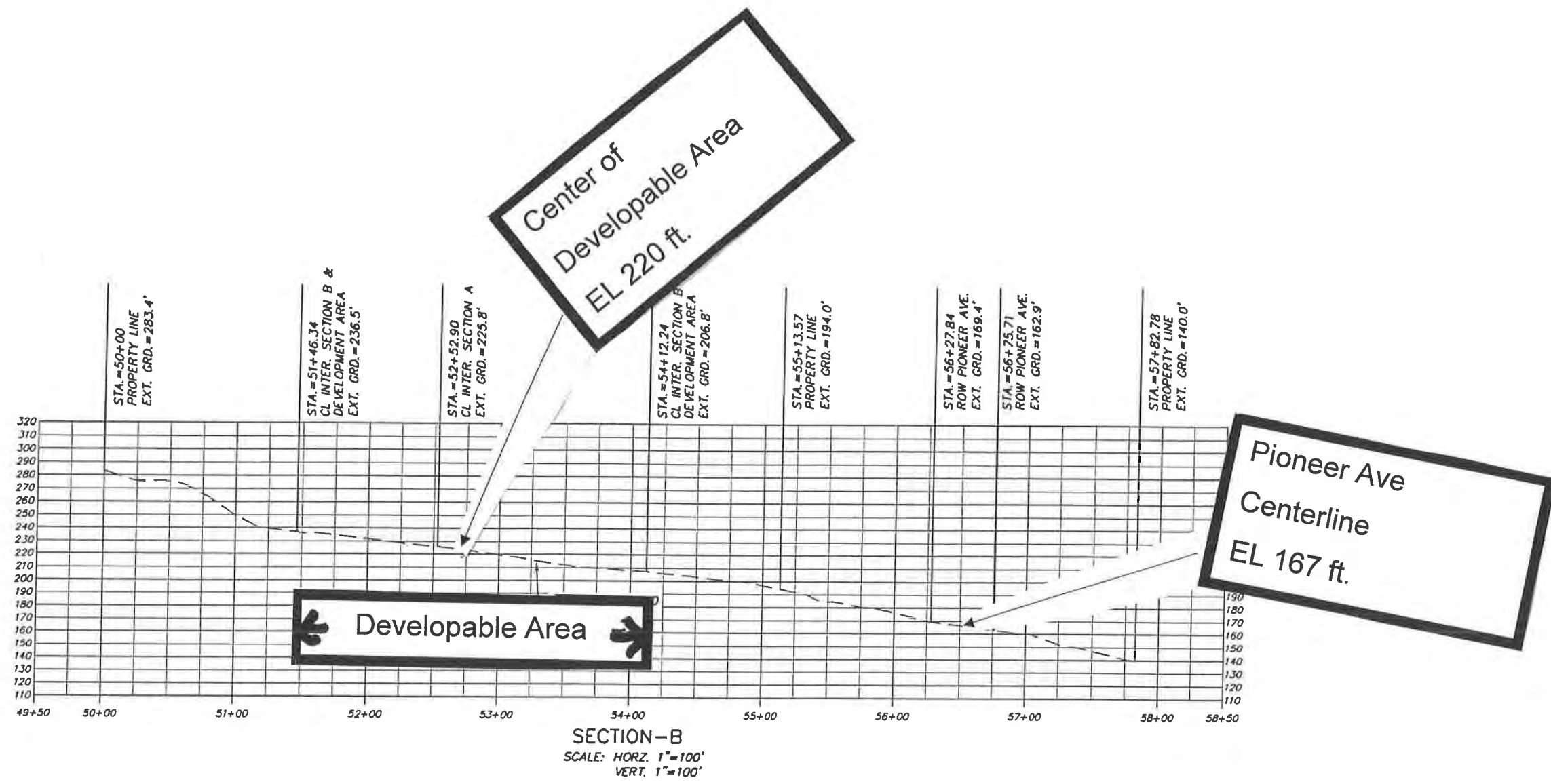
WITHIN CITY & BOROUGH OF JUNEAU
JUNEAU RECORDING DISTRICT

OWNERS:
X
PO BOX
JUNEAU, ALASKA 99801

SHEET 2 OF 4

SCALE: 1"=50' DATE: 7-20-2019

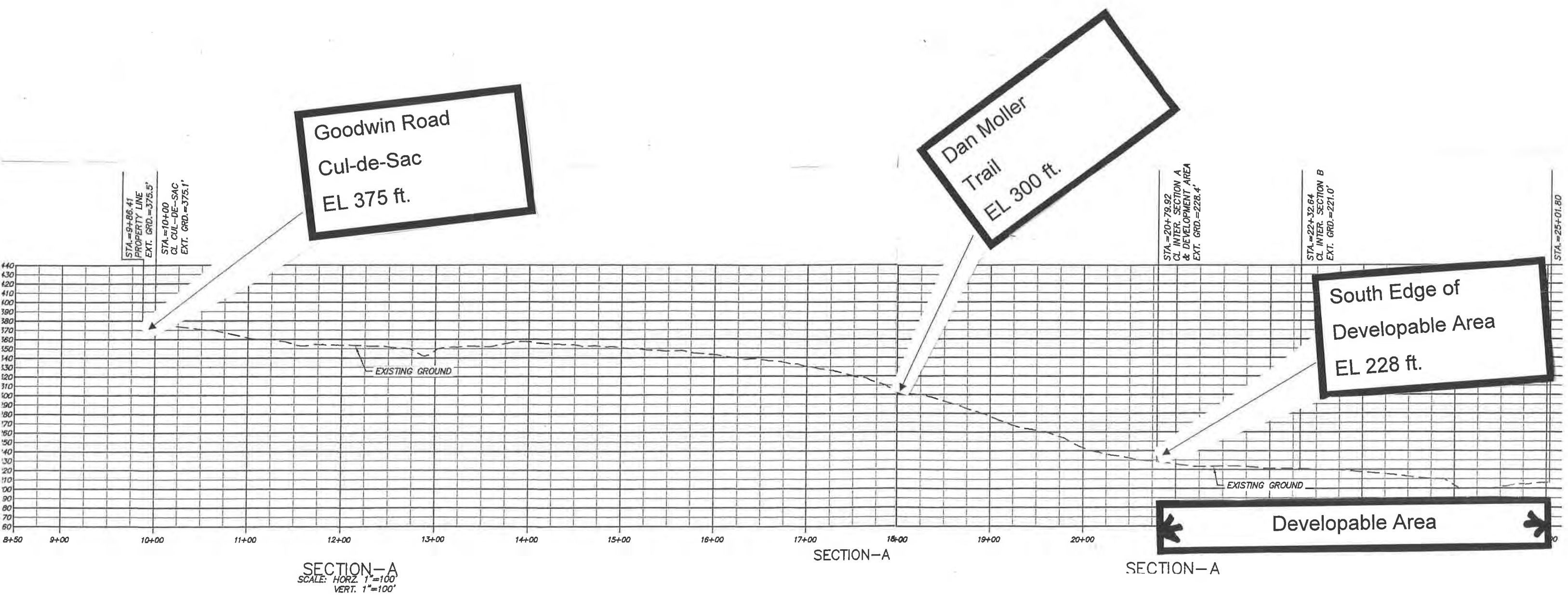
7/20/2019 10:50:15 AM AST GDM Graphics (907) 769-5798 E:\GDM\VAL SH ANDERSON\ANDERSON-REZONE.DWG



PROFILE OF
CORDOVA STREET REZONE
WITHIN CITY & BOROUGH OF JUNEAU
JUNEAU RECORDING DISTRICT

OWNERS:
X
PO BOX
JUNEAU, ALASKA 99801

SHEET 3 OF 4
SCALE: 1"=100' DATE: 7-10-2019



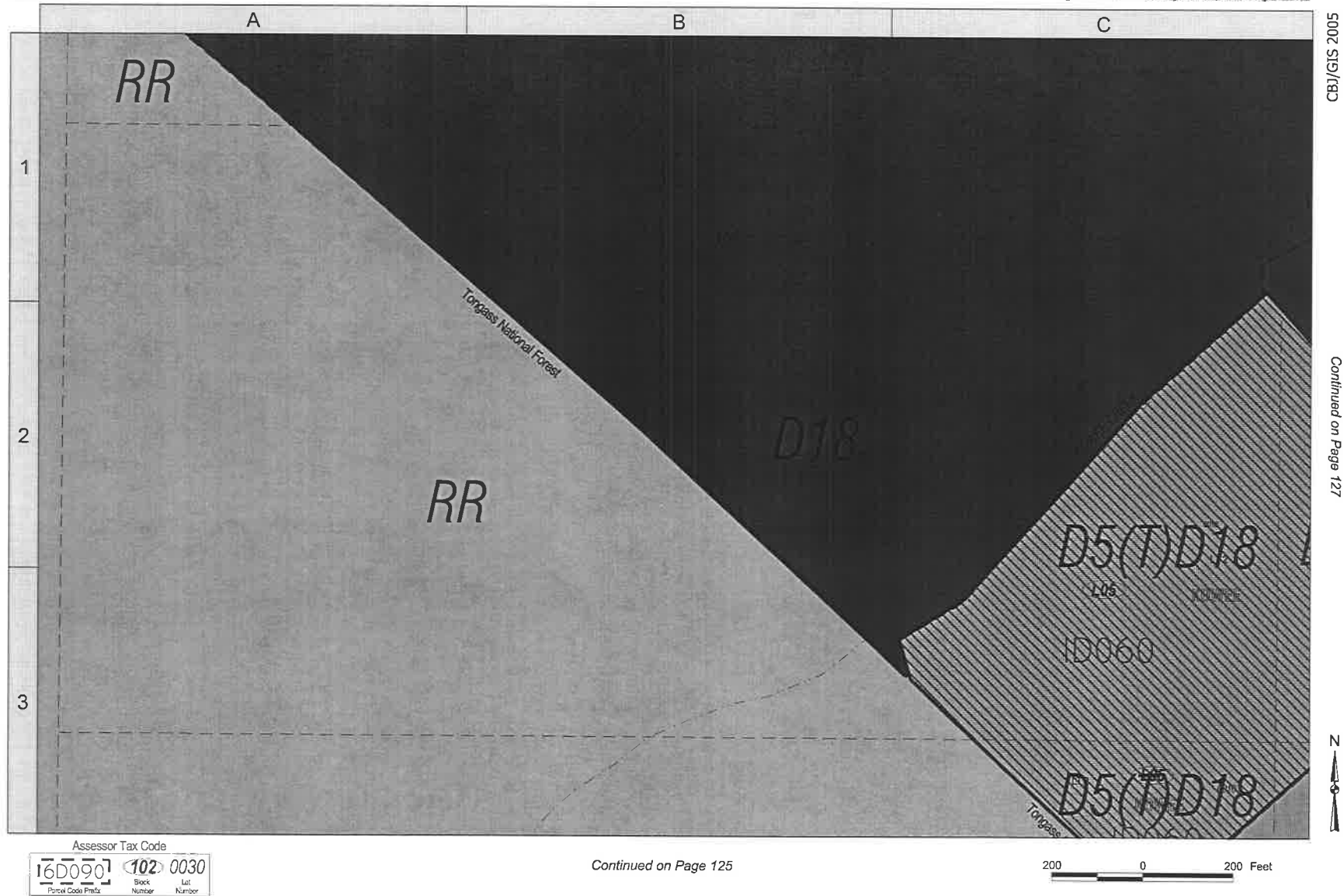
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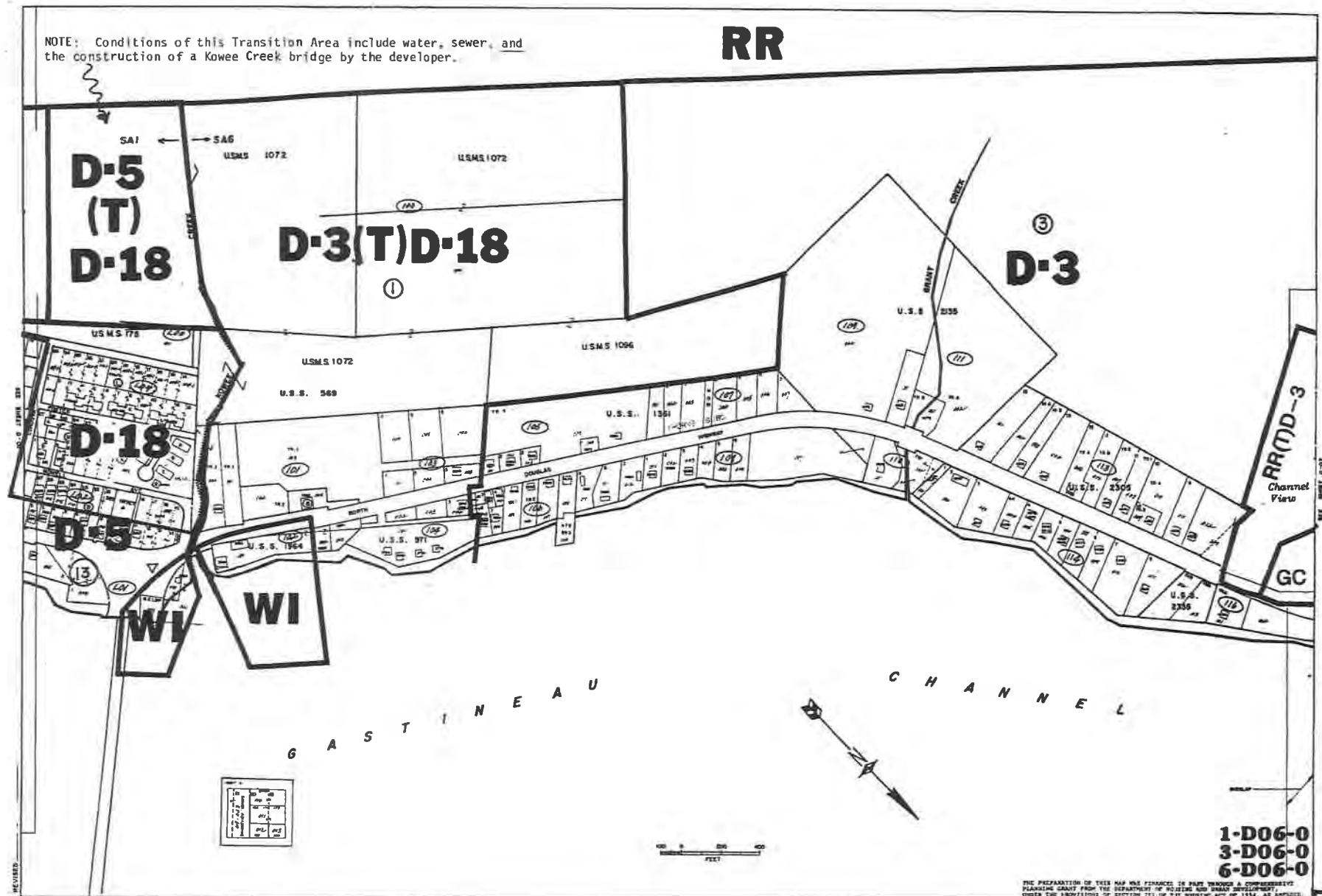
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Attachment A - Application



Slopes



ARTICLE VII. - TRANSITION ZONES

49.70.700 - Transition zones, generally.

- (a) *Purpose.* A transition zone is an overlay zone district for certain lands located in the urban service boundary that are set aside for higher density development after public water and sewer have been provided. Transition zones shall be identified as such by the designator "T" on the official zoning maps adopted pursuant to section 49.25.110. The overlay district specifies the current lower density zoning classification as well as the proposed increase. The increase in density will take place at the time public services are provided.
- (b) *Applicability.* All properties in transition zones shall comply with the provisions of this article.

(Serial No. 87-49, § 2, 1987)

49.70.710 - Subdivisions in transition zones shadow platting.

- (a) *Contents of application.* When a plat is submitted under chapter 49.15, article IV for a subdivision of five or more lots in a transition zone, the application shall include a shadow plat of the property. The shadow plat shall be a sketch plat overlay of the actual lot layout proposed. This overlay shall reflect as nearly as possible the future resubdivision of the parcels into smaller lots, based upon the density and lot size allowed after public sewer and water are provided.
- (b) *Decision.* The director for minor subdivisions and the commission for major subdivisions shall review and approve the application based on how well the proposed lot layout will lend itself to future resubdivision as well as other requirements of this title.

(Serial No. 87-49, § 2, 1987; Serial No. 2015-03(c)(am), § 56, 8-31-2015)

49.70.720 - Zoning upgrade.

For lands located within a transition zone, the zoning will be upgraded to the higher density classification at the time public water, sewer or other required improvements are provided according to the following procedures:

- (1) *Procedure.* A zoning upgrade in a transition zone may be initiated by either of

two different procedures:

- A. The applicant for a major development permit in a transition zone may make a concurrent request for a zoning upgrade. The plans accompanying the development permit application shall be based upon the density requested. A request for a zoning upgrade shall include preliminary plans and a determination by a certified engineer that such improvements are feasible.
- B. The planning commission may initiate a zoning upgrade if the public sewer, water, or other required improvements already exist or will be provided by the City and Borough.

(2) *Hearing and decision.*

- A. *Hearing.* The commission shall consider the upgrade at a hearing upon notice provided in accordance with section 49.15.230. The commission shall base its decision to grant the upgrade on the determination of the feasibility of providing public water, sewer, and other required improvements. The staff report to the commission shall include a review of the plans and a feasibility report by the City and Borough engineer. The feasibility of providing public services shall consider the ability of the existing sewer and water system to handle the increased demand created by the proposed development.
- B. *Decision.*
 - (a) The commission may grant a zoning upgrade only to the classification indicated by the prefix (T) on the official zoning maps. A change to any other classification shall be considered pursuant to section 49.75.130.
 - (b) The commission shall determine the boundary of the area to be upgraded.
 - (c) If the public water, sewer or other required improvements are not constructed or bonded, the commission may grant only conditional approval to the zoning upgrade request. The effective date of the zoning upgrade will be the date of final acceptance or bonding of the improvements.

(Serial No. 87-49, § 2, 1987; Serial No. 93-45, § 2, 1993)

Chapter 49.75 - REZONINGS, SPECIAL STANDARDS, REGULATIONS AND TEXT AMENDMENTS

ARTICLE I. - REZONINGS

49.75.110 - Initiation.

A rezoning may be initiated by the director, the commission, or the assembly at any time during the year. A developer or property owner may initiate a request for rezoning in January or July only. Adequate public notice shall be provided by the director to inform the public that a rezoning has been initiated.

(Serial No. 87-49, § 2, 1987)

49.75.120 - Restrictions on rezonings.

Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Rezoning requests which are substantially the same as a rezoning request rejected within the previous 12 months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the comprehensive plan.

(Serial No. 87-49, § 2, 1987; Serial No. 2012-31(b), § 2, 8-27-2012)

49.75.130 - Procedure.

A rezoning shall follow the procedure for a major development permit except for the following:

- (a) The commission shall make a recommendation to the assembly to approve, approve with modifications, or deny a rezoning request. The commission shall prepare written findings in support of its recommendation. The commission's notice of recommendation shall be posted on the department's website within ten days of the public hearing on the proposed rezone. If the commission recommends approval of the rezoning request or approval with modifications, the director shall forward the commission's written recommendation to the assembly with an ordinance to amend the official

zoning map in accordance with the recommendation. If the commission recommends denial, the amendment shall be deemed disapproved unless the applicant files a notice of protest in accordance with CBJ 49.75.130(b).

(b) Protests.

