Name: Pamela Finley

Phone: 500-9991 Email: pamelajeannefinley@hotmail.com

Mailing Address: 6395 N. Douglas Hwy Juneau AK 99801

Comments, Concerns, Questions:

I'm all in favor of light rail between the valley and downtown, with a couple of stops at places (with parking) along the way.

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Attachment D-1

Name: GEORGE J DANNER III

Phone: 789-3435 Email: gd3is@gci.net

Mailing Address: 1029 Arctic Circle, JNU 99801

Comments, Concerns, Questions:

PAGE ~~259~~ 264 OF DRAFT/10-30-12 EDITION : "WIRELESS COMMUNICATIONS FACILITIES"
THE OPENING PARAGRAPH IMPLIES THAT "TOWERS" CANNOT BE REGULATED due to RESTRICTIONS by the TCA OF 1996. This is MISLEADING AND WRONG! A TOWER is A STRUCTURE AND DOES NOT PERMIT ANY RF WAIVERS. SECTION 332(c)(7) OF THE TCA is CALLED "PRESERVATION OF LOCAL ZONING AUTHORITY", the TCA does not REGULATE "TOWERS" but is CONCERNED with PERSONAL WIRELESS SERVICES or FCC LICENSED WIRELESS CARRIERS. TOWERS LIKE other STRUCTURES in JUNEAU, CAN BE REGULATED BY the CBJ. SECTION 332(c)(7)(A) OF the TCA . . . "NOTHING in the TCA shall LIMIT or AFFECT the AUTHORITY of A STATE or local GOVERNMENT over DECISIONS REGARDING PLACEMENT, CONSTRUCTION or MODIFICATION of PERSONAL WIRELESS FACILITIES."
IF THE COMP PLAN is "NOT ABSOLUTE" then the NARROWLY CONFINING AND INCORRECT LANGUAGE AS PROPOSED should be REMOVED or CORRECTED.

GD III

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: _____

Phone: _____ Email: _____

Mailing Address: _____

Comments, Concerns, Questions:

Auke Rec
TP on map - no description
of what that means

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Phyllis Smith

Phone: 907-635-7715 Email: dev_mom@me.com

Mailing Address: P.O. Box 32385 Juneau AK 99803

Comments, Concerns, Questions:

I would like to see Responsible Timber harvesting in the Tongass

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: George Fisher

Phone: 907-723-8099 Email: glmfisher@gmail.com

Mailing Address: 1121 Slim Williams Way Juneau AK 99801

Comments, Concerns, Questions:

Proposing Less stringent standards for D-10, D-15, D-18.

Allow higher Bldg heights.

Allow higher percentage of Lot Coverage with Bldg.

Decrease minimum vegetative coverage %.

Allow decreased parking requirements for properties directly served by bus Service.

Revise subdivision standards for tracts of land served by sewer + water.

Decrease Set Back Requirements.

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Clark Damon

Phone: 364 3053 Email:

Mailing Address: ~~Box~~ 1104 1st Douglas

Comments, Concerns, Questions:

Request our lots back to TC (commical)
Property was used as Gun sales before Building Shop
Shop around 1981- Shop 24x9x12

All comments must be submitted by February 14, 2013

Email comments to: PC_Comments@ci.juneau.ak.us

Name: _____

Phone: _____ Email: _____

Mailing Address: _____

Comments, Concerns, Questions:

designed to:

+ noise

+ why aren't maps showing update changes

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Steve Haavig

Phone: 789-4069 Email: sandp@gci.net

Mailing Address: 7260 Glacier Hwy

Comments, Concerns, Questions:

- noise addressed in comp plan
  - helicopter
  - seaplane
  - bus
- hazard areas in subd. land along Glacier Hwy ?
  - v-notch
  - land slides

what info available for stream set-backs etc. ?

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: DARCIE NEFF

Phone: 907-790-1049 Email: aneff1@alaska.edu

Mailing Address: P.O. Box 210696 Auke Bay, AK 99821

Comments, Concerns, Questions:

This is a grammatical suggestion. When listing three or more items in a sentence, there should be a comma immediately prior to the word "and".

For example: ..... "in close proximity to shopping, employment, cultural, and recreational facilities."

↑

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Ruth Danner

Phone: 789-3435 Email: ruthdannerofjuneau@gmail.com

Mailing Address: 1028 Arctic Circle, JNU

Comments, Concerns, Questions:

p. 5 ¶ 2 5th line from the end, where it says "'Juneau' in general." You should add "which is intended to include all of the communities within the area."

p. 9 The word "NOT" does not belong in the Sidebar. This information IS or SHOULD BE intended to ~~describe policy or be used~~ considered when reviewing a project, etc.

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Ruth Danner

Phone: 789-3435 Email: ruthdannerofjuneau@gmail.com

Mailing Address: 1028 Arctic Circle Juneau AK

Comments, Concerns, Questions:

p. 30 Table 4.1
FIVE Years Vacancy Rates
s/b SIX Years

These are rental stats and rentable Single family houses & should be clearly marked as such

Vacancy's for owned properties should be easily represented by number of homes sold per year (JEDC Economic Indicators) The accessor's office should know how many of these sold properties

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Ruth Danner

Phone: 789-3435 Email: ruthdannerofjuneau@gmail.com

Mailing Address: 1028 Arctic Circle, JNU

Comments, Concerns, Questions:

p. 4 The ~~se~~ entire paragraph beginning "The mid-eighties"... needs to be rewritten so the statistics agree with what shows in Chapter 4. There are competing vacancy rates. p. 4 says vacancy is less than 1% for all types of houses except multifamily apts, ~~that~~ p. 30 Table 4.1 shows 5 yr average Vacancy Rates ~~te~~ very close to 5% or higher except for 1 bdrm multifamily. The US Census for 2010 says JNU's vacancy rate is 5.1%

600
1.3 1.5 JEDC Economic Indicators show the # of Homes Sold/yr over the last several years & that ~~are~~ is well over 5% (from memory).

1.3 6/7.5

All comments must be submitted by February 14, 2013

Email comments to: PC_Comments@ci.juneau.ak.us

Name: Ruth Danner

Phone: 789-3435 Email: ruthdannerofjuneau@gmail.com

Mailing Address: 1028 Arctic Circle, Juneau

Comments, Concerns, Questions:

p 3 - Community History, Alaska Natives have been here 10K yrs before the Euro-Americans arrived. We should take more care with how we represent that part of our History. They don't have "Tribes" or "Chiefs". Those are conventions imposed on them. ~~There is e~~ I will submit a suggestion for alternative language for consideration. There is no way to include Kaawa.ee (aka Kowee) without offending someone, so my version removes him from the story.

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

From: Kiel NA [mailto:kiel@feedjuneau.org]
Sent: Thursday, February 07, 2013 8:31 PM
To: Benjamin Lyman
Subject: CBJ Comprehensive Plan Comments

Hello Ben,
Hope your day's going well. Just wanted to pass along a few comments to the CBJ Comprehensive Plan before the deadline. I have plenty of thoughts, and may write more, but just wanted to at least get these ones out.
First of all: The report, especially the Housing section which I spent the most time reviewing, is very good. Thank you for your work.

I have two main comments at this point:

1. From the SOP section: I believe the below procedures point to the lack of urgency and immediacy that will be necessary to mover our community from talking about solving the housing crisis to actually solving it. Monitoring, and then focusing efforts, are vague non-action oriented verb statements that are fine, but I do not believe are enough to address the issues. I guess in this case, my comment would be a desire for more direct language that spells out an active plan that will not be misconstrued or overlooked.
And on the second clause below (SOP3), it should say something like, "Once an adequate supply is reached, the CBJ government should seek..." To say that we should be facilitating new production at a rate that mimics growth implies that the problem is in keeping up, when in reality, our population is growing slowly but we are already significantly behind.
4.2 - SOP2 The CBJ government should monitor the inventory of all types of housing and
should focus efforts, funding and resources on producing the types of housing that have not yet
reached a sufficient supply to meet demand.
4.2 - SOP3 The CBJ government should seek and facilitate new housing production, for all
types, at an annual rate that mimics the growth rate of new households in Juneau, in order to
maintain adequate choice of residence type, location, and cost.