- (1) An applicant may protest the commission's recommendation to deny the rezoning by filing a written statement with the municipal clerk within 20 days of the commission's written notice of recommendation for denial, requesting that an ordinance amending the zoning map as set out in the application be submitted for action by the assembly. The director shall, within 30 days of the filing of the protest with the municipal clerk, prepare a draft ordinance to be appended to the notice of recommendation for consideration by the assembly.
 - (2) Any person may protest the commission's recommendation to approve a rezoning request or approve a rezoning request with modification by filing a written protest with the municipal clerk within 20 days of the commission's written notice of recommendation.
 - (3) In the case of a timely filed protest and after introduction of the proposed ordinance at a regularly scheduled assembly meeting, the assembly shall hold a public hearing on the proposed rezoning. At the close of the hearing, the assembly shall approve the zoning map amendment as recommended by the commission, approve the zoning map amendment with modifications, or deny the zoning map amendment.
- (c) All rezonings shall be adopted by ordinance, and any conditions thereon shall be contained in the ordinance. Upon adoption of any such ordinance, the director shall cause the official zoning map to be amended in accordance with the adopted ordinance.

(Serial No. 87-49, § 2, 1987; Serial No. 2012-11, § 2, 4-2-2012; Serial No. 2014-14(c)am, § 2, 4-6-2015, eff. 5-7-2015; Serial No. 2015-03(c)(am), § 57, 8-31-2015)

ARTICLE II. - SPECIAL STANDARDS

49.75.210 - Bonus standards and criteria.

The commission may adopt regulations under chapter 01.60, establishing standards and criteria for awarding bonuses.

(Serial No. 87-49, § 2, 1987; Serial No. 96-41, § 18, 1996)

49.75.220 - Historic district design review standards.

- (a) The commission may adopt and enforce regulations under chapter 01.60, establishing standards for the historic district.
- (b) Such standards may include criteria relating to:
 - (1) The relationship of structures to the site and to each other;
 - (2) The relationship of structures to adjoining sites and structures;
 - (3) Landscaping and site treatment;
 - (4) Building and structure design, including:
 - (A) Architectural style;
 - (B) Use of color, including exterior structure lighting;
 - (C) Location and visibility of mechanical equipment;
 - (D) Exterior site lighting; and
 - (E) Variations in multi-structure developments.
 - (5) Design features, arrangement, location, color, illumination and similar features of signs not otherwise regulated by this title;
 - (6) Design and aesthetic standards for outside furniture and miscellaneous structures; and
 - (7) Such other matters as may be appropriate and which will help provide consistency in agency decisions and guidance to property owners in making site development plan applications.

(Serial No. 87-49, § 2, 1987; Serial No. 96-41, § 19, 1996; Serial No. 99-22, § 14, 1999)

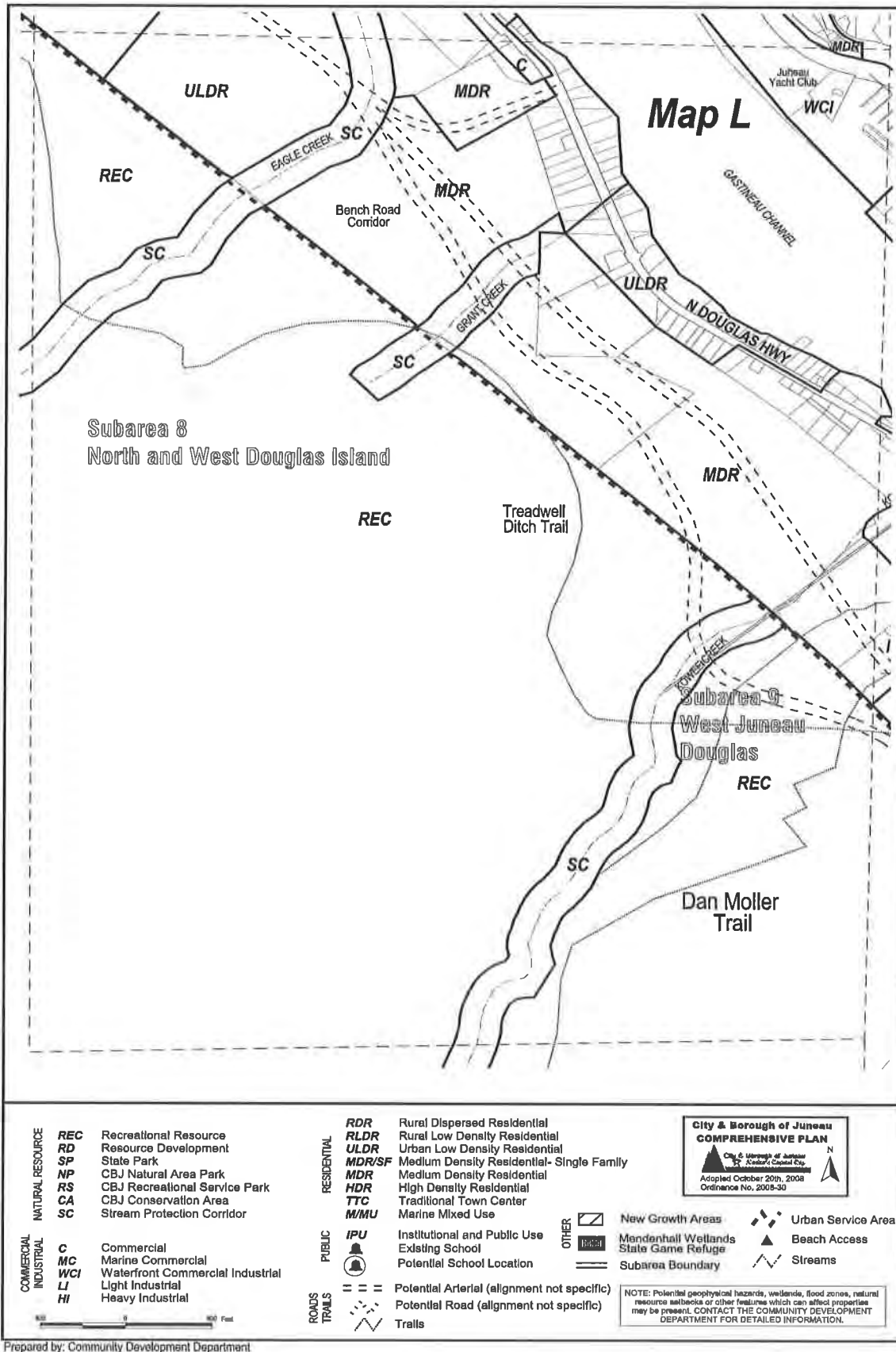
Administrative Code of Regulations cross references— *Design review district standards, Part IV, § 04 CBJAC 060.010 et seq.; historic district standards, Part IV, § 04 CBJAC 080.010 et seq.*

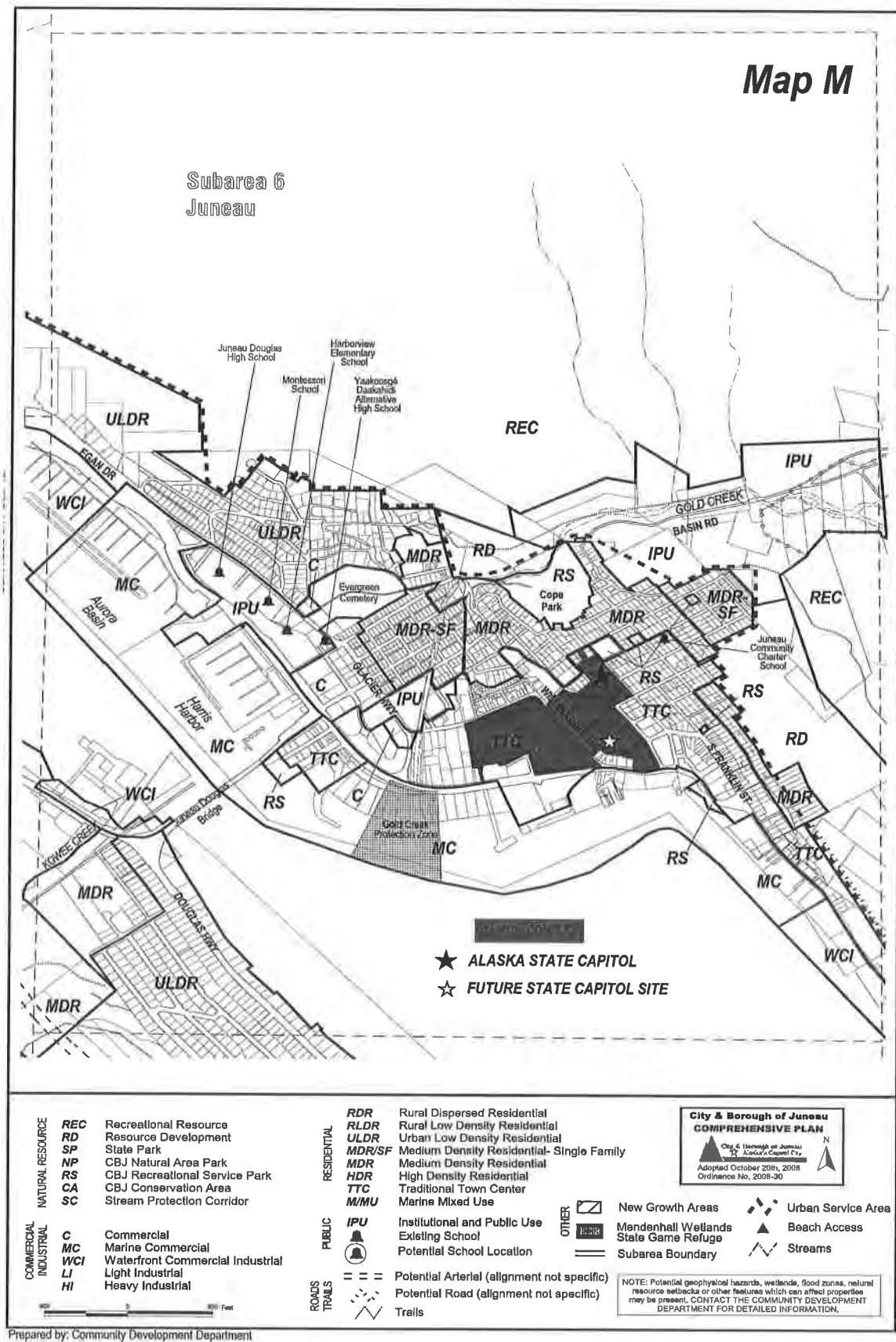
ARTICLE IV. - TEXT AMENDMENTS

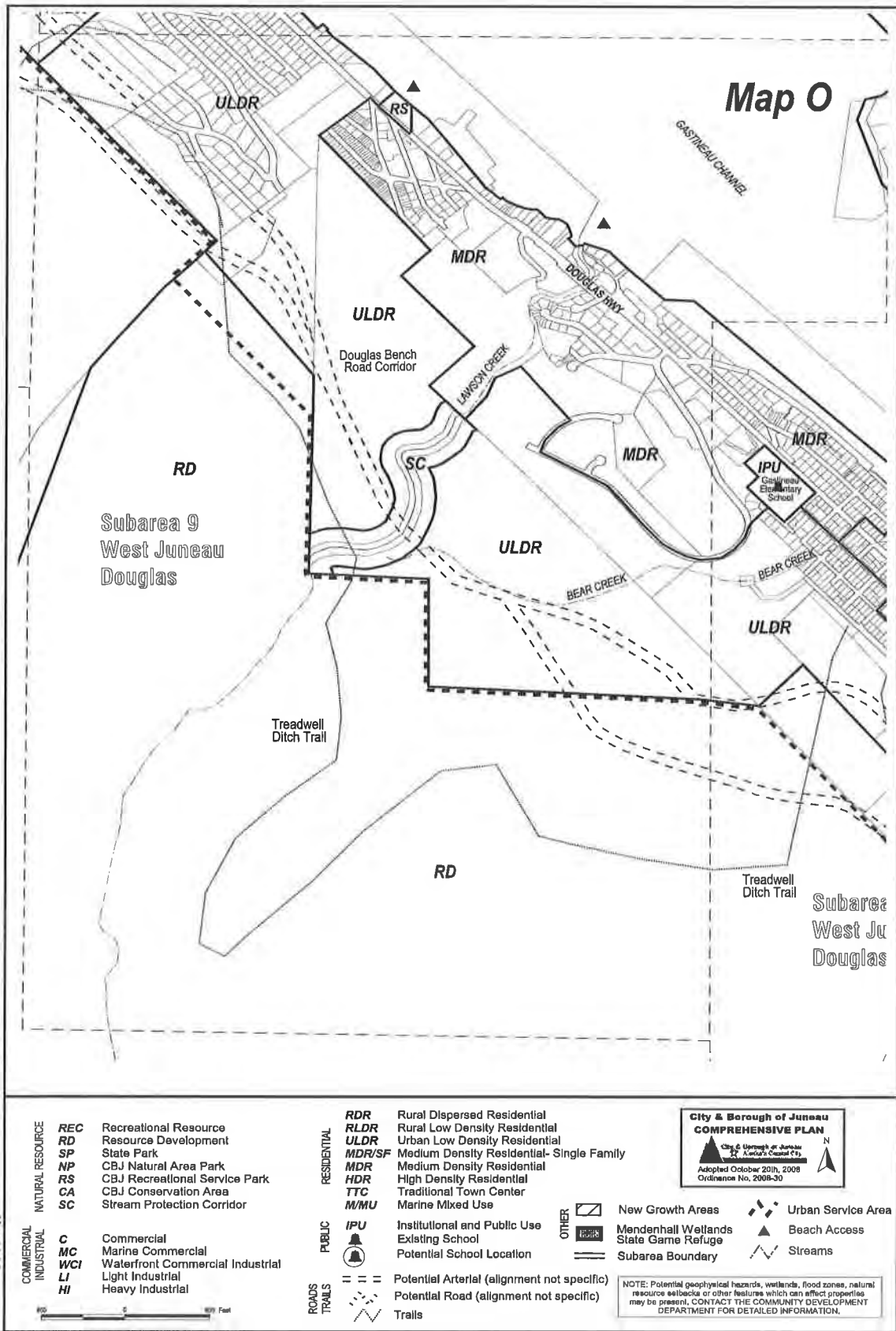
49.75.410 - Text amendments.

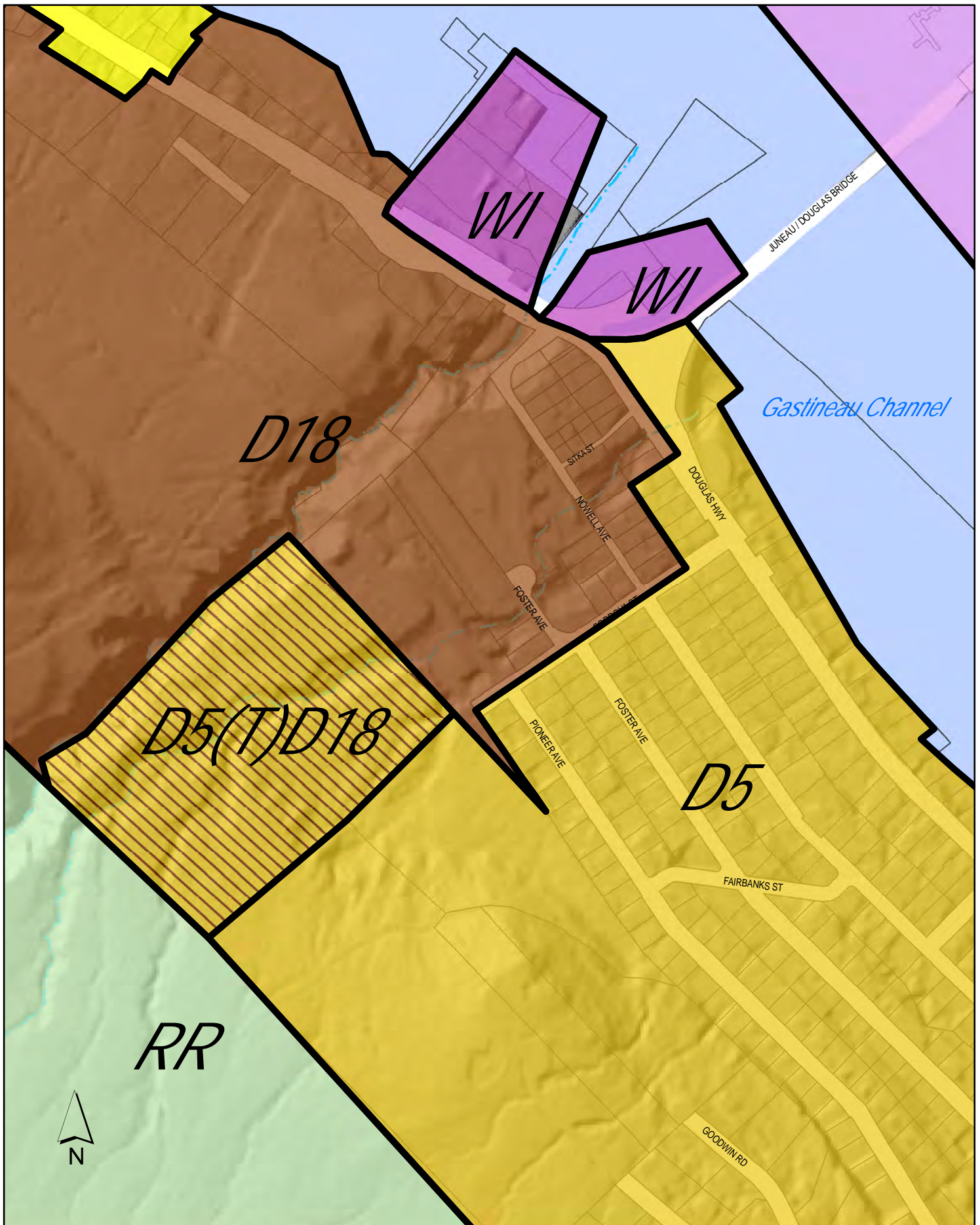
- (a) *Commission initiated.* The commission shall initiate an amendment to this title by holding a public hearing to consider whether it should recommend such amendment to the assembly. The director shall provide at least ten days public notice of the hearing.
- (b) *Assembly initiated.* The assembly shall initiate an amendment to this title by referring such amendment to the commission for proceeding in accordance with subsection (a) of this section.

(Serial No. 87-49, § 2, 1987)



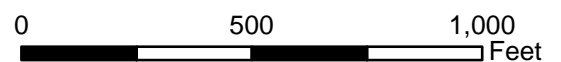


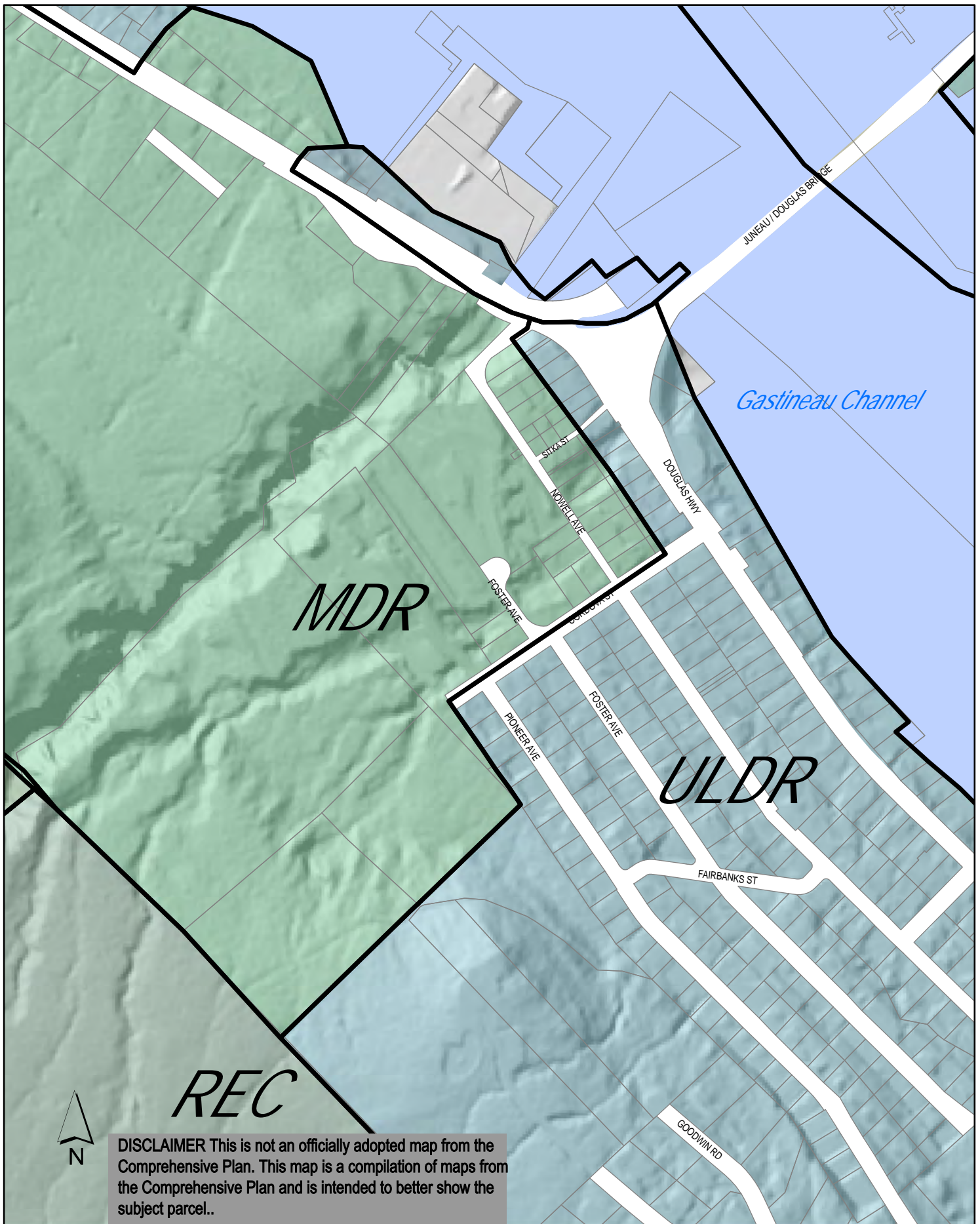




ZONING

Attachment B - Maps

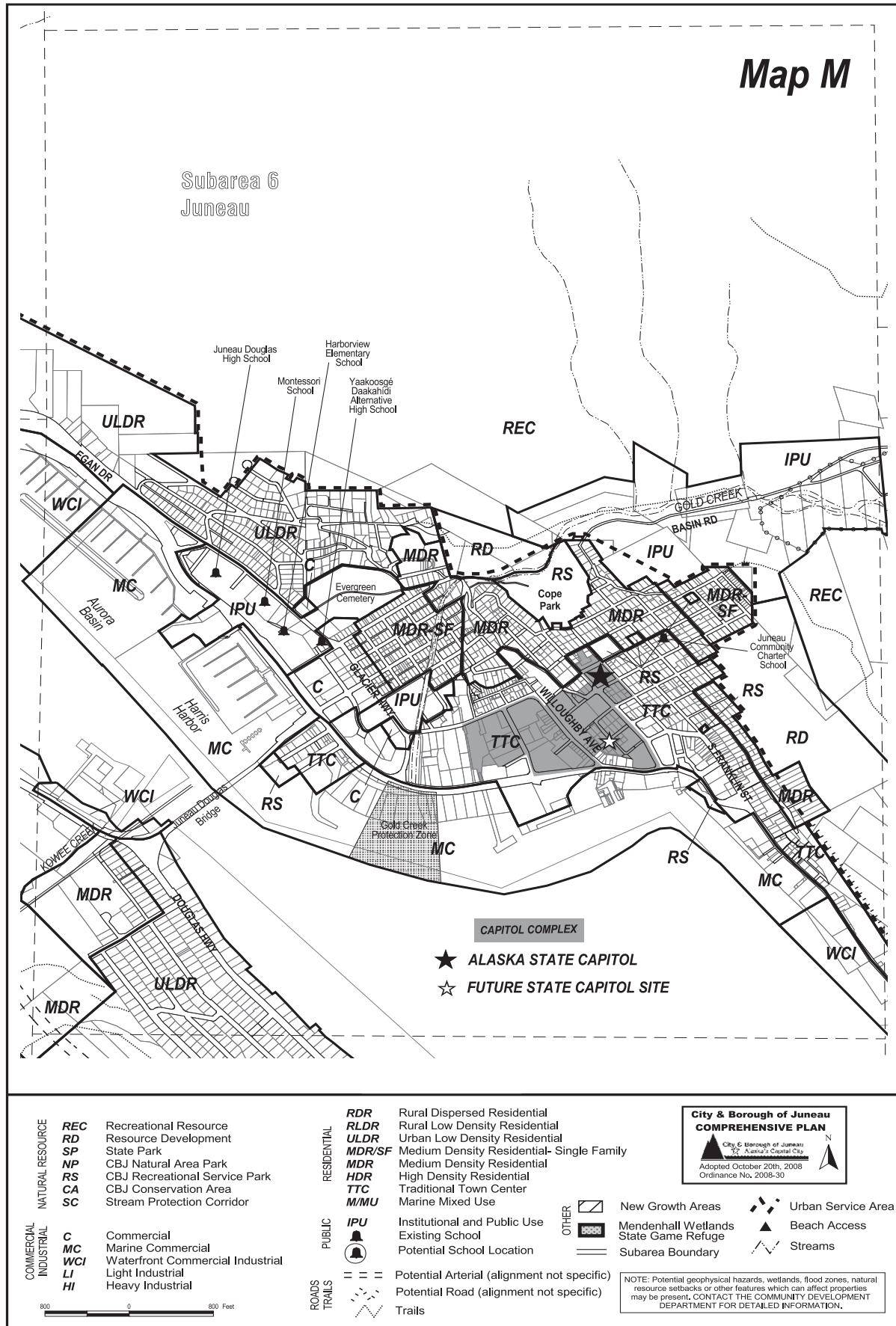


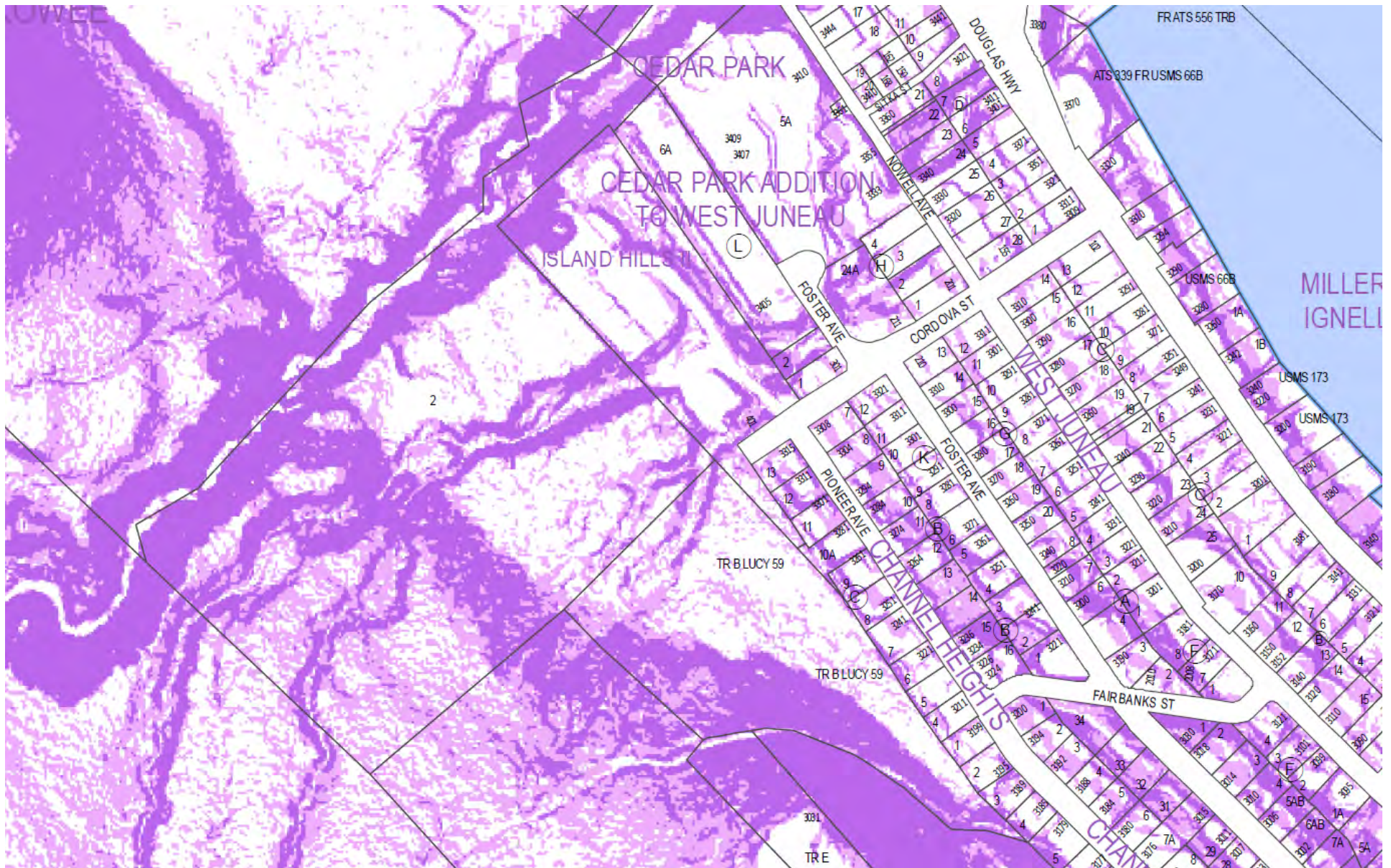


Comprehensive Plan Boundaries

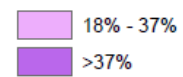
Attachment B - Maps

0 500 1,000 Feet





Slopes





(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: AELP
STAFF PERSON/TITLE: Darrell Wetherall
DATE: August 1, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode

PARCEL NUMBER(S): 1D060L050010 and 1D0501000011

PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

We have received an application to rezone almost 30 acres on Douglas from D5 to D18. The D18 zoning district allows for single-family and multi-family development at a density of 18 units per acre. For more information regarding the varying uses allowed in D5 versus D18, you can find the Table of Permissible uses here: https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTII
ITAPEUS_49.25.300DEUS

Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has began utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

AGENCY COMMENTS:

Not seeing anything of concern on our end.

Darrell A. Wetherall, PE
Alaska Electric Light & Power Co.
5601 Tonsgard Court
Juneau, AK 99801
(907) 463-6316 Office
(907) 723-2602 Cell



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Finance / Assessor
STAFF PERSON/TITLE: Mary Grant, Assessor
DATE: September 9, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode
PARCEL NUMBER(S): 1D060L050010 and 1D0501000011
PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

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Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has begun utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

Can the assessors office comment on the proposed rezone request in relation to property value? Would there be an anticipated effect on neighboring properties?

AGENCY COMMENTS:

The neighborhood currently consists of both D18 and D5 parcels. The assessor office does not anticipate a positive or negative effect on neighboring parcel values if this rezoning request is approved.



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COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Capital City Fire and Rescue
STAFF PERSON/TITLE: Sven Pearson, Deputy Fire Marshal
DATE: August 22, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode
PARCEL NUMBER(S): 1D060L050010 and 1D0501000011
PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

We have received an application to rezone almost 30 acres on Douglas from D5 to D18. The D18 zoning district allows for single-family and multi-family development at a density of 18 units per acre. For more information regarding the varying uses allowed in D5 versus D18, you can find the Table of Permissible uses here: https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTII
ITAPEUS_49.25.300DEUS

Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has begun utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

AGENCY COMMENTS:

We have no issues with the rezone.

As for the emergency response and limited access point, at this time there are a number of structures that have sprinkler systems such as the Coogan properties and Cedar Park. Sprinkler systems are part of the equation we look at and would definitely be part of any additional large developments in the neighborhood.

Sven J. Pearson, CFEI
Deputy Fire Marshal
Capital City Fire/Rescue
820 Glacier Avenue
Juneau, Alaska 99801
(907) 586-0642 (Office)
(907) 586-8323 (Fax)
Visit us on the web at: <http://www.juneau.org/ccfr/firemarshalsoffice>



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www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Alaska Department of Transportation and Public Facilities
STAFF PERSON/TITLE: Joanne Schmidt, Planner III
DATE: August 19, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode
PARCEL NUMBER(S): 1D060L050010 and 1D0501000011
PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

We have received an application to rezone almost 30 acres on Douglas from D5 to D18. The D18 zoning district allows for single-family and multi-family development at a density of 18 units per acre. For more information regarding the varying uses allowed in D5 versus D18, you can find the Table of Permissible uses here: https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTII
ITAPEUS_49.25.300DEUS

Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has begun utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

AGENCY COMMENTS:

Good afternoon, Laurel:

The DOT&PF, Southcoast Region cannot comment at this time as to whether the proposed development will have an impact upon DOT transportation infrastructure.

However, the Level of Service (LOS) Evaluation completed recently by Traffic and Safety staff indicates that vehicles turning left from Cordova St experience a LOS D and E for the AM and PM peaks respectively. All other movements operate with relatively little delay. Additionally, "If the new or changed property is projected to generate more than 100 additional vehicle trips per hour during any hour of the day or when DOT&PF determines it may detract from road safety, a Traffic Impact Analysis (TIA) is required."

AGENCY COMMENTS (CONTINUED):

LOS Methodology

Six Levels of Service are prescribed by the Highway Capacity Manual (HCM) and are given the letter designations A to F, with LOS A representing the best case, and LOS F the worst. LOS is defined in terms of delay which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS ratings are defined for signalized intersections in Table 3.1, below.

Table 3.1 LOS Definitions

Table 3.1 LOS Definitions

<i>Level of Service (LOS)</i>	<i>Average stopped delay per vehicle (seconds)</i>	<i>Effect</i>
A	≤ 10.0	Most vehicles are not stopped
B	10.1 to 20.0	Low delay
C	20.1 to 35.0	Significant number of stopped vehicles
D	35.1 to 55.0	Noticeable congestion, occasional cycle failure
E	55.1 to 80.0	Limit of acceptable delay, frequent cycle failure
F	> 80.0	Unacceptable delay

(Please see <http://www.dot.state.ak.us/stwddes/dcstraff/tia/index.shtml> for more information).

Joanne M. Schmidt, Planner III
Alaska DOT&PF, Southcoast Region
Statewide Planning, Juneau Field Office
PO Box 112506
Juneau, AK 99811-2506
Office: (907) 465-1776

Laurel Christian

From: Epstein, David B (DOT) <david.epstein@alaska.gov>
Sent: Friday, September 6, 2019 2:47 PM
To: Laurel Christian
Cc: Alexandra Pierce
Subject: RE: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

Follow Up Flag: Follow up
Flag Status: Flagged

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

Laurel,

It will be when the plans have come into sharper focus. Reading the documentation that accompanied the application, there is no certainty at this time whether there will be 531 units, or 350, or 150. Although it is stated that it will more than likely tend toward 150. Realistically, a TIA is off the table until you get the development plan. I regret the confusion.

Even at that, a 150-unit development will generate approx. 100 trips in an afternoon peak hour. So it would seem that our threshold will be breached.

Bottom line, based on what I've seen so far, is that there is a TIA in the offing. And if there is no new route diversity between now and when the development plan is submitted, traffic generated by the development will still have only one way in and out – Cordova Street, which connects with Douglas Highway. We will be interested in traffic mitigation measures the developer's engineer suggests to deal with the increased loading.

Hope this helps

DE

From: Laurel Christian <Laurel.Christian@juneau.org>
Sent: Friday, September 6, 2019 2:02 PM
To: Epstein, David B (DOT) <david.epstein@alaska.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.org>
Subject: RE: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

Hi David,

Thank you for your input on the proposed rezone and the traffic concerns. Your email indicates that the it will be the developers responsibility to conduct a TIA in accordance with Chapter 1190.4(10) of the Alaska Highway Preconstruction Manual. As you know, CBJ has a similar requirement in CBJ 49.40.300. A rezone does not trigger the need for a TIA by CBJ, because we need more specific development plans for the parcel to evaluate the traffic. In the past, DOT has shared that position. I requested comments from DOT regarding this rezone, and DOT declined to comment at this time as to whether or not the proposed development would have an impact on DOT ROWs (see attached).

My questions for you is, is DOT now stating they would like the TIA completed now, or would that be required when a development plan is received by CBJ, likely through the Conditional Use Permit process or Subdivision process?

Thank you for your help on this,

Laurel Christian | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0761

Please note name change (Bruggeman to Christian) and new email: Laurel.christian@juneau.org



From: Epstein, David B (DOT) <david.epstein@alaska.gov>

Sent: Friday, August 30, 2019 9:00 AM

To: Linda Kruger <lindalaska2003@gmail.com>

Cc: PC_Comments <PC_Comments@juneau.org>; Laurel Christian <Laurel.Christian@juneau.org>

Subject: RE: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

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

Dear Ms. Kruger and Mr. Gnass,

Thank you for your email regarding the intersection of Cordova Street and Douglas Highway.

DOT&PF is aware of the rezoning request currently under consideration by the City and Borough of Juneau (CBJ) Planning Commission. I share your concern that additional housing development on the scale proposed will generate a significant amount of traffic.

In your email, you recommend that Cordova Street be considered for a traffic impact analysis (TIA) and suggest that construction of a traffic signal at the Cordova Street – Douglas Highway intersection may not be appropriate given the proximity of the Douglas Island roundabout.

The DOT&PF position moving forward will be that it is the developer's responsibility to perform a traffic impact analysis. The study will need to identify alternative remedial measures to mitigate the impact of increased traffic upon state right-of-way (i.e., Douglas Highway). The study will need to be performed by a competent licensed professional engineer. CBJ imposes a like requirement. We will review the TIA and ensure it meets DOT&PF standards. Presumably, CBJ will want to know how the developer plans to mitigate impacts to Cordova Street and the adjacent municipal road system. I expect that if a TIA is needed, it will be a team effort involving all three parties.

DOT&PF and CBJ have similar criteria for requiring a TIA. Per Chapter 49.40.300 of the CBJ code, a TIA shall be required when " ... a development (is) projected to generate 500 or more average daily trips (ADT)." Chapter 1190.4(10) of the Alaska Highway Preconstruction Manual requires the proponent to undertake a TIA "(w)hen the volume of traffic (generated by a development) is expected to exceed 100 vehicles during the peak hour." 500 housing units will likely create a situation that requires a TIA per both guidelines.

To be clear, DOT&PF's TIA criteria pertains to driveways, not streets or highways. However, given that Cordova Street is (1) the only current access point to/from the proposed development and (2) it intersects Douglas Highway, it stands to

reason that most of the generated traffic will travel through the intersection. In essence, Cordova Street functions as a driveway connecting Douglas Highway with the development.

I expect that the TIA will consider a traffic signal as one option. As you point out, the resultant short distance between a signal and the Douglas Island roundabout may preclude its effectiveness as a mitigating measure. I am confident that the study will come to a definitive conclusion on the matter.

I appreciate the time you took to advise me of your concern. Do not hesitate to contact me if you have further questions. I look forward to working with the community and CBJ toward a satisfactory conclusion.