2. I was very happy with the frank appraisal given regarding the vacant buildings downtown:
"The loss of safe and
habitable rental dwelling units within the compact downtown due to owner disinterest is damaging to the community's housing stock and contributes to the housing crisis as well as to
the blight of downtown Juneau.
Abandoned dwellings and deteriorating dwellings in the Downtown Historic District and nearby

older, historic neighborhoods threaten the health, safety and well-being of those neighborhoods. As property owners defer maintenance and avoid investments in their properties, the structures
thereon deteriorate and adjacent properties may become more vulnerable to fire and vandalism
due to the presence of the attractive nuisance of an abandoned building. Securing financing for
normal maintenance and repair of the neighborhood's occupied dwellings becomes more costly
to the homeowner due to the financial institution's perception of blight associated with the
nearby abandoned building. Unless and until the community achieves a healthy vacancy rate, all
habitable dwellings are valued and needed and uninhabitable units should be rehabilitated or
replaced."

However, I think it would be valuable to include possible manners to encourage action by the CBJ or community to rehabilitate or bring those back into the housing stock. It was brave to identify the problem, but I think action will need to come from, or at least need to be guided by/approved by the city, and so would support some inclusion of possible resolution for that issue in the Comp Plan.

Thank you very much for your time and consideration and your work.
Best,
Kiel Renick

--
Kiel Renick
Outreach Coordinator
The Glory Hole
247 S. Franklin St,
Juneau, AK 99801
work (907) 586-4159
cell (415) 815-7137

Comments on Comp plan chapter 4 Housing Element

Introduction brings necessary attention to "affordability" being important to ALL, regardless of income level or housing preference.

Pg. 30

Source of data, 2010 Juneau Housing Needs Inventory, is out dated. Current info available from 2012 report.

Breakdown of vacancy rates important to show where the highest needs are regarding housing type.

Pg. 31 misspelling: population

Pg. 34 Figure is very confusing. Presents as broad categorization of groups being locked in one wage range...

Confusing: "According to 2000 Census data, 83% of the total year 2000 housing units were built from 1960 to March 2000. Only 17% of the residential units were 60 years or older. This is generally considered "sound" housing stock."

Pg. 35 Source of data 2010 JHNA report...should use 2012 data

Pg. 44 Should be done more often, every 2-3 years...
"4.1 – IA6 Support and encourage the Affordable Housing Commission and JEDC to update the Housing Needs Assessment Report at **least every five years** and monitor change in housing conditions and assess whether policies, programs, guidelines and other mechanisms are achieving their objectives."

Mr. Lyman, I am in the process of reading through the 2013 Comprehensive Plan. In Chapter 5 under the Mining Section there is some language regarding the AJ Mine Property that are unclear to me. Can you please answer the following preliminary questions:

1. What is meant by 'sustainable development' of the AJ Mine Property?
2. Where did the idea of a '5-year' action plan related to the AJ come from?
3. As currently written do you believe the draft Chapter states that the CBJ will evaluate and pursue, if appropriate, the development of the AJ Mine for mineral extraction?
4. There are other mining properties being evaluated by various parties within the boundaries of the CBJ. Do you think draft Chapter adequately addresses the CBJ's intent to support the development of those mining properties?
5. Since the opening of the Kensington there has been an extensive positive impact on the economy in Juneau and the property and sales tax to CBJ. Has this been evaluated sufficiently in this Chapter including what needs to be done to continue to support our natural resource economy?
6. Policy 5.16 does not refer to the potential further development of the AJ-Mine as a job and tax revenue creator. Is this an oversight?

I also have the following other questions about Chapter 5:

1. Page 75, second paragraph, there is a sentence that begins: "Employers must recognize this impediment to their operations...". What employers is the draft plan referring to and what is this statement based on? Has their been some study that indicates that employers don't recognize the impact of the housing shortage on their businesses?
2. I don't see a citing for footnote 4 on page 75. What is the source for that assertion?
3. What is the source for the information and assertions made about innovation and entrepreneurship? What finding or other public process led to including this section?
4. What is the source for the information and assertions made about Environmental and Resource Development? What finding or other public process led to including this section?