Best regards,

David B. Epstein, P.E.

Regional Traffic and Safety Engineer
Alaska DOT&PF – Southcoast Region
(907) 465-4483 desk // (907) 209-7995 cell
Email: david.epstein@alaska.gov
Error! Filename not specified.

From: Linda Kruger <lindalaska2003@gmail.com>

Sent: Thursday, August 29, 2019 4:01 PM

To: Epstein, David B (DOT) <david.epstein@alaska.gov>

Cc: pc_comments@juneau.org; Laurel.Christian@juneau.org

Subject: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

Attached are our comments regarding traffic at the intersection of Cordova Avenue and Douglas Highway.

Linda Kruger



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Engineering and Public Works
STAFF PERSON/TITLE: John Bohan, CBJ Chief CIP Engineer & Water Superintendent
DATE: August 5, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode
PARCEL NUMBER(S): 1D060L050010 and 1D0501000011
PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

We have received an application to rezone almost 30 acres on Douglas from D5 to D18. The D18 zoning district allows for single-family and multi-family development at a density of 18 units per acre. For more information regarding the varying uses allowed in D5 versus D18, you can find the Table of Permissible uses here: https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTII
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Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has begun utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

AGENCY COMMENTS:

No issues with the rezone - utilities will be future problem with the higher elevations of the potential development probably being at the limit of available water pressure.

Assume everyone is already aware of the limitation of the single bottlenecked access to Douglas Highway at Cordova.

Thanks

John Bohan, PE
CBJ Chief CIP Engineer & Water Superintendent
155 S. Seward St
Juneau AK 99801
(907)586-0876 fax 463-2606



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CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Engineering and Public Works
STAFF PERSON/TITLE: Autumn Sapp, Business Manager
DATE: August 1, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode
PARCEL NUMBER(S): 1D060L050010 and 1D0501000011
PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

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Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has begun utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

AGENCY COMMENTS:

General Engineering has no code issues with the rezone. But as far as utilities and drainage go, like all developments they may need to upgrade the existing systems depending on what they propose. This determination of what that would entail will need to be made from a developer hired engineer.

I've included John on the email as I'm not sure if he has more to input.

Thanks,

Autumn Sapp
City and Borough of Juneau
Engineering & Public Works
Business Manager
907-586-0917



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: United States Forest Service
STAFF PERSON/TITLE: Mike Dilger, Recreation Resources Planner
DATE: August 5, 2019
APPLICANT: Tlingit Haida Regional Housing Authority and Murray Walsh
TYPE OF APPLICATION: Rezone Request

PROJECT DESCRIPTION:

Proposed rezone request for two parcels totaling 29.45 acres. Parcel 1D060L050010 proposed rezone from D5 transition (T) to D18; and parcel 1D0501000011 proposed rezone from D5 to D18.

LEGAL DESCRIPTION: USMS 1069 Kowee Lot 2 & USMS 59 TR A Lucy Lode
PARCEL NUMBER(S): 1D060L050010 and 1D0501000011
PHYSICAL ADDRESS: Not Assigned

SPECIFIC QUESTIONS FROM PLANNER:

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Please see the attached application and provide your comments to me by Friday, August 16, 2019. CDD has begun utilizing a standard form for receiving comments that will be sent to the Planning Commission – also attached. If you need further information, please do not hesitate to ask.

AGENCY COMMENTS:

Hi Laurel, thank you for including us as a neighboring land manager for agency comments. As a recreation manager for the Forest Service, I don't have any concerns, however, I've also forwarded this to our folks in Lands and also for Special Uses. If they have any concerns they will respond to you.

Mike Dilger
Recreation Resources Planner
Forest Service
Tongass National Forest
p: 907-789-6228
f: 907-586-8795
mike.dilger@usda.gov
8510 Mendenhall Loop Road
Juneau, AK 99801



COMMENT CARD

Too much traffic for Douglas Hwy + Cordova St —
No real plans for development but to leave wide
open for more units — this has happened around the
Crest Cordova on Viste Dr. + low cost housing units
keep multiplying.

Have a plan + stick to it.

Shirley Carlson
Viste Dr.
Juneau, AK



COMMENT CARD

Cordova Street/Pioneer St. Rezoning

I will preface my concerns by stating I support the development of multi-dwelling housing in our community. My primary concern is the serious and significant impact on not only Cordova Street, but more potentially damaging, to more Douglas residents, is the impact on Douglas Highway from Douglas to the roundabout. From approximately 7:15 am to 8:30 am I have seen traffic backed up on weekdays from the roundabout, south, past Budget Insurance to almost John Street. I haven't counted the actual number of cars, but it's too many for what used to be a "normal" flow of traffic which has increased very significantly with the addition of a number of multi-dwelling housing units on the South Side of Douglas Bridge. Unless a road could be built that exits on the North Side of the roundabout where morning traffic flows far more easily, I object to these

**Kathy and Doug Blanc
3003 Foster Avenue
Juneau, Alaska 99801**

September 2, 2019

To: Juneau Planning Commission Laurel Christian, Planner, and Alexandra Pierce, Planning Manager

Re: Comments on Anderson/THRHA Zone Change Application Case #AME2019-0010

Thank you for the opportunity to comment on this rezone. We are opposed to this zone change application.

The requested zoning changes would grant authority to build up to 530 new units. The current owner/applicant Anderson is attempting to sell his property pending a D-18 designation that would make it more valuable. However, any new owner would not be bound by any previous development plan, so the CBJ must base its analysis on the impact of the total units allowed under the D-18 designation.

A "D-18" designation could more than double the number of existing housing units currently accessed by Cordova Street and potentially add 1,000 additional drivers **using Cordova as the only access.**

Our family has lived on Foster Avenue for 17 years. We have commuted to work and school by car, bike, motor scooter and on foot. The Cordova/Douglas Highway intersection is currently challenging for both pedestrians and drivers. It would be completely congested and unsafe if the number of drivers on the street were to double.

If a driver is entering Douglas Highway from Cordova, line of sight to the south is partially blocked by an electrical-line pole. The intersection has inadequate crosswalk controls (orange flags). A city bus stop and Juneau Public Schools bus stop are directly across the Douglas Highway intersection, as is the entryway to a highly-trafficked business (Breeze Inn). The steep grade of Cordova street makes it hazardous in winter when its surface is snowy and/or icy. All of these factors make for difficult driving with traffic at current levels.

The Cordova/Douglas intersection has been proven hazardous to pedestrians. Pedestrians holding orange flags are not enough to stop drivers traveling on Douglas Highway. This crossing is very high use, particularly by families with small children accessing bus stops and the Breeze Inn.

While the Cordova/Douglas Hwy intersection is dangerous for adults who are seated in 3,000-pound cars, it is REALLY dangerous for children who have to cross the street in bad weather to reach the school bus stop. School buses do not go up Cordova Street. Children must walk down Cordova and cross the intersection. Increased traffic on Cordova will only make this school bus stop crossing more perilous. If the size of our neighborhood were doubled by adding hundreds of units at the top of Cordova, it would certainly be a completely unsafe crossing for children.

For the reasons listed above, **an analysis of access and traffic impacts on the neighborhood down to Douglas Highway and Douglas Highway** should be done as part of this application process. The fire department should make a determination of **how emergency services would be impacted**.

CBJ should consider Douglas Island infrastructure as a whole before approving rezoning for additional large developments.

With a current rental vacancy rate of 6%, a number of multi-family housing projects in the pipeline, and a stagnant population, there is no good reason to rezone this land for multifamily housing.

We request that the Planning Commission deny this joint rezone application and confirm the CBJ Comprehensive Plan's designation of the neighborhood east of Cordova St toward Douglas as a D-5 neighborhood.

Additionally, this joint application and other recent developments suggests that it is time for CBJ to consider the carrying capacity of Douglas Island as a whole, including a comprehensive analysis of access and public safety, before this rezoning application or any other developments are approved.

Sincerely,

Kathy and Doug Blanc

Laurel Christian

From: Christopher Bourque <ebcb@acsalaska.net>
Sent: Friday, August 30, 2019 1:16 PM
To: Laurel Christian
Subject: Rezoning of Cordova properties

Follow Up Flag: Follow up
Flag Status: Flagged

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

We, Christopher and Estela Bourque, would like to submit the following comments regarding the proposed rezoning of the Cordova properties:

1. Traffic congestion at the Cordova/Douglas Highway intersection. The addition of 100 to 300 properties, plus the Merritt properties that are currently being developed above Jackson, would increase the volume of traffic significantly with only one access road available to Douglas Highway. This issue would be particularly critical if there was ever any kind of emergency that required some kind of evacuation process in a limited amount of time. The morning traffic congestion is already a difficult process, as is trying to leave the neighborhood during the evening rush hour.

Another factor that needs to be considered is the amount of construction related traffic. We have already endured several years of constant traffic during the summer as the water infrastructure was upgraded in addition to other projects.

At a minimum, the density amount of further development should be considered a factor with regards to the traffic issue. However we think that given the increase in density of population, there should be at least two access points in and out of the neighborhood.

2. Our other major concern is how the development of these projects, especially the Anderson parcel, would impact the topography and movement of the land. We live just beyond the edge of the Anderson property and are aware of past exploratory mining shafts along the hillside. From our house and further up on Pioneer Ave. there have been landslides which caused some flooding on the street and backyards due to heavy rains in conjunction with the old drainage shafts rupturing. In addition, the previous Goodwin and Merritt projects seemed to change the flow of water down the hill. So it seems that this particular issue also needs to be taken into account.

Given the extent and potential impact of these developments, the entire neighborhood should have been contacted because of the traffic issue and the fact that these developments will have a significant effect on everyone living here.

After attending the meeting, we agree with others that rezoning properties before all the mitigating factors are taken into consideration, does not seem like the best approach to city planning. A more comprehensive approach that takes into account the various mitigating factors (density, traffic issues, emergency exits and services, and topography) prior to redetermining the zoning status would be more effective.

Thank you for allowing us to submit these comments for your consideration.

ALISON E. BROWNE

P. O. Box 20589 Juneau, AK 99802-0589
(907) 463-3126 (907) 723-6037
forr2@gci.net

August 30, 2019

Juneau City & Borough Assembly
Juneau Planning Commission
CBJ Community Development Office
155 S. Seward Street
Juneau, AK 99801



Re: Proposed West Juneau Rezoning/Development

Dear Assembly Members, Planning Commissioners, and Community Development Staff,

I am a single-family homeowner (3051 Douglas Highway) whose driveway fronts on the uphill side of Douglas Highway, approximately ½ mile from the roundabout and Cordova Street.

The Planning Commission will soon consider a request to rezone two parcels of West Juneau land totaling 29.45 acres above Cordova Street. Cordova Street will be extended by the landowners and/or developers to access and develop the parcels.

Once the Planning Commission approves the rezoning, that residential district has the potential of 18 dwelling units per acre (although the smaller lot's terrain provides less developable land than the acreage might indicate) – which could mean a potential increase of 500 units of housing, and perhaps as many as 1,000 new West Juneau residents and vehicles. The larger tract is intended to accommodate development of probable “midrise-type” housing. The requested zoning change to D-18 can potentially allow clinics, churches, light industrial, as well as multi-family housing. A clinic or church could attract non-West Juneau residents to their services, increasing even further the daily flow of traffic on the bridge, roundabout, Douglas Highway, and Cordova Street.

According to CBJ Community Development, neither the Planning Commission nor the Assembly intend to consider at this time the traffic implications of what will eventually be a significant population increase in the area. When a traffic study is done, it will be conducted by the Alaska Department of Transportation.

There are times during morning rush hour when traffic from Douglas Island to Juneau is at a standstill in front of my house -- or at best -- a crawl. Thanks to some very courteous drivers, I have -- after a usual wait-time of approximately 5 minutes -- been given space to join

the line. There have been many mornings when traffic is not moving at all. High density, multi-family housing on John Street, Vista Drive, David Street, Crow Hill Drive, and several other areas above Douglas Highway all feed down to Douglas Highway and must cross the highway to get in line. At those times, I've had to drive as far as the Wyndham condominiums (at the Douglas city limits) to turn around and join the line of stopped cars who are heading to Juneau -- eventually. This has been happening for a few years, so the current water main project along Douglas Highway only exacerbates the traffic issue but is temporary.

Morning and evening traffic volume at the intersection of Douglas Highway and Cordova Street results in typical slowdowns and stops as drivers from every direction courteously "take turns," but they also have to accommodate foot traffic from Cordova Street, crossing to the Breeze-In side. Most pedestrians never use the fluorescent orange flags provided to cross, and in some cases, children running down the Cordova Street sidewalk will suddenly dart across the street without looking either way. Another slow-down (and sometimes complete stop) occurs as South Douglas and West Juneau drivers yield to North Douglas traffic entering the roundabout. For drivers who wish to turn from the south side of Douglas Highways onto Cordova Street -- that's even harder! Once a car has completed the roundabout and is on the bridge, another standstill is very often right ahead because of traffic lights on the Juneau side of the bridge.

I can't imagine the impact of an additional 1,000 West Juneau residents having to use that intersection. In the meantime, I respectfully request that CBJ and the Department of Transportation reconsider waiting 3, 4, or 5 years until the next traffic study. It should begin now.

One final point: When driving across the bridge from Juneau to Douglas, one can see the clear-cut scar (approximately 6 acres) on the uphill side of North Douglas Highway. It is zoned D-18. If the non-resident owners' intentions are to construct multi-family housing units on the property, traffic backup on the round-about, the bridge, 10th and Egan, and Glacier Avenue will exacerbate the already too-frustrating traffic situation even further.

Sincerely,



Alison E. Browne

cc: Laurel Christian, Planner, City Development, CBJ
David Epstein, Traffic & Safety Engineer, Alaska Dept. of Transportation
John MacKinnon, Commissioner, Alaska Department of Transportation

From: Dick Callahan <harborsealpress@gmail.com>
Sent: Tuesday, September 03, 2019 4:42 PM
To: PC_Comments
Subject: comment on proposal to change 30 acres above Cordova from D-5 to D-18

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

To the Planning Commission,
Attention: Laurel Christian

Dick Callahan here. Juneauite since 1982. Have lived on the corner of Foster and Cordova since 1999. Thank-you for providing information and for this opportunity for comment on rezoning about 30 acres above Cordova Avenue.

Count me among those who strongly condemn this proposed change to increase density from D-5 to D-18.

The present owners of these two parcels bought the lands knowing they are zoned D-5. Well and good. They are allowed to build up to 147 units on the combined two lots. But now they want a zoning change that would allow them to build 530 units. We in the neighborhood are being asked to comment on that rezoning requested by owners who claim to have no firm building plans and who could, if the change were approved, turn around and sell their parcels to someone planning to build the maximum density.

Look at it this way,

If I were to go to the city to request a building permit, they'd ask to see my plans. If I said, "I don't have any. Just give me a permit and I'll figure it out." I would expect to be laughed out the door. Now here's a proposal to build hundreds of units above a single street that drains multiple high density complexes like Cedar Park, and several apartment complexes, plus Nowell, Foster, Cordova, and Pioneer Avenues. As things stand now, cars do 30-40 mph on the hill and at the bottom it's challenging to get out of Cordova onto Douglas highway, especially in winter when the road is icy and it's dark. There is no traffic light. Several people have been hit at that intersection trying to cross and, a few years ago, a woman was tragically run over and killed there.

If City Planning approves 500 or 600 or 700 more cars on Cordova every day, plus construction, garbage trucks, snowplows, and all, without providing an alternative route and naming other plans like speed bumps, to control all the extra traffic, more injuries and perhaps fatalities, will result and the city will deservedly be named in ensuing lawsuits.

Before any rezoning is even considered, the owners of these parcels should sign an agreement, and provide security, to bear the cost of an access road down the north side of Kowee Creek to relieve pressure rezoning will cause.

Sincerely,

Dick Callahan, 3321 Foster Ave. Juneau, 99801

From: Kathryn Callahan <kacallahan85@gmail.com>
Sent: Tuesday, September 03, 2019 4:43 PM
To: PC_Comments
Subject: Re: D5 to D18

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

I am a resident living at 3321 Foster Ave, Juneau AK and am responding to the proposed change of the land owned by Lonnie Anderson and Tlingit and Haida Housing Authority. I attended the informational meeting at the Douglas Library. It is my opinion that the change from D5 to D18 in both of these properties would have a negative impact on the neighboring areas. My greatest concern for this is that there was no plan developed and presented by either property owner for the use of the property but they would like the opportunity to develop at greater concentration. I object to the concept that we would be asked to weigh in on the impact of a proposed use without a firm plan. I would ask the Planning Department to defer the approval of this until the property owners present a plan that can be reviewed to truly assess the impact to the neighboring areas as it relates to health, safety and most importantly traffic access on Cordova St.

Sincerely, Kathryn Callahan

From: greg capito <gregcapito@hotmail.com>
Sent: Tuesday, August 20, 2019 2:42 PM
To: PC_Comments
Subject: Rezoning West Juneau

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

Sent from [Mail](#) for Windows 10

The proposed zoning change of land above Cordova and Foster streets in West Juneau is a bad idea. I have lived for 40 years on Nowell Ave and watched the CBJ approve housing projects without consideration of their impact on traffic volumes and flow where Cordova meets the Douglas Highway.

As a result of these oversights, the traffic congestion at this intersection has increased to the point where public safety is an issue. Especially at this time of year, many school kids make their way down Cordova Street to catch their buses. The intersection is now more dangerous than ever for these kids and other pedestrians.

This proposed zoning change and subsequent high density development will make this problem even worse. So stop this project in its tracks and say no to the zoning change because public safety is at risk.

3211 Pioneer Avenue
Juneau, AK 99801
August 31, 2019

To: Juneau Planning Commission and CBJ Planning Staff

Subject: Comments on Anderson/THRHA Zone Change Application: Case #AME2019-0010

Dear Commissioners and Staff:

We are owners of the residence at 3211 Pioneer Avenue located on Lot 4 Block C, Channel Heights Subdivision. We built our house in 1982 and were the second house to be built in the subdivision. This was 37 years ago. Since building we have seen approximately 75 houses constructed along Pioneer Avenue and in the Blueberry Hills area. The neighborhood has undergone an orderly progression and represents the results of good planning and foresight.

The approval of zone changes by the Anderson/THRHA Application #AME2019-0010 will negate what to date has been an orderly process of construction in the neighborhood. If the zone change application is approved there is a potential for over 530 additional units to be built in the 29.45 acres of the application area. This would mean up to 378 new multi-family units in the (THRHA) 21-acre parcel to the west of Cordova Street., and up to 152 new, multi-family units in the 8.5 acres behind Pioneer Avenue (Anderson parcel).

Regarding the Anderson parcel, this would entirely change the character of our Pioneer Avenue (and streets above) neighborhood, which has been established since 1982, and earlier than that as an extension of the Foster Avenue and Nowell Avenue neighborhood. We feel that it is wrong to destroy the character of a neighborhood in this way when there is alternative ample space in Juneau to build multi-family housing neighborhoods. This disruption of the single-family home zoning is not compatible with the existing homes and should not be approved by the Commission.

Presently all of West Juneau area (including the proposed Anderson/THRHA zoning change area) accesses the Juneau-Douglas highway via Cordova Street. This single access point has created a traffic nightmare. During key traffic times excessive waiting times occur for those attempting to exit Cordova Street via a left-hand turn. The addition of a significant number of cars from the proposed 530 units without adding alternate access streets in the area, is not in the best interest of the area residents and creates a safety hazard. The additional traffic added to the area is a reason alone to disapprove the proposed zoning change.

At the general information meeting on the zoning change held August 20, 2019, the Anderson representative acknowledged to the group that there was a problem with the single access outlet of Cordova Street and stated that in the future there might need to be a stop light installed at the intersection. On Friday, August 30, 2019 a temporary traffic light

was installed by the construction company working on the Douglas Highway replacement of underground utilities. Attached is a copy of a picture taken at 4:47 PM on that date at the Cordova intersection while the light was stopping traffic movement. The photo reveals that after just 10 cars are halted, there is blockage of the round-about turning circle and thus total stoppage of all traffic, including North Douglas vehicles attempting to enter the round-about and vehicles crossing the bridge en-route to the round-about. This readily shows that the solution for the Cordova Street intersection is not a stop light.

In conclusion, the commission should disapprove the applicants' **request for** zoning changes. The zoning changes are not compatible with already constructed single-family homes on Pioneer Avenue and the adjacent neighborhood. Further, the applicants should be directed to provide a traffic impact study for their proposed projects before the Commission considers any zoning change. Additionally, since the zoning changes are to allow for high-density units, the maximum number of units allowable in the 29.45 acres should be used in this study. Maximum number of units that can be constructed in the area should be The standard, since once any zoning change is made, the applicants or future owners of the parcels can build up to the maximum units allowed.

Respectfully submitted,

/s/ Robert D. Carnes

Robert D. Carnes

/s/ Patricia A. Carnes

Patricia A. Carnes

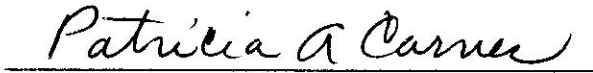
Attachment 1: Picture of temporary traffic light at Cordova Street (8/30/2019)

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Respectfully submitted,


Robert D. Carnes


Patricia A. Carnes

Attachment 1: Picture of temporary traffic light at Cordova Street (8/30/2019)



September 2, 2019

To: Juneau Planning Commission
Laurel Christian, Planner
Alexandra Pierce, Planning Manager

From: Ray and Carol Collins
3251 Pioneer Avenue
(907) 723-3769 Ray (907) 723-9474 Carol
rcollins@gci.net cjcollins77@yahoo.com

Re: Comments on Anderson/THRHA Zone Change Application
Case #AME2019-0010

This co-application by the Tlingit Haida Regional Housing Authority (THRHA) and Lonnie Anderson seeks to increase the number of housing units on a total of 29.45 acres from its current zoning of D5 (Anderson) and D5 T D18 (THRHA) to D 18 multi-family from single-family dwelling. The CBJ Planning Commission should **deny the application** and maintain the existing D-5 zoning.

Points of Concern:

Following the August 20, 2019, presentation by CBJ Community Development staff detailing the application and process, there was a summary given by the co-applicants. Comments by the applicants, coupled with the narrative of their zone change application, leads us to draw the following conclusion: An individual owner/developer (Mr. Anderson) desires to increase population density, Cordova street traffic, and alter the character of a neighborhood for purpose of thwarting challenging and expensive development of single family residences wherein **he would be unable to make a profit.**

This is evidenced by Paragraph 2 of the Application narrative in which it is stated, "This means that the development that would be served by this road extension has to be substantial enough to pay for the road as well as site preparation that

will also be more expensive than typical because of terrain. Single family or duplex development will not be enough.”

THRHA stated they **have no current plans** for development; however, a cost share of costly extension of Cordova Street was of financial interest.

Of particular interest is the understanding of a desire of Mr. Anderson to **sell his property pending a D-18 designation** whereby increasing its value.

- **Zoning Change inconsistent with CBJ Comprehensive Plan**

If approved, the rezoning would increase the number of housing units on the two parcels owned by THRHA and Anderson from 147 (D-5 level) to 530 (D-18 level). Single family residence would change to multi-family and other designated uses including, but not limited to, ‘light’ manufacturing.

The urban ‘low’ density zoning (D5) which covers the entire West Juneau area was a prime consideration for many whom undertook substantial financial investment in either purchasing lots for construction or buying existing homes in the area.

The effects of the zoning change being proposed would be inconsistent with the CBJ’s existing Comprehensive Plan which noted the need to protect the character of existing neighborhoods. This ‘protection’ is to include minimizing intrusion of heavy traffic on streets, parking congestion, noise, loss of privacy to name but a few factors. Several of these elements will occur with approval of the THRHA/Anderson rezoning application.

- **Traffic increase and safety**

The applicants identified that the “key to development of both parcels is road access and that the most likely option is to extend Cordova Street upwards”. No other options were noted as being considered yet the CBJ zoning maps for the THRHA parcel includes a ‘condition’ for the transition to include water, sewer and the construction of a Kowee Creek bridge by the developer. (1986 West Juneau Traffic Impact Study)

The applicant also noted that, “Any new development will add traffic to the existing streets but they all operate freely now. The only exception is the Cordova/Douglas Highway intersection morning commute and this operates rather well because of the neighborly manners of Douglas drivers.”

Relying on good mannered neighbors is an optimistic presumption and a poor method for a city to meet a core responsibility to manage traffic for safety and streets for access. Cordova Street currently carries traffic from a number of streets (Blueberry, Pioneer, Foster, Nowell, Coogan Complex, Cedar Park Complex) and increased development in the area has exacerbated both the volume and speed of traffic. The grade of steepness of the street has been complicit in a number of accidents as it terminates on a highly trafficked highway. The proposal submitted by the applicants to extend the grade of Cordova approximately 200 feet upwards would further worsen the situation.

- **CBJ should comprehensively examine infrastructure needs prior to any rezoning**

Comments during the August 20, 2019, community meeting generated a great deal of concern regarding the impact to traffic both on Douglas Highway and Cordova Street. A co-applicant’s representative observed that a traffic signal at the bottom of Cordova street may be necessary. The CBJ and DOTPF should comprehensively examine possible infrastructure needs. Specifically, how traffic signals on Douglas Highway will effect traffic flow on the roundabout and Douglas bridge based on guidelines contained in the Manual on Uniform Traffic Control Devices.

Altering existing low density zoning classifications, and waiting until ‘development stage’ to identify any needed infrastructure, would be out of sequence. One should occur before the other and before approval of the THRHA/Anderson application as well as other requests for D18 zoning in the area.

- **Engineering should be required prior to rezoning**

Applicants have included in their development scenarios mention of the “rough terrain”, “steep terrain”, and “too steep” terrain. There have been numerous incidences of CBJ approved developments which have resulted in bordering

property being effected by erosion and other water drainage issues. All residents, particularly downhill residents, have a rightful concern that engineering of a housing or commercial development in their neighborhood be performed PRIOR to approval.

Summary

No justification to change existing zoning

The CBJ Planning Commission has previously considered and identified the Douglas Bench Road Corridor as Urban **Low Density** Residential. The acreage in consideration for rezoning is currently zoned D5. Although the stated purpose of the joint applicants is laudable to enable affordable multi-family development; there is no justifiable reason to change this zoning. Inability of a property owner to make a profit from a property that is difficult to develop should not be a factor the CBJ utilizes to change thoughtful, deliberative community planning and established neighborhoods.

Multi-family housing need is currently being met by permitted or under construction development and there is adequate D18 zoned area

According to the Spring 2018 CBJ Community Development Permit Center News, “Juneau has recently experienced a spurt of multi-family development growth, likened to that occurring in the mid-90’s. Over the past 5 years, Juneau has added 473 condos and apartments to its housing stock. This development has been a healthy mix of senior living, market rate, and affordable rate units.” According to the CJB Lands and Resources Department, there have been a total of 540 multi-family units permitted in the past nine years

There appears to be a healthy level of multi-family housing currently permitted or underway considering that the U.S. Census Bureau estimates “expected slow growth” for the Juneau area.

A comprehensive analysis of housing density and traffic should occur prior to any further rezoning

A comprehensive examination of the effects of increasing population and housing density along Douglas Highway south of the bridge and West Juneau should occur prior to approval of applications for high density expansion. The State Department of Transportation and Public Facilities should be a partner in this examination **before** any approval for future development.

Thank you for your consideration of these comments and concerns.

September 1, 2019

To: Juneau Planning Commission
Laurel Christian, Planner
Alexandra Pierce, Planning Manager

From: Lin Davis
3099 Nowell Ave
Juneau, AK 99801
molin@gci.net
907-586-4111

Re: Comments on Anderson/THRHA Zone Change Application
Case #AME2019-0010

I have been a Nowell Avenue homeowner since 1995. I love this quiet friendly neighborhood. And I love walking to town and leaving our car at home. I have 4 concerns about the re-zone application.

1. I wonder about the traffic impact and safety diminishment for drivers and pedestrians if 500 or up to 1000 more drivers have to use Cordova Street to exit our area.

After 23 years of being a daily driver and also a pedestrian at the Cordova Street/Douglas Highway intersection, I think a rezone to D-18 will add unsafe and unfeasible traffic loads to Cordova. As a driver, it is often very difficult to pull out safely onto Douglas Highway, left or right, and not just at commute times. I often find I have to pull a fast one to ever get out.

The drivers coming out of the roundabout accelerate through the Cordova intersection, and we have friends who have had life-changing collisions trying to pull out. Because of the acceleration, it is hard to judge how fast cars are coming.

A lot of drivers turn right at the bottom of Cordova. Unfortunately they block the view for those turning left toward the bridge. Many right-turn drivers unfortunately do not let left-turners go first before pulling up to scan the Doug Highway traffic. Left-turners are doubly delayed. Pressure builds.

With the exception of morning commute, and despite a 30mph slow-down sign, drivers coming both directions on Douglas Highway tend to speed up at the Cordova intersection. This adds to pressure and danger for those pulling out of Cordova.

The line of traffic coming from downtown Douglas in the morning stretches farther than I can ever see. Having to feather in 300 or 500 or 1000 more vehicles seems unworkable.

Additionally, given the high volume of pedestrian traffic, the Cordova/Douglas Hwy is currently a very dangerous intersection. Adding many more adult and child pedestrians will also impact this intersection and its safety.

Several types of pedestrian lights have been tried at the Cordova crosswalk. Sadly we still had a young mother killed a few years ago. Many walkers don't use the flags, Many do not purchase reflective bright clothing for visibility.

And it is not safe to cross Douglas Hwy at the roundabout. As a pedestrian I have barely missed being hit many times in the roundabout. Drivers merging into the roundabout are not really watching for peds. Very often the brakes of several cars squeal as the car in front notices me waiting at the roundabout crosswalk and stops suddenly. Unfortunately cars behind are enjoying a successful merge and centrifugal force and appear not alert for peds.

I will no longer cross at the roundabout and am forced to use Cordova crosswalk.

2. Second, winter snow and ice bring additional traffic and safety concerns to Cordova Street.

Our area is a special icy zone and road conditions get super slick as the cold air moves down the neighborhood slope. Nowell and lower Cordova become exceptionally icy. Cordova is often closed to the city bus. And school buses. CBJ valiantly scrapes and chemically treats Cordova but I often worry about my 4WD with studs safely getting up the hill to make a left hand turn onto Nowell. If I have to stop my uphill motion for downhill traffic, I have become stuck. Cars without 4WD or studs easily spin out and get stuck, blocking everyone. Emergency vehicles get blocked.

Adding 500 more cars coming downhill on ice, means more stuck and sideways vehicles, and harder left turns onto Nowell and Foster.

Adding 500 or 1000 more drivers to this icy street seems unsafe and unwise. I notice that many residents in multifamily housing do not have 4WD/studs.

Many Cordova area residents, including school kids, walk down the equally icy sidewalk to catch buses on Douglas Highway. For many years I have taken the bus to work and fallen on that sidewalk despite wearing spikes. Not all kinds of grippers are really able to handle the extremely icy downhill surface. CBJ has improved the Cordova sidewalk scraping but it still remains a

dangerous descent. I and other walkers have had to walk in the street to safely get down to the busses. We become a hazard to all drivers, especially those without 4WD/studs.

The applicant acknowledged that their “new development will add traffic to the existing streets but (said all streets) operate freely now.” I strongly disagree based on my 24 years of experience as a Cordova driver and pedestrian.

The 8/30/19 letter from David Epstein, a DOT Regional Traffic and Safety Engineer, to CBJ expresses concern about the D-18 rezone and “additional housing development...generating significant amounts of traffic.”

From my lay perspective I would say the applicant has not adequately analyzed the traffic and safety impact of their rezone on Cordova Street and its drivers and pedestrians.

3. **My third concern: given Douglas winds and the history of Douglas fires, I worry about our current ability to evacuate our neighborhood or parts of it in the event of an emergency.**

Clearly, the impact of adding 500-1000 more drivers to our Cordova Street does not seem to have been adequately analyzed by the applicant.

4. **I agree with neighbors who advocate for CBJ Planning Commission to reject D-18 for the Anderson parcel.**

Retaining D-5 for the Anderson lands will protect the long-standing character of our neighborhood. Many of us walk out of our homes and daily head up the Dan Moller trail. Sounds like Anderson will change this but retention of D-5 is very important.

Hopefully a traffic study and comprehensive review of Douglas Island and its living spaces and safe road access will be performed before a hasty for-profit land development project takes over our neighborhood. As longtime residents we definitely feel some glare from Dr. Anderson’s profit motif.

I think THRHA’s D-18 project will need a new access road from some part of Douglas Highway.

Thank you for considering these points.

Lin G. Davis

molin@gci.net

586-4111

August 31, 19

To: Juneau Planning Commission
Laurel Christian, Planner
Alexandra Pierce, Planning Manager

From: Nancy and John DeCherney
3195 Pioneer Avenue
nancydecherney@mac.com
907 723-8283

Re: Comments on Anderson/THRHA Zone Change Application
Case #AME2019-0010

Changing the zoning as requested in this application is not a good idea at this time. We recommend against approval until serious issues regarding access and long range planning for Douglas Island are resolved.

- 1) Already it is concerning to see the number of multiplex housing units being built along Douglas Highway and up Cordova, with a single bridge and a two-lane road as the only access to and from the island.
- 2) Cordova is the only road out of the Blueberry Hills/West Juneau area now and it can be pretty challenging. It is steep, can be icy (several near misses nearly sliding through the intersection even in low gear and with good tires) and has a fairly unprotected intersection with Douglas Highway. There are often children on the hill (just had a little guy come streaking down on the sidewalk on his bike – he did stop in time – but it scared me, in any case. What if he hadn't?), in the winter people walk in the street because the sidewalk is full of snow and on more than one occasion I've seen people slip and fall flat. It, as it exists, is probably not up to the challenge of doubled population using it regularly – and although Mr. Walsh assured us that it is unlikely that the full number of allowed units would or even could be built, there remains that potential for that to be the case.
 - In fact – if some of the land is unbuildable, as the bit right behind our property seems, why rezone it to an unrealistic level?

Providing additional access to the area seems necessary before adding population, more than just extending Cordova.

Is it time to look again at a second bridge?

- 3) We have concerns about drainage and slope stability, probably unfounded, but when the Pioneer area was starting to be built up, homes on Nowell flooded. Ensuring that drainage for the area is adequate needs to be ensured before significant development takes place.

- 4) West Juneau is a charming neighborhood as it exists with D-5 zoning. It is close to town, has great views, is walkable, usually quiet, and overall a wonderful part of the community. Increasing the density, if not carefully thought out, will change the neighborhood significantly. Hopefully, amenities such as parks or playgrounds would be included, along with increased access to and from the area.

While ordinarily, we favor people being able to do what they need to do with their property, until the area has improved access that can sustain the potential increase in population, we ask that this application be denied.

It is time for a much larger conversation about the vision for Douglas Island and the infrastructure needed to sustain the growth safely.

Thank you.

John and Nancy DeCherney

From: Epstein, David B (DOT) <david.epstein@alaska.gov>
Sent: Friday, August 30, 2019 9:00 AM
To: Linda Kruger
Cc: PC_Comments; Laurel Christian
Subject: RE: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

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

Dear Ms. Kruger and Mr. Gnass,

Thank you for your email regarding the intersection of Cordova Street and Douglas Highway.

DOT&PF is aware of the rezoning request currently under consideration by the City and Borough of Juneau (CBJ) Planning Commission. I share your concern that additional housing development on the scale proposed will generate a significant amount of traffic.

In your email, you recommend that Cordova Street be considered for a traffic impact analysis (TIA) and suggest that construction of a traffic signal at the Cordova Street – Douglas Highway intersection may not be appropriate given the proximity of the Douglas Island roundabout.

The DOT&PF position moving forward will be that it is the developer's responsibility to perform a traffic impact analysis. The study will need to identify alternative remedial measures to mitigate the impact of increased traffic upon state right-of-way (i.e., Douglas Highway). The study will need to be performed by a competent licensed professional engineer. CBJ imposes a like requirement. We will review the TIA and ensure it meets DOT&PF standards. Presumably, CBJ will want to know how the developer plans to mitigate impacts to Cordova Street and the adjacent municipal road system. I expect that if a TIA is needed, it will be a team effort involving all three parties.

DOT&PF and CBJ have similar criteria for requiring a TIA. Per Chapter 49.40.300 of the CBJ code, a TIA shall be required when " ... a development (is) projected to generate 500 or more average daily trips (ADT)." Chapter 1190.4(10) of the Alaska Highway Preconstruction Manual requires the proponent to undertake a TIA "(w)hen the volume of traffic (generated by a development) is expected to exceed 100 vehicles during the peak hour." 500 housing units will likely create a situation that requires a TIA per both guidelines.

To be clear, DOT&PF's TIA criteria pertains to driveways, not streets or highways. However, given that Cordova Street is (1) the only current access point to/from the proposed development and (2) it intersects Douglas Highway, it stands to reason that most of the generated traffic will travel through the intersection. In essence, Cordova Street functions as a driveway connecting Douglas Highway with the development.

I expect that the TIA will consider a traffic signal as one option. As you point out, the resultant short distance between a signal and the Douglas Island roundabout may preclude its effectiveness as a mitigating measure. I am confident that the study will come to a definitive conclusion on the matter.

I appreciate the time you took to advise me of your concern. Do not hesitate to contact me if you have further questions. I look forward to working with the community and CBJ toward a satisfactory conclusion.

Best regards,

David B. Epstein, P.E.

Regional Traffic and Safety Engineer

Alaska DOT&PF – Southcoast Region

(907) 465-4483 desk // (907) 209-7995 cell

Email: david.epstein@alaska.gov

Error! Filename not specified.

From: Linda Kruger <lindalaska2003@gmail.com>

Sent: Thursday, August 29, 2019 4:01 PM

To: Epstein, David B (DOT) <david.epstein@alaska.gov>

Cc: pc_comments@juneau.org; Laurel.Christian@juneau.org

Subject: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

Attached are our comments regarding traffic at the intersection of Cordova Avenue and Douglas Highway.

Linda Kruger

From: Epstein, David B (DOT) <david.epstein@alaska.gov>
Sent: Friday, August 30, 2019 8:55 AM
To: stanandamy@aol.com
Cc: PC_Comments; Laurel Christian
Subject: RE: Request for Traffic Impact Analysis - Cordova/Douglas Highway

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

Dear Mr. and Mrs. Lujan,

Thank you for your recent email regarding the intersection of Cordova Street and Douglas Highway.

DOT&PF is aware of the rezoning request currently under consideration by the City and Borough of Juneau (CBJ) Planning Commission. I share your concern that additional housing development on the scale proposed will generate a significant amount of traffic.

The Cordova Street - Douglas Highway intersection is currently operating at reduced levels of service (LOS) during morning and afternoon peak hours. LOS is measured in terms of seconds of delay per vehicle, on a scale from LOS A (minimal delay, an average of 10 seconds or less per vehicle) to LOS F (unacceptable delay exceeding an average of 50 seconds per vehicle). I modeled the intersection using the most recent traffic volume data available. The left turn movement from Cordova Street onto Douglas Highway was determined to be operating at LOS D in the morning (average 25.5 seconds of delay) and LOS E in the afternoon (average 36.6 seconds of delay). Absent modifications/improvements to the adjacent road system, additional traffic loading will cause higher delay.

In your email, you specifically request that DOT&PF comment on the proposed rezone and initiate a traffic impact analysis for your neighborhood.

We have provided input to CBJ on the matter and will continue to do so as it progresses through their review process.

The DOT&PF position moving forward will be that it is the developer's responsibility to perform a traffic impact analysis (TIA). The study will need to identify alternative remedial measures to mitigate the impact of increased traffic upon state right-of-way (i.e., Douglas Highway). The study will need to be performed by a competent licensed professional engineer. CBJ imposes a like requirement. We will review the TIA and ensure it meets DOT&PF standards. Presumably, CBJ will want to know how the developer plans to mitigate impacts to Cordova Street and the adjacent municipal road system. I expect that if a TIA is needed, it will be a team effort involving all three parties.

DOT&PF and CBJ have similar criteria for requiring a TIA. Per Chapter 49.40.300 of the CBJ code, a TIA shall be required when " ... a development (is) projected to generate 500 or more average daily trips (ADT)." Chapter 1190.4(10) of the Alaska Highway Preconstruction Manual requires the proponent to undertake a TIA "(w)hen the volume of traffic (generated by a development) is expected to exceed 100 vehicles during the peak hour." 500 housing units will likely create a situation that requires a TIA per both guidelines.

To be clear, DOT&PF's TIA criteria pertains to driveways, not streets or highways. However, given that Cordova Street is (1) the only current access point to/from the proposed development and (2) it intersects Douglas Highway, it stands to reason that most of the generated traffic will travel through the intersection. In essence, Cordova Street functions as a driveway connecting Douglas Highway with the development.

I appreciate the time you took to advise me of your concern. Do not hesitate to contact me if you have further questions. I look forward to working with the community and CBJ toward a satisfactory conclusion.

Best regards,

David B. Epstein, P.E.

Regional Traffic and Safety Engineer
Alaska DOT&PF – Southcoast Region
(907) 465-4483 desk // (907) 209-7995 cell
Email: david.epstein@alaska.gov



From: stanandamy@aol.com <stanandamy@aol.com>
Sent: Wednesday, August 28, 2019 10:14 AM
To: Epstein, David B (DOT) <david.epstein@alaska.gov>
Cc: pc_comments@juneau.org; Laurel.Christian@juneau.org
Subject: Request for Traffic Impact Analysis - Cordova/Douglas Highway

Mr. Epstein,

We are writing to express concern about traffic safety at the intersection of Cordova Street and Douglas Highway. This intersection has been hazardous since we moved to the west Juneau neighborhood 11 years ago. Hazards have increased with the recent multi-family development at the top of Cordova Street.

Now, a further rezone has been requested, which could more than double the load on Cordova Street (Anderson and Tlingit Haida parcels, to be considered by the CBJ Planning Commission on September 24). Your office has been asked to comment on the proposed rezone.

We urge you to comment on the proposed rezone and to initiate a traffic impact analysis for our neighborhood before additional fatalities result.

Specific Concerns About Traffic Safety on Cordova Street

Cordova Street is steep and becomes very slippery during the winter, so much so that city buses are redirected during the winter months and school buses do not come up Cordova Street at all. On several occasions, we have slipped onto the highway from Cordova Street and have frequently observed other cars slipping due to icy conditions. We have good tires but not all drivers do!

The sidewalk on Cordova is poorly maintained in the winter, creating hazards for pedestrians which include kids walking to the school bus stop across the highway. The result is that kids and adults frequently walk on the icy road, often with poor footwear. We have seen and stopped to help pedestrians who've fallen on the street. At the highway intersection, a driver on Cordova looking right to assess traffic (around a large utility post) when it is dark outside, can easily miss seeing pedestrians, including kids crossing the highway. Many do not bother to use the orange flags.

Conditions at the Cordova/Highway intersection become particularly hazardous at 7:30 AM, during Juneau's morning commute. At that time, drivers coming from Cordova can only access the highway when friendly bridge-bound drivers waive them in. This neighborly situation is less likely to suffice if additional multi-family housing (with the potential for over 500 units, more than doubling the current load) results in a large increase in the number of cars! Also, the dangers of the icy road and the potential hazard pedestrians accessing the bus stop will be compounded.

Thank you for your consideration,

Stan and Amy Lujan
3145 Pioneer Avenue
907-209-9713

Laurel Christian

From: normafleek@gmail.com
Sent: Saturday, August 24, 2019 8:09 AM
To: Laurel Christian; PC_Comments; david.epstein@alaska.gov
Subject: RE: AME2019 0010 Neighborhood Meeting Follow-Up & Further D18 Development on Douglas Island

Follow Up Flag: Follow up
Flag Status: Flagged

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

Good Morning Laurel –

Thank you for the presentation of understanding held on Tuesday, August 20, 2019 by the City Planning representatives. It was very helpful and raised many challenges for the Island. My family has lived on Douglas Island since 1960 and we have been privileged to watch the Island grow throughout this time. Growth and multi-family dwellings now put the Island at risk as we have only the Douglas Highway and the Bridge for daily travel and exiting the Island. This puts a hardship on all those commuting to and from Juneau, and is of considerable danger when there are emergencies.

When the regional zoning was put into play we had at the time Douglas Highway and the bridge. That has not changed. Yet, the density has changed on the Island as you all are aware. The consideration of a second crossing placed further north on the Island will not eliminate or reduce the density of traffic south of the bridge, nor north of the bridge to a certain point. The funnel is backing up at critical hours of the day and becoming even more of a challenge when exiting Cordova Street. Any plan to move the exiting further north to Douglas Highway would not be a complete solution when trying to exit the Island as all traffic will still go through the round about to the only exit in existence to the Island.

The challenge to be considered by the City at this time would be to remedy the density either by stopping the development of all D18 zoning or to widen Douglas Highway and either widen the bridge or add a second level where it now stands. This seems impossible considering the current city/state budget and the cost of pursuing either of those two solutions.

At this point in time it would be difficult, I believe, to approve further multi-family dwellings, industrial, or commercial progress on Douglas Island. Please feel free to contact me at any time. There are many more points of concern, however in an effort to keep this one response short, I will not address the other concerns. I am certain that many others will be contacting you regarding their outlook on this matter.

Thank you for your considering in this matter, we realize that “growing pains” can be difficult and that good solutions are needed now.

Norma Fleek
3151 Pioneer Ave,
Juneau, AK 99801
209-2130

From: Laurel Christian <Laurel.Christian@juneau.org>
Sent: Thursday, August 22, 2019 9:08 AM
To: Laurel Christian <Laurel.Christian@juneau.org>

Cc: Irene Gallion <Irene.Gallion@juneau.org>; Alexandra Pierce <Alexandra.Pierce@juneau.org>

Subject: AME2019 0010 Neighborhood Meeting Follow-Up

Good morning,

Thank you for attending a neighborhood meeting this week regarding a proposed rezone above Cordova Street. I have attached my presentation from the meeting as well as our postcard mailer with information on how to comment on this proposal.

To see the information we have posted online so far regarding this case, please follow this link:

<https://beta.juneau.org/assembly/assembly-minutes-and-agendas>

From there, you will want to find the Planning Commission meeting for 9/24/19 and click on the icon under “online agenda”. We currently have the application and public notice posted for this case, and the staff report will be posted around September 16th.

As mentioned at the neighborhood meeting, below is a contact at the Alaska Department of Transportation:

David Epstein
Traffic & Safety Engineer
(907) 465-4483
david.epstein@alaska.gov

If you have any questions or would like additional information, please feel free to reach out to me.

Thank you,

Laurel Christian | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0761

Please note name change (Bruggeman to Christian) and new email: Laurel.christian@juneau.org



Laurel Christian

From: wayne fleek <juneauguy@rocketmail.com>
Sent: Sunday, August 25, 2019 4:59 PM
To: Laurel Christian; PC_Comments
Cc: Irene Gallion; Alexandra Pierce; david.epstein@alaska.gov
Subject: Re: AME2019 0010 Neighborhood Meeting Follow-Up

Follow Up Flag: Follow up
Flag Status: Flagged

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

August 25, 2019

To:
Juneau Planning Commissioners
Laurel Christian, Planner
Alexandra Pierce, Planning Manager

From:
Wayne Fleek
3151 Pioneer Ave. (resident here for 50 years, 20 of these at this address)
(907)586-2285

RE: Comments on Proposed Rezoning Applications
Case #AME2019-0010

1. These combined zoning changes could allow up to 530 new housing units if rezoned from D-5 to D-18 on 29.45 acres. If granted this would more than double the currently approved D-5 units (213) in the subdivisions now accessing the Douglas Highway by using Cordova Street. These current neighborhoods are largely single-family residences and would be adversely affected if the requested D-18 applications were approved by:

A. Further degrading Cordova Street usage by adding a minimum of 500 vehicles. Currently residents of the area have an EXTREME SAFETY ISSUE accessing Douglas Highway from Cordova Street during peak (7:30-8:30AM and 4:30-5:30PM) traffic hours. This intersection has obscured views from Cordova Street of Douglas Highway due to large power poles and fences to the Southeast, a pedestrian crosswalk (at least one fatality so far) to the Northwest. Drivers attempting entry from Cordova Street onto Douglas Highway frequently have school children and bus riders darting out onto the highway and when turning toward the J-D Bridge and round-about. This is further complicated by city and school bus stops on both sides of Douglas Highway immediately adjacent to the intersection, and by traffic turning into the Breeze-In parking lot just a couple of car lengths away. Safety issues are exacerbated during the hours of darkness and winter days when Cordova Street is "glare ice" and vehicles have little to no braking action on the hill. To allow 500+ more vehicles from the proposed rezoned parcels would greatly increase the probability of vehicle accidents and injury to pedestrians.

2. Applicants have stated that the only access would be by extending Cordova Street up a steep hill from the Pioneer Ave./Cordova Street intersection. This would become an even steeper hill that would increase the likelihood of significant traffic accidents at that intersection and further down Cordova St. hill, especially when covered with snow and ice. Furthermore, stating that it would be the only access is NOT TRUE. If developed access could also be obtained by extending either Jackson or Goodwin Streets. However if either were constructed both would increase vehicle volume 500+ fold on Pioneer Ave., where current speed limits are 20 MPH and largely ignored by private and commercial vehicles, heavy trucks, vehicles towing snow machine trailers while transiting to the Jackson Street parking lot, as well as accessing residences on Blueberry and Jackson Streets.

If rezoning is approved the applicants should be required to construct new access to the North Douglas highway, North of the Round-about, rather than utilizing Pioneer Ave. and Cordova Street.

3. Only D-5 zoning should be allowed on the proposed parcels, any rezoning higher would destroy and be in conflict with existing residential D-5 neighborhood character . Changes would be in violation of the CBJ Comprehensive Plan, Chapter 10, page 131.

4. These proposed changes would also adversely affect all residents of Douglas Island, not just those of West Juneau, by exceeding traffic capacity already overtaxed on the Douglas Highway All residents would be faced with more delay at the current bottleneck funneling onto the J-D Bridge.

In short,

A) No rezoning of these parcels should be approve until a State D.O.T. traffic analysis is completed and implemented and changes constructed to improve traffic flow and safety issues resolved. Consideration of delays to and accessibility to emergency response vehicles should also be taken into account.

B) The current CBJ Comprehensive Plan should be followed rather than rezoning these parcels to increase values for developers.

I hereby request you not approve either of the applicants requests for rezoning for the reasons stated above.

On Thursday, August 22, 2019, 9:08:00 AM AKDT, Laurel Christian <Laurel.Christian@juneau.org> wrote:

Good morning,

Thank you for attending a neighborhood meeting this week regarding a proposed rezone above Cordova Street. I have attached my presentation from the meeting as well as our postcard mailer with information on how to comment on this proposal.

To see the information we have posted online so far regarding this case, please follow this link:

<https://beta.juneau.org/assembly/assembly-minutes-and-agendas>

From there, you will want to find the Planning Commission meeting for 9/24/19 and click on the icon under “online agenda”. We currently have the application and public notice posted for this case, and the staff report will be posted around September 16th.

As mentioned at the neighborhood meeting, below is a contact at the Alaska Department of Transportation:

David Epstein

Traffic & Safety Engineer

(907) 465-4483

david.epstein@alaska.gov

If you have any questions or would like additional information, please feel free to reach out to me.

Thank you,

Laurel Christian | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0761

Please note name change (Bruggeman to Christian) and new email: Laurel.christian@juneau.org



August 28, 2019

To: City Planners

Reference Case No. AME2019 0010

I am not in support of Rezone of two Parcels near Cordova Street and Pioneer Avenue.

Cordova and Sitka Streets are currently the only means of entering the neighborhood, and Sitka Street was never intended to be used as an access point. At high traffic times, Sitka Street has increased usage and at times has competing traffic both directions.

Rezoning and changing the designation of the Anderson parcel from D5 ULDR would impact the character of the neighborhood and property values. The THRHA parcel may warrant review for rezoning only if infrastructure and traffic safety concerns have been adequately addressed.

Thank you for your review.

Barbara Gabier

3221 Pioneer Ave



From: bgabier <bgabier@aol.com>
Sent: Wednesday, August 28, 2019 8:09 PM
To: PC_Comments
Subject: Case No.: AME2019 0010

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

To City Planners: Reference: Case AME2019 0010
pc_comments@juneau.org

I do not support rezone of two parcels near Cordova Street and Pioneer Avenue.

Allowing the applicants to combine their application to save costs on a possible access road is not an adequate reason to lump the request for rezoning as one. These are two separate entities and parcels, each with unique characteristics. Legally, it would seem important the two requests be considered separate as there are important differences.

First, combining the request appears to benefit applicant Anderson by masking the current property designation of ULDR to MDR (which is what the THRHA appears to already be). Second, Anderson is apparently requesting it for a purely financial gain at the expense of the character of the existing neighborhood directly adjacent to his property. Third, it appears Anderson could benefit by the political weight of the THRHA application.

I am not in support of changing the zoning designation of the Anderson property from D5. This property was zoned at the same time as the current/adjoining neighborhood development was zoned D5, and rezoning to anything other than D5 would definitely impact the character and property values of the existing neighborhood. The D5 zoning was the representation/understanding of the property at the time Anderson purchased the property—and it was also the representation/understanding of purchasers who purchased land near or adjoining the Anderson parcel. While the THRHA property may warrant review in the future--after adequate infrastructure concerns are addressed, it cannot be supported at this time.

Safety of drivers and pedestrians as well as neighborhood access in case of emergency needs to be addressed. Some of the current concerns with entering and exiting Cordova Street during high volume commute times has caused increased traffic on Sitka Street. Sitka Street is a narrow one lane artery not intended for high volume traffic—but has already begun to experience two-way traffic.

Given the number of units built in the last two years in the Juneau area, the necessity for high density zoning of these two parcels appears unnecessary. If high density units are needed, they should be placed in areas of Juneau already capable of adequate infrastructure.

As an aside, it appears the Anderson's have put their own residence in the neighborhood up for sale.

Thank you for your review.

Welles Gabier
3221 Pioneer Avenue

From: Cindy Tribuzio Gasper <sacanthias@gmail.com>
Sent: Monday, September 23, 2019 11:36 AM
To: PC_Comments
Subject: Rezoning in West Juneau

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

Hello,

I am writing to file a public comment in regards to the proposed rezoning of two parcels in West Juneau. I do not support the proposed rezoning because of two concerns:

- 1) traffic congestion and safety
- 2) trail access

The proposed rezoning would allow for increased high density housing in the West Juneau neighborhood. Currently, there are two roads in/out of the neighborhood and traffic flow is high on the main roads. Pioneer Avenue is a hill and cars speed up/down to the upper reaches of the neighborhood, despite posted 20MPH signs. Exiting the neighborhood at the end of Cordova street is a traffic nightmare, along with a safety issue. Re-routing traffic to Sitka street is not a safe alternative either. I use that route currently to avoid the construction and it is a very narrow, steep street, that is not accesible in the winter. The CBJ can not rezone to increase the number of residences without considering alternative traffic routes in/out of the neighborhood, as well as assessing the safety of current traffic.

My second point is specific to the lower Dan Moller trailhead. That trail is the only non-motorized access to the trail in the winter. It provides access to safe places for people to enjoy our environment. When not snowing, it is a busy trail, used regularly by many people in the neighborhood. Rezoning that land could disrupt access to the trail, thus changing the entire nature of the neighborhood. Frankly, we purchased our house because of ease of access to that trail, and this is effectively a bait and switch.

Lastly, part of the value of West Juneau is that it is NOT crowded. Increasing housing will further degrade property values, especially if access to nature is also reduced/removed.

Thank-you

Cindy Tribuzio
3167 Pioneer Ave

From: Jason Gasper <jgasper0114@gmail.com>
Sent: Monday, September 23, 2019 11:56 AM
To: PC_Comments
Cc: Cindy Tribuzio - NOAA Federal
Subject: Comment: Rezoning Residential to Multi-Family -Pioneer Ave

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

Greetings,

My name is Jason Gasper and I live at 3167 Pioneer Ave.

I want to express my strong concern about the proposed rezoning of land off Pioneer and Codova Street (see photo below). I believe the land belongs to the Lonnie Beverly Anderson Living Trust (see photo below).

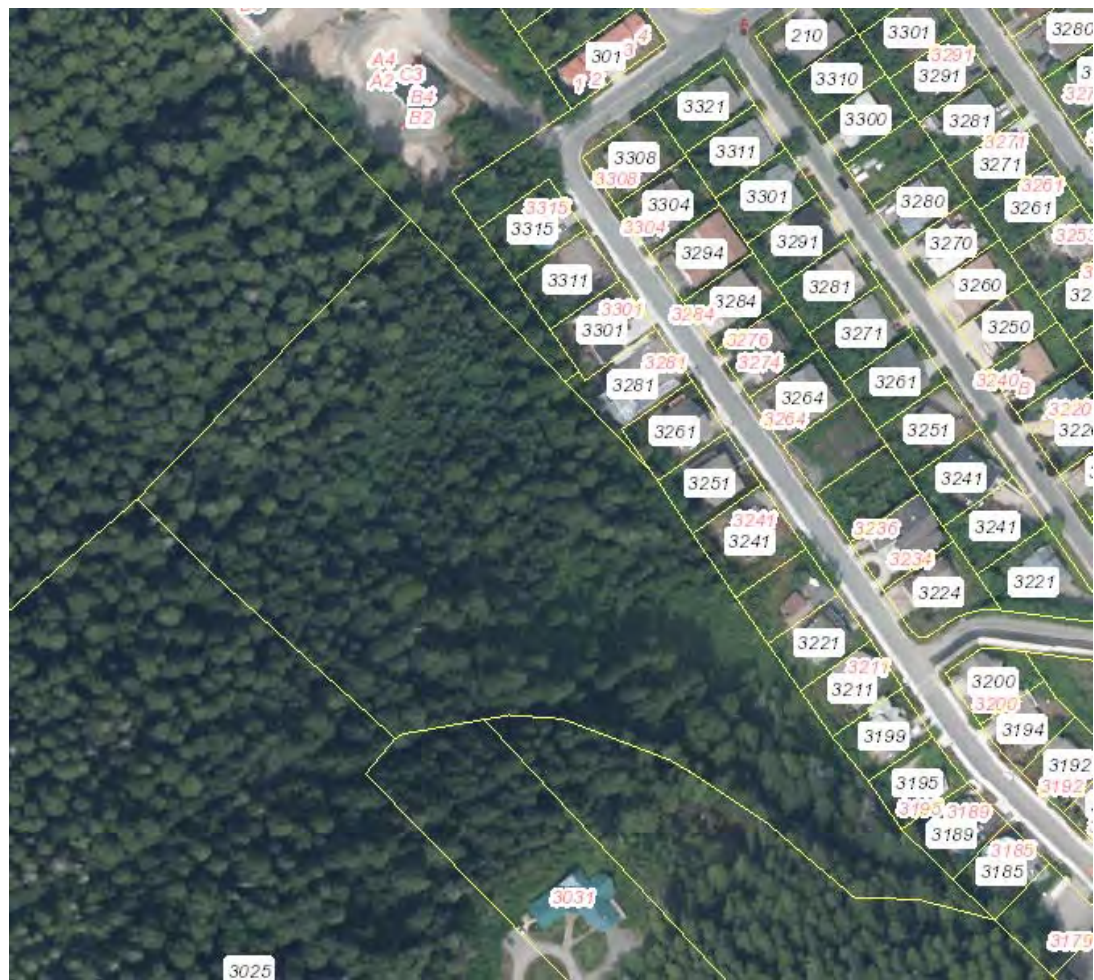
I've lived in Juneau for 20+ years, and we moved to this neighborhood in 2013 because it was relatively quite (in terms of traffic and people), and was in close proximity to the Dan Moeller recreational area.

The proposed rezoning is not harmonious with the character of the existing neighborhood. It does not assure the privacy, light and air of its neighbors.

- 1) It establishes high density housing literally right in the backyard of people who have bought houses in a single housing unit neighborhood. This is unfair to those who have paid for a home and property expecting a certain type of neighborhood;
- 2) The housing project is going to require parking and that parking will impact adjacent residential neighbors.
- 3) There is not room for adequate buffers between high- and low-density residential uses to ameliorate noise, glare, and to otherwise reduce negative impacts associated with conflicting land uses in proximity to one another;
- 4) I purchased our house in this neighborhood based on existing amenities and zoning. This rezoning is counter to that expectation.
- 5) The property is inclusive/adjacent to the Dan Moller trailhead, a historical trail in the Juneau area, and one used by Juneau residents. The natural value of this trail is critically important, and having high density housing off this trail will greatly disturb its use value to CBJ resident and residents alike. I personally use the trail to walk my dog during the summer, hike with my family, and ski during the winter. It's within walking distance to my house.
- 6) There has already been considerable development off Cordova Street and this development would require extending the road and services, and would create even more traffic on an already busy and steep street. As it is, Buses have a hard time turning onto Cordova. This is a public safety concern.

In closing, I am all for people using their land, but this proposal unfortunately changes the rules for many homeowners in my neighborhood because a single land owner wants to develop. The landowner purchased the land under a given designation and knew what they purchased. I don't believe it's fair to the Pioneer Street

In the long-run, I urge the City to come up with a long-term solution to preserve the lower trailhead access point. It appears that the landowner owns quiet a bit land surrounding this historic trailhead.



From: Charlie Herrington <charlesbherr@gmail.com>
Sent: Tuesday, September 03, 2019 6:33 PM
To: PC_Comments
Subject: Comment On Case #: AME2019 0010

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

My name is Charlie Herrington. I live at 3311 Foster Ave.

I missed the community meeting a few weeks ago in August, but my neighbor brought me up to speed. It's my understanding that this rezoning is part of a larger plan that could create several hundred housing units on the land above Nowell, Foster, and Pioneer.

My primary concern is that Cordova Ave is not suited to handle this kind of traffic increase, especially during the morning and afternoon commuter times. I can't imagine any sort of housing development working well for the neighborhood without an additional access road being constructed, preferably on the north side of the roundabout.

Thanks,

Charlie Herrington
charlesbherr@gmail.com
907.419.4433

From: Nancy Jones <thomasn@gci.net>
Sent: Sunday, August 11, 2019 10:04 PM
To: CDD_Admin
Subject: Zoning upgrade

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

Thank you for notifying our neighborhood about a possible rezoning of two nearby parcels. I will be out of town and won't be able to attend the meeting regarding this issue.

I am opposed to changing the parcels from D5 to D18, especially the land behind the houses on Pioneer Avenue. When we bought our lot and built our house over 20 years ago, I did not envision apartments or condos as a part of our D5 area. Neighborhoods with single family dwellings have a different feel than neighborhoods with apartments.

It is difficult getting onto Douglas Highway from Cordova now, especially during rush hours. If many more apartments had to access Douglas Highway via Cordova, it would be a bad situation!

Please listen to the people who currently would be affected by this change. I have not talked to anyone on my street who is in favor of it.

Thank you,

Nancy Jones
3224 Pioneer Ave

3042 Nowell Avenue

Juneau, AK 99801

Lindalaska2003@gmail.com

8/29/19

To: pc_comments@juneau.org

Cc: Laurel Christian Laurel.Christian@juneau.org

Re: Rezoning of parcels near Cordova and Pioneer

Dear Planners,

We have serious concerns about the rezoning proposal for the two parcels located off the top of Cordova Street owned by Anderson and Tlingit and Haida. There has already been substantial development that has significantly increased traffic on Cordova, which has not been mitigated by previous developers, and it seems to us that the additional level of traffic generated, if this rezone is approved, would increase frustration and delays, and could lead to dangerous traffic situations.

Cordova is steep and can become extremely slippery. It is already congested during peak use times and can get backed up from the intersection with Douglas Highway. The sidewalk does not extend down all streets (it doesn't go far down Nowell for example) and people often walk in the street. Many children and adults ride their bikes in the street, and many of us find this is a desirable advantage of living on a quiet street where our neighbors are cautious drivers.

The intersection of Cordova and the Douglas Highway can be especially hazardous. Cars get backed up in both directions on the highway and coming down the hill. Pedestrians add another challenge at this intersection. If you factor in icy roads and drivers without studded tires sliding down Cordova, you have the ingredients for serious accidents.

We can't imagine adding even one hundred more vehicles to this situation let alone the vehicle demand from the proposed 500 units. The addition of 500 units would more than double the current capacity, which is already overloaded at peak times. A study of the potential traffic impacts and possible mitigation must be considered before additional development of the Anderson and Tlingit and Haida parcels are rezoned and approved for development. We are also concerned about access and egress in an emergency. Thinking of evacuation in case of fires or other hazardous situations would be difficult for all the people leaving the hillside via Cordova. Emergency vehicles would also face challenging situations.

The Cordova-Pioneer Avenue neighborhoods are currently designated as low density residential areas. The proposal being considered would change part of the area to medium density. This is not in the spirit of protecting the character of this neighborhood as put forth in the Comprehensive Plan, and it violates the trust of the families who invested in the neighborhood for the qualities offered by single family zoning.

There are alternative properties around the CBJ already zoned D18 that could provide similar housing units to those proposed for these properties and that might provide more appropriate alternatives.

Living on Nowell Avenue we will be substantially impacted by increased traffic on Cordova, however we only became aware of the proposed zoning change through our neighborhood watch contacts. This potential change would impact everyone who accesses their homes via Cordova. The CBJ should be notifying this larger group of people concerning changes to the potential traffic on Cordova, and the changes to the character of the neighborhood.

We recommend rejecting the proposed zoning change.

Linda Kruger and Jeff Gnass

3042 Nowell Avenue

907-957-0335

3042 Nowell Avenue

Juneau, AK 99801

Lindalaska2003@gmail.com

8/29/19

To: David Epstein david.epstein@alaska.gov

Cc: pc_comments@juneau.org; Laurel.Christian@juneau.org

Re: Request for traffic impact analysis for the Cordova Avenue-Douglas Highway intersection

Dear Mr. Epstein,

We have serious concerns about the increased traffic currently accessing Cordova Avenue. Additional housing is being proposed further up Pioneer and CBJ has been asked to consider a zoning change that could lead to the development of up to 500 additional units off the top of Cordova. It seems to us that the level of traffic generated if this rezone is approved could increase dangerous traffic situations, especially at the intersection of Cordova and Douglas Highway.

Cordova is steep and can become slippery. It is already congested during peak use times and can get backed up from the intersection with Douglas Highway. The sidewalk does not extend down all streets (it doesn't go far down Nowell for example) and people often walk in the street. This creates an extra hazard, especially when streets are icy. Many children and adults also ride their bikes in the street.

The intersection of Cordova and Douglas Highway has become especially hazardous with additional housing that has been developed without increasing access routes (Cordova is still the only access route to these neighborhoods). Cars get backed up in both directions on the highway and coming down the hill. Pedestrians add another challenge at this intersection. If you factor in icy roads and drivers without studded tires sliding down Cordova, you have the ingredients for serious accidents.

We can't imagine adding even one hundred more vehicles to this situation let alone the demand from the proposed 500 units. The addition of 500 units would more than double the current capacity, which is already overloaded at peak times. A study of the potential traffic impacts and possible mitigation must be considered before additional development of the Anderson and Tlingit and Haida parcels are rezoned and approved for development. We are also concerned about access and egress in an emergency. Thinking of an evacuation in case of a fire or other hazardous situation, it would be difficult for all the people leaving the hillside via Cordova.

We recommend that Cordova be considered for a traffic impact analysis and consideration for mitigation of the crowded and dangerous conditions. Furthermore, regarding the Cordova-Douglas Highway intersection, it would seem challenging to attempt to mitigate the congestion at this intersection with a traffic light given the short distance of the intersection from the round-about.

Linda Kruger and Jeff Gnass

3042 Nowell Avenue

907-957-0335

From: Dane Lenaker <dane4695@gmail.com>
Sent: Wednesday, August 28, 2019 8:15 PM
To: PC_Comments
Subject: 9/24 Agenda Feedback

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

Hello Team PC_Comments,

I was reviewing the agenda for 9/24 and wanted to offer a suggestion on the item: "A proposed rezoning request for two parcels near Cordova Street and Pioneer Avenue."

This app is really interesting, but it'd be easy to overlook this as insignificant. I recommend adding the current zoning on the property, and the proposed zoning. This seems to be normal formatting with past agendas. If you look at Coogan's application it was publically listed as D3->D5, which I think is highly transparent.

I've been to enough meetings now to know that Juneau citizens consistently complain about public notice in two ways:

- 1) not receiving notice early enough
- 2) insufficient specificity (or lack of detail) in the notice.

It seems like adding this small addition might reduce the risk of at least one of those complaints. It's minor, but I felt like it was worth mentioning.

Dane

Laurel Christian

From: Maureen Longworth <ahfm@gci.net>
Sent: Tuesday, September 3, 2019 12:26 AM
To: Laurel Christian; PC_Comments; david.epstein@alaska.gov
Cc: Irene Gallion; Alexandra Pierce; david.epstein@alaska.gov
Subject: Re: AME2019 0010

Follow Up Flag: Follow up
Flag Status: Flagged

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

September 2, 2019

Juneau Planning Commission

Laurel Christian, Planner

Alexandra Pierce, Planning Manager

Cc:David Epstein, Traffic and Safety Engineer, DOT State of Alaska

Re: Comments on Anderson/THRHA Zone Change Application

Case No: AME2019 0010

Parcel no: 1D060L050010; 1D0501000011

I am a Nowell Avenue homeowner since 1995 and hope to be here for my lifetime. I appreciate the proximity by foot or car to both town and to nature afforded by our neighborhood. I walk on the Dan Moller and or Treadwell Trails above my house almost daily. I am a retired physician and I worry about access in and out of our neighborhood in case of an emergency and the lack of safety currently at the Cordova/Douglas Highway intersection.

I am against rezoning our neighborhood on either plot to include D-18 housing, as it is unsafe to burden an already unsafe situation; and it destroys our natural surroundings and population density that we chose for our home when we made the decision to purchase here. If and when the unsafe situation is corrected it would become unsafe again to more than double the population density that could be possible with the rezoning.

Since the roundabout was added our access out of Cordova onto the Douglas Highway heading toward the bridge is even worse especially in the afternoons and evenings because the stream of traffic coming off the roundabout is more constant heading past Cordova not allowing us to make a left hand turn to access the bridge. In the mornings during commute traffic time it is easier since the traffic approaching the roundabout from the Douglas direction often pause to let a car turn out of Cordova as a courtesy since they are backed up and driving slowly anyway. However if they do not pause for us to turn left in front of them I have had to instead make a right hand turn and then turn around in the bus turn out on the Douglas Highway requiring a lot of extra time and traffic exposure.

There is also difficulty visualizing the oncoming traffic approaching from Douglas on the right due to fencing, a utility pole and shrubbery. You have to inch out into the bike lane to get vision from various angles in order to assess when it is safe to complete a left turn, and in doing so lose sight of the traffic coming from the roundabout direction, at any time of day. If there is a car next to you turning right at the same time it is impossible to visualize the lanes coming from Douglas and you have to wait until the right turning car has completed its turn before you can continue inching out. And if that right turning car appears when you are already partially inched out you are really blocking any pedestrians or bikes and getting too close to traffic that then appears from the roundabout side.

In summary it is a horrible intersection and we have asked DOT to help us make it safer. We asked for a flashing yellow light and were told the orange flags were safer for pedestrians and they installed those. I still see the fresh flowers replaced on occasion for the woman who was killed crossing the highway at Cordova years ago and I wonder how many motor vehicle accidents there have been at that corner. A friend who got hit there after dropping me at home was so traumatized by that intersection she does not want to drive into our neighborhood. It is stressful to use that intersection on any regular basis as we do.

In the winter I see cars sliding down Cordova sideways and backwards on a regular basis. On foot wearing heavy duty spiked grippers Velcro- attached to the soles of my boots I have slid down Cordova crossing at Nowell and was unable to get to my feet due to the ice and had to crawl across Cordova at the Nowell intersection, because my spikes would not hold on the ice. A pickup truck approached and waited while I crawled and the driver said he could not get out to assist me because he would slide.

A couple of months ago I witnessed the smoke almost directly behind our house when the Foster home caught fire. Luckily the fire department was already called and they quickly contained and extinguished the fire. I already fear not being able to evacuate or receive aid in an emergency in my home. I was afraid to leave or remain in my home that day. I didn't know if I could get out if we were evacuated.

Please do not approve rezoning of our neighborhood. And please address the concerns I have listed with sound thoughtful improvements to assure our safety on foot and in cars.

Respectfully,

Maureen P. Longworth, M.D.

3099 Nowell Avenue

Juneau, AK 99801

907-586-4111

ahfm@gci.net

From: stanandamy@aol.com
Sent: Wednesday, August 28, 2019 10:14 AM
To: PC_Comments
Cc: Laurel Christian
Subject: Comments on Proposed Rezone of Property Near Cordova and Pioneer

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

City Planners,

We have been following the discussing of the proposed rezone of property owned by the Andersons (D5 to D18) and Tlingit Haida (D5TD18 to D18) and have learned a lot about zoning, though we don't pretend to be experts! We have two primary concerns about this rezone request.

1) Traffic Safety on Cordova Street

Cordova Street is steep and becomes very slippery during the winter, so much so that city buses are redirected during the winter months and school buses do not come up Cordova Street at all. On several occasions, we have slipped onto the highway from Cordova Street and have frequently observed other cars slipping due to icy conditions. We have good tires but not all drivers do!

The sidewalk on Cordova is poorly maintained in the winter, creating hazards for pedestrians which include kids walking to the school bus stop across the highway. The result is that kids and adults frequently walk on the icy road, often with poor footwear. We have seen and stopped to help pedestrians who've fallen on the street. At the highway intersection, a driver on Cordova looking right to assess traffic (around a large utility post) when it is dark outside, can easily miss seeing pedestrians, including kids crossing the highway. Many do not bother to use the orange flags.

Conditions at the Cordova/Highway intersection become particularly hazardous at 7:30 AM, during Juneau's morning commute. At that time, drivers coming from Cordova can only access the highway when friendly bridge-bound drivers waive them in. This neighborly situation is less likely to suffice if additional multi-family housing (with the potential for over 500 units, more than doubling the current load) results in a large increase in the number of cars! Also, the dangers of the icy road and the potential hazard pedestrians accessing the bus stop will be compounded.

Clearly, a traffic impact analysis is needed before additional multi-family housing should be allowed to impact Cordova Street. We should not wait until additional fatalities occur, when we can already see there is a problem at this intersection. We are sending comments to DOT on this as well, and I refer you to their website: <http://www.dot.state.ak.us/stwddes/dcstraffic/tia/index.shtml>

2) Character of the west Juneau neighborhood

We love our current neighborhood, which is designated as "Urban/Low Density Residential" (ULDR). This proposal would change part of the Anderson lot to ULDR to "Medium Density Residential" (MDR). This appears to contradict the CBJ Comprehensive Plan, which expresses a desire to "protect the character of existing neighborhoods".

We understand that there may be a need for additional affordable housing in Juneau, but there appear to be numerous undeveloped tracts zoned D18. Therefore, we don't see the urgency of rezoning these two parcels as proposed. Furthermore, plans to install the required infrastructure (road, sewer and water) have not been presented. Our understanding is that the property owners are required to address the infrastructure needs, as well as the traffic impact, as discussed above.

Finally, we would like to note that **CBJ's procedure for noticing property owners within 500 feet of the proposed zoning change is insufficient.** Through our neighborhood watch contacts, we learned about the community meeting on August 20, as did others along the Cordova/Douglas Highway corridor. Clearly, the potential rezone would affect a much larger group than those within 500 feet of the property in question. CBJ should consider modifying this notice procedure.

In summary, we feel that the proposed zoning change should be rejected. Before further development and zoning changes are considered in west Juneau, we recommend and would like to take part in an overall planning review of the west Juneau neighborhood, which should include a Traffic Impact Analysis.

Thank you for your consideration,

Stan and Amy Lujan
3145 Pioneer Avenue
907-209-9713

From: stanandamy@aol.com
Sent: Wednesday, August 28, 2019 10:14 AM
To: david.epstein@alaska.gov
Cc: PC_Comments; Laurel Christian
Subject: Request for Traffic Impact Analysis - Cordova/Douglas Highway

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

Mr. Epstein,

We are writing to express concern about traffic safety at the intersection of Cordova Street and Douglas Highway. This intersection has been hazardous since we moved to the west Juneau neighborhood 11 years ago. Hazards have increased with the recent multi-family development at the top of Cordova Street.

Now, a further rezone has been requested, which could more than double the load on Cordova Street (Anderson and Tlingit Haida parcels, to be considered by the CBJ Planning Commission on September 24). Your office has been asked to comment on the proposed rezone.

We urge you to comment on the proposed rezone and to initiate a traffic impact analysis for our neighborhood before additional fatalities result.

Specific Concerns About Traffic Safety on Cordova Street

Cordova Street is steep and becomes very slippery during the winter, so much so that city buses are redirected during the winter months and school buses do not come up Cordova Street at all. On several occasions, we have slipped onto the highway from Cordova Street and have frequently observed other cars slipping due to icy conditions. We have good tires but not all drivers do!

The sidewalk on Cordova is poorly maintained in the winter, creating hazards for pedestrians which include kids walking to the school bus stop across the highway. The result is that kids and adults frequently walk on the icy road, often with poor footwear. We have seen and stopped to help pedestrians who've fallen on the street. At the highway intersection, a driver on Cordova looking right to assess traffic (around a large utility post) when it is dark outside, can easily miss seeing pedestrians, including kids crossing the highway. Many do not bother to use the orange flags.

Conditions at the Cordova/Highway intersection become particularly hazardous at 7:30 AM, during Juneau's morning commute. At that time, drivers coming from Cordova can only access the highway when friendly bridge-bound drivers waive them in. This neighborly situation is less likely to suffice if additional multi-family housing (with the potential for over 500 units, more than doubling the current load) results in a large increase in the number of cars! Also, the dangers of the icy road and the potential hazard pedestrians accessing the bus stop will be compounded.

Thank you for your consideration,

Stan and Amy Lujan
3145 Pioneer Avenue
907-209-9713

From: Jill Matheson <vision@alaska.net>
Sent: Friday, September 06, 2019 1:10 PM
To: PC_Comments
Subject: Cordova Street (AME20190010)

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

To Whom it May Concern:

I became aware of the proposed large development on Cordova St. and would like to offer some comments for the Planning Commission. While I live in Douglas proper and our property is no where near this development, we do pass by the Cordova/Douglas Hwy intersection multiple times a day. Frankly, it is already a poor safety zone for not only cars, but also for the pedestrians. I understand that is a DOT issue, and I would like the Commission to delay any rulings on ANY large developments on Douglas Island south of the bridge until DOT comes up with a better traffic solution.

Jill Matheson,
1603 Beach Dr. Douglas ---
Jill Geering Matheson, OD
Alaska Vision Center, Inc.
800 Glacier Ave.
Juneau, AK 99801
PH: 907-586-9864 FAX: 907-463-2679

From: Christy Newell <christy.j.newell@gmail.com>
Sent: Thursday, August 29, 2019 2:44 PM
To: PC_Comments
Subject: Rezoning in West Juneau

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

I am a property owner at 3007 Nowell Ave.

I am writing to state my opposition to the rezoning of the two properties, owned by THRHA and Lonnie Anderson, from D5 to D18. This neighborhood has only one access point, Cordova St. The proposed rezoning could eventually result in doubling the amount of traffic using Cordova St. It is already a problem area during high-travel times of day, and is doubly worse in the winter when it is not well-maintained. The crosswalk from Cordova St. on Douglas Hwy. is a dangerous spot for pedestrians. Adding more traffic to this area will just make that issue worse.

The character of the West Juneau neighborhood south of Cordova St. is all well-kept single-family homes where pride in ownership is obvious. Adding in multi-family housing to this area will change the character and could also negatively impact the property values. The area to the north of Cordova St. is a known problem area with theft and drug activity. Juneau Police Department can't seem to keep up with it now. Adding in a potential for hundreds more residents in a densely-populated development could also bring with it an even larger crime problem for the entire West Juneau area. We purchased our home in West Juneau specifically for the character of the neighborhood. It is a special area that has no other match in Juneau. Rezoning these properties when there are plenty of others available, and that already have D18 zoning, only benefits the developers.

Christina Newell

September 23, 2019

To: Juneau Planning Commission
Laurel Christian, Planner
Alexandra Pierce, Planning Manager

From: Darwin and Kristen Peterson
3261 Pioneer Avenue
darwinpeterson@gmail.com; kristenbressette@gmail.com
907-350-1254; 907-209-8445

Re: Comments on Anderson/THRHA Zone Change Application
Case #AME2019 0010

A change in zoning on Pioneer Avenue would alter the character of our neighborhood and thus undermine the primary reason we bought our home. If there had been (or even potential for) multi-unit housing 50 feet from our backdoor, we would undoubtedly not have bought our home (and invested substantially) in this well-established West Juneau neighborhood. The Planning Commission should deny this rezone application and maintain the existing zoning.

It is important to note that land buyers purchase the property under the existing zoning. The purchase price of the land paid by Anderson reflected the extremely challenging topography and corresponding development challenges. It is not the role of CBJ to rezone a developer's property to allow them to benefit financially, while negatively impacting property values and the quality of life for over a hundred families in this quaint West Juneau neighborhood. Our property value reflects the the green space behind us and multi-unit housing in close proximity would undoubtedly diminish that value.

Water drainage issues and erosion is also of great concern. It's already challenging (there is a cement barrier wall in our backyard to protect our home from sloughing uphill) and we are fearful of how removing the forest behind us would dramatically increase runoff causing additional flooding and damage to homes like ours that are located downhill from the proposed development. This will likely result in substantial cost to us for mitigation and repair through no fault

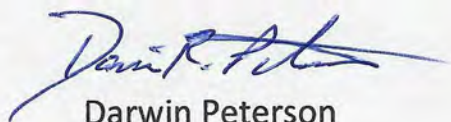
of our own. These risks should be analyzed by an environmental engineer and reviewed by the Commission as part of the rezone application process, not after.

A D-18 rezone would allow for hundreds of units to be built, more than the number of existing housing units currently accessed by Cordova Street. Cordova Street is the only access point and it is already overtaxed. On weekday mornings, and especially in the winter, traffic gets backed up all the way up Cordova Street and it's difficult to get onto the Douglas Highway. A thorough analysis of access and traffic impacts should be completed and reviewed by the Commission as part of the rezone application process, not after. Safety is already of great concern with current traffic and the potential for hundreds of more drivers is not responsible for our neighborhood.

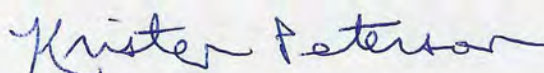
To change the character of the neighborhood for Pioneer Avenue residents for the purpose of financially benefitting Anderson, who knowingly bought the land in a D-5 zone with a price that reflected the challenging development issues is simply unfair. Besides, there are numerous multi-unit housing projects planned or underway all over Juneau in addition to all the vacant land zoned D-18 that is currently available. There is no justifiable reason to change the existing zoning in the Anderson parcel. Therefore, the Planning Commission should deny the rezone application and maintain the existing zoning.

We invite any members of the Commission to visit our neighborhood and backyards to understand the aforementioned reasons to deny this application.

Sincerely,



Darwin Peterson



Kristen Peterson

From: Donna Pierce <donnabpierce@yahoo.com>
Sent: Tuesday, August 27, 2019 2:09 PM
To: PC_Comments
Subject: West Juneau rezone AME2019 0010

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

Thank you for holding the neighborhood meeting at the Douglas Library to explain these two proposals.

My understanding is that if both the parcels in question were rezoned D18, the number of potential new housing units is in excess of 500.

The developer's representative for the D5 parcel, Murray Walsh, stated that their plan was to construct 150 units.

Apparently Tlingit Haida has no specific plan for their large parcel, so the impacts of a rezone there are unknown.

From the information provided, this applicant has not shown that they can meet any of the requirements for transition zoning. Additionally, the proposed access to both properties goes through private land (owned by Coogan, I believe) and would require an agreement with him. There is also no indication they have done any work related to how they would connect to utilities and a commitment to pay for it. If these properties were developed to their maximum extent under the proposed rezone, there's no certainty that the existing line running up Cordova would have the capacity to support it.

In either case, the increase in traffic on Cordova and further stress on the intersection at Douglas Highway is **unacceptable**. The intersection already has an F designation by DOT. When specifically questioned, Mr. Walsh could only say that "it's a good thing Douglas drivers are so polite" and allow people to turn. He also said DOT might need to put a signal there. I think it's plain that DOT will never agree to a signal at that intersection because it is too close to the roundabout. We have already had one pedestrian fatality there, and more than one vehicle collision. Pedestrian safety could be substantially improved with a pedestrian activated flashing light, like on Riverside Drive, but the existing traffic load from Cordova is already dangerous and should not be made worse. Any further housing development in that area should require alternative access to North Douglas Hwy.

At the meeting staff said they wanted to take a holistic planning approach to the area and I think that is very much needed. We urge the Commission to reject the rezone of both of these parcels at this time.

Thank you for your consideration.

Donna & Bradley Pierce
3281 Nowell Ave.
Juneau 99801

August 26, 2019

To: Juneau Planning Commission
Laurel Christian, Planner
Alexandra Pierce, Planning Manager

From: Kevin and Barbara Ritchie
3184 Pioneer Avenue (our home since 1987)
kbrit@gci.net and koufax2@hotmail.com
907-957-1599 (Kevin) and 907-957-1554 (Barbara)

Re: Comments on Anderson/THRHA Zone Change Application
Case #AME2019-0010

1. The requested zoning changes would grant authority to build 530 new units. This is more than double the number of existing housing units currently accessed by Cordova Street and potentially a 1,000 or more additional drivers using Cordova as the only access.

According to the Community Development Department (CDD), the joint rezoning application allows for an increase in the number of housing units on the 29.45 acres from the current D-5 level of 147 to the D-18 level of 530 housing units.

To put this requested density increase in perspective, there are approximately 213 lots/units in the entire D-5 area from Cordova St toward Douglas (Nowell, Foster, Pioneer, all of Blueberry Hills, and the Merritt Subdivision) that are accessed by Cordova Street alone. In the largely D-18 area on the North Douglas side of Cordova Street, there is Cordova Island Hills, Cedar Park, plus the various multi-family and single family units, making for roughly 150 to 180 existing units.

In total, approximately 400 units are currently accessed by Cordova Street. **The requested zoning changes would grant authority to build 530 new units. This is more than double the number of existing housing units currently accessed by Cordova Street.**

According to the 2010 U.S. Census, Juneau's household size is 2.59. This means that the requested zoning changes would grant permission to add up to 1,200 residents.

While the applicants say that “it is hard to imagine more than 150 units” (Page 4 of application narrative), the **CDD staff at the August 20 community meeting stated numerous times that the CBJ must base its impact analysis on what current or future owners could do with the property under the proposed zoning. CDD staff stated that CBJ must consider what the “maximum potential” uses and development could be; not what the current owners loosely suggest that they intend to build.**

It is important to note that the applicant’s only statement regarding the number of units that will in fact be built is, “it is hard to imagine more than 150 units” (Page 4 of application narrative). And, it is known that current owner/applicant Anderson is trying to sell his property pending a D-18 designation that would make it more valuable. In any event, given that a new owner would not be bound by any previous development plan, the CBJ must base its analysis on the impact of the units allowed under the D-18 designation.

2. Contrary to the applicant’s statements, Cordova St. is currently overtaxed.

The applicant states that the “key issue” for the rezone is “access” and, “The *only* practical access for either parcel is an extension of Cordova.”

Regarding increased traffic, the applicant simply sidesteps the issue by making a vacuous statement: “Any new development will add traffic to the existing streets but they all operate freely now. The only exception is Cordova/Douglas Highway intersection morning commute and this operates rather well because of the neighborly manner of Douglas drivers.” The applicant does NOT attempt to make a responsible analysis regarding the “key issue” of access and impact of increased traffic.

“Operate freely” is an interesting way to characterize the current traffic flow. Currently, an increasing number of drivers use Pioneer Ave and Cordova a raceway, **with speeds double or more than the current 20 mph speed limit.** As long-time residents of Pioneer Ave we have observed more and faster speeding as housing is developed above. The CBJ police, public works, and planning departments have offered no successful way of discouraging speeders. If areas above the West Juneau single family dwelling neighborhood are up-zoned

to D-18, it would have a massive negative impact on the neighborhood below. Pioneer Ave and Blueberry Hills will become de facto arterials.

Regarding the dangerous and frustrating intersection of Cordova and Douglas Highway the applicant suggests that without “the neighborly manner of Douglas drivers” there would be a serious problem now. As residents of Pioneer Ave, we can say, sometimes you find a neighborly driver who stops to let you join the traffic line to the bridge, many times you don’t. To rely on the existence of “neighborly” drivers now, or in the future with a significant increase of traffic from the proposed new D-18 development, is not a solution.

There is a great deal of evidence that Cordova Street is overtaxed and that the intersection of Cordova and Douglas Highway is increasingly frustrating and dangerous. There is a great deal of evidence of problems including accidents, frustrated drivers pulling out in heavy traffic, pedestrian near misses (and a pedestrian fatality in the recent past) by cars swerving around cars stopped to turn left on Cordova, and many drivers who ignore or refuse to stop or even slow down at the crosswalk. The rezone application states that Cordova Street is the only access the applicants will accept and yet they present no analysis or even suggestions for the problems that will be exacerbated by their additional multifamily housing units.

Cordova Street cannot handle the additional traffic that would result from the proposed rezoning for multifamily development. And, Pioneer Ave/Blueberry Hills cannot handle the additional traffic if developers were to choose to access D-18 multifamily housing from Blueberry Hills. **A realistic and transparent analysis of access and traffic impacts must be done as part of this rezoning application process.**

3. Contrary to the applicant’s statement, Cordova is not “the *only* practical access for either parcel.”

It is highly likely that any unbiased analysis of traffic impacts will conclude that Cordova Street and the intersection with Douglas Highway are do not have the capacity to handle a large increase of traffic. Cordova is not a “practical access” for these parcels and certainly is not the “only” access option possible.

In fact, a very practical access option exists, i.e., a new access road from the North Douglas Highway. Whether this solution is implemented by developers or whether it is assisted with some level of public funding is the issue.

4. D-18 zoning should not be approved based on the applicant's claims that any other development than multifamily is not feasible due to cost.

First, it is important to note that land buyers purchase property under the existing zoning, and the purchase price reflects the difficulty and cost of development. **It is not the responsibility or role of the CBJ to rezone a developer's property to allow the developer a higher profit margin.**

The applicant estimates that a 70' wide single family dwelling lot would require \$87,500 to develop infrastructure and road within the subdivision and an additional \$26,500 to pay a share of the extension of Cordova St, for a total of \$114,000 of development costs per lot.

No one knows what the actual costs would be, but, for example, the new single family subdivision on Merritt Street faced extremely challenging topography and the developer has sold all of the lots (except for one very large lot) for \$140,000 and up per lot.

It is simply wrong to imply that only a rezone to D-18 will make the property in this application developable. Even if the current zoning, in place when the present owner bought the property, turns out to discourage the present owner from developing, the original purchase price of the land paid by Anderson reflected the challenging development issues.

5. There should continue to be only D-5 zoning on the side of Cordova St towards Douglas. The zoning application for D-18 for the Anderson parcel should be denied to preserve this well-established West Juneau neighborhood.

Currently there is no high density zoning in West Juneau on the side of Cordova Street toward Douglas. This West Juneau area is a low density neighborhood. D-5 zoning currently covers the entire area and is an important and fundamental feature of the neighborhood. Also, if developers were to choose to access D-18 multifamily housing developments through Blueberry Hills, there would be a

severe negative impact on Blueberry Hills and the entire neighborhood below due to increased traffic and speeds.

Avoiding Residential Land Use Conflicts (Current CBJ Comprehensive Plan Chapter 10 p.131):

“A major concern expressed by Juneau residents is the need to protect the character of existing neighborhoods from incompatible uses. Their primary concern is to minimize the intrusion of heavy traffic on neighborhood streets and avoid conflicts related to parking congestion, noise, glare, loss of privacy and other factors associated with higher intensity uses.”

To change the character of the neighborhood, which current property owners rely on, for the purpose of accommodating the plans and profit motive of Anderson, an individual owner/developer, is simply a very unfair and bad idea. **The Planning Commission should deny the rezone application and confirm the D-5 zoning of the neighborhood on the Douglas side of Cordova St as a single family dwelling neighborhood.**

6. It is timely for CBJ to consider Douglas Island infrastructure as a whole before approving rezoning for additional large developments.

Over the years there has been a general and significant density increase all along Douglas Highway south of the bridge, including West Juneau. This has created very high levels of traffic during the day, especially at peak hours.

This joint application and the additional impacts of multifamily development of up to 530 units make it abundantly apparent that it is timely for the CBJ to comprehensively consider the carrying capacity of Douglas Island as a whole before this rezoning application proceeds.

And, access to the large amount of D-18 land that exists west of Cordova Street should be part of that effort.

As Juneau’s Comprehensive Plan states, “Through the CIP, the CBJ government can plan for and develop the necessary public facilities and services—roads, sewers, utilities, schools and others—in a timely and orderly manner.” (Current CBJ Comprehensive Plan Chapter 10 p.129). The proposed rezone is neither

timely nor orderly. This rezone request is generated by Anderson's effort to sell his land at the highest profit possible, not part of an orderly planned development. To approve this rezone ahead of a reasonable and measured look at access on Douglas is not in the public interest.

7. Juneau does not have a reason to rezone this land for multifamily housing.

- Juneau has a healthy 6% rental vacancy rate. <http://live.laborstats.alaska.gov/housing/rentall.cfm>
- Numerous multi-family housing projects are planned or underway all over the Borough;
- Juneau's population is not growing; and
- There is already a great deal of vacant land zoned D-18.

8. Factual error:

On page 2, section 3, the applicant states, "As noted, the Anderson parcel is partially classified multi-family and partly D-5." This is not correct. The Anderson parcel is entirely zoned D-5 and is part of the D-5 West Juneau single family dwelling neighborhood.

Summary:

1. A realistic and transparent analysis of access and traffic impacts on the neighborhood down to Douglas Highway and Douglas Highway itself must be done as part of this rezoning application process.
2. The Planning Commission should deny this joint rezone application and confirm the Comprehensive Plan's designation of the neighborhood east of Cordova St toward Douglas as a D-5 neighborhood.
3. This joint application and the additional impacts of multifamily development of up to 530 units make it apparent that it is timely for the CBJ to comprehensively consider the carrying capacity of Douglas Island as a whole, including a comprehensive analysis of access, before this rezoning application or other major new developments are approved.

Please feel free to contact either of us at any time about this important topic.

8/29/2019

Comments on the proposed re-zone of near Cordova Street and Pioneer Avenue owned by the Andersons (D5 to D18) and Tlingit Haida (D5TD18 to D18) Case AME2019-10

Increased Traffic and Neighborhood Character:

Dear, Planners and Commissioner's,

I share very similar concerns lined out in the comments letter from Kevin and Barbara Ritchie dated: 8/26/2019 and Stan and Amy Luan dated: 8/28/2019. Our D-5 neighborhood on the SE side of Cordova Street as the Merritt Subdivision, Blueberry Hill's and Pioneer Avenue have all gone through many challenging topographical designs. Many of the developed lots required engineering, construction and excessive expense to develop and maintain a quality lower density neighborhood. Allowing D-5 to become D-18 would take away from effort, quality and character of our neighborhood and create more of a safety hazard than we already have at the Cordova Street and Douglas Highway intersection.

I encourage your careful review and rejection to this application.

Robert and Beverly Varness

3004 Goodwin Road

Juneau, AK 99801

(907)-789-2433

From: Robert Wild <robertgwild@gmail.com>
Sent: Monday, September 02, 2019 3:14 PM
To: PC_Comments
Subject: Comments re AME2019 0010

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

I attended the public meeting at the Douglas Library on August 20 regarding the proposed rezone request for the two parcels, reviewed the applicants' permit application and the email information put out by our neighborhood leaders.

I also took the liberty of walking the property to a point about 400 feet past the end of Cordova Street. That area seems totally suited for what the applicants say they want to do, i.e. construct about 150 D-18 units.

It appears from map of 1D060/1D050 that the wedge of property behind the lower residences on Pioneer Avenue that is part of 1D060 would be a buffer between those residences and any D-18 units built on Anderson's property. However, if a Traffic Impact Analysis is required and it is determined that the road system cannot accommodate increased demand without modification, then those modifications should be made.

Best regards,

Robert Wild

3271 Nowell Avenue

From: Mary Zahn <kozzahn@gci.net>
Sent: Monday, September 02, 2019 8:13 PM
To: PC_Comments
Subject: comments on Anderson/THRHA Zone Change Application

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

As a resident at 3090 Nowell Ave since 1975 I have seen many changes in my neighborhood, some of them questionable in their wisdom. I would hope that with the “growing up” of the city, a little more caution would be exercised in the decisions of the planning commission and assembly when it comes to the development of an area.

There are safety concerns that occur with the increase in traffic on a single access road that need to be seriously considered, there is a quality of life issue when maintaining a type of neighborhood, and we have a comprehensive city plan which needs to be adhered to.

The zoning changes requested are not in the best interest of the area and should be denied.

Thank you for listening.

Sincerely

Mary M. Zahn