Thank you

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max@ermcpa.com
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COMMENTS ON DRAFT CBJ 2013 COMPREHENSIVE PLAN UPDATES---February 11, 2013

First, I want to thank the CBJ for including the regulation of wireless communications facilities (WCFs) in the proposed 2013 comprehensive plan updates. Despite federal limitations on local zoning powers, I believe some regulation is possible at the local level. Also, such regulation is prudent given the World Health Organization's 2011 classification of wireless radiation as a Class B carcinogen (possibly carcinogenic to humans). See http://www.iarc.fr/en/media-centre/pr/2011/pdfs/pr208_E.pdf . That said, I have the following suggestions for amendments to the proposed draft.

1. In the introductory language, delete "unknown" before "health risks". The perception of health risks in based on studies of wireless transmitters that are quite specific about the health risks---increases in cancer rates, depression, nausea, difficulties in concentrating, etc. within 300 - 400 meters of WCFs. See http://www.bioinitiative.org . I understand that the CBJ does not want to take a position on the health issue, but the language already hedges that bet by referring to "perceptions" of health risks. Adding "unknown" is unnecessary and , given the specificity of the studies, inaccurate.

2. Development Guideline 12.11-DG1: Delete "encourage" and insert "require", and delete "to the extent possible" and insert "except as technically necessary for adequate coverage." The only reason for locating WCFs where they will have adverse effects on the community should be technological necessity.

3. Add a new 12.11-DG3 as follows: "Provide certainty to the wireless industry that WCFs will be allowed in designated locations, and provide certainty to the community that WCFs will not be allowed in other locations." The ultimate purpose of a WCF master plan should be (1) to assure the wireless industry that it will be able to install WCFs in places that will provide adequate coverage, without having to fight the community WCF-by-WCF; and (2) to assure members of the community that they will not have a WCF installed next to their residence unless their residence abuts a WCF zone. My husband and I are in the process of downsizing, but when we discuss buying a home, a major consideration is the possibility that a WCF could be installed nearby and we would have to sell our home. This possibility makes renting a lot more attractive. I think that providing certainty to landowners and the wireless industry is an adequate justification under federal law. For instance, zoning laws typically prohibit industrial operations in residential areas, not necessarily because of the environmental or health effects of industrial operations---some of which can be quite clean--- but because they are not appropriate in residential areas, and landowners need the certainty that inappropriate uses will not be allowed next to their homes just as industry needs to know that it will have places to locate without opposition. The same is true of WCFs.

4. 12.11-IA6: Delete "encourage" and insert "require" and delete "preferred". The reason for this change is explained in #3 above, namely that WCFs should be confined to designated areas.

5. 12.11-IA7: I have mixed feelings about hiding WCFs. While I can understand why people want to hide them, I personally want to know where they are so I can avoid them . I suggest either deleting this provision, or adding another that would read " Every owner of a WCF shall disclose the location of the WCF to the CBJ, which will post the locations on the CBJ's website."

Thank you very much for your consideration.

Sincerely,

Pamela Finley

6395 North Douglas Hwy

Juneau, AK

Name: Ruth Danner

Phone: ~~#~~ 789-3435 Email: ruthdannerofjuneau@gmail.com

Mailing Address: 1028 Arctic Circle JNU

Comments, Concerns, Questions:

~~The~~ Friday is too soon for written comments to be due. I have been diligent in my efforts & have barely scratched the surface.

I've completed my review of Chapter 1; Barely touched Chapter 4 and my husband spent some time on Chapter 12 so I have observations on that Chapter, but I need more time.

120K words ~~compared to~~ is a lot for the community to review in one wk's time.

****All comments must be submitted by February 14, 2013****

Email comments to: PC_Comments@ci.juneau.ak.us

Thank you for the opportunity to comment on the proposed revisions to the Comprehensive Plan and to also comment on other aspects of the Plan which might be useful in the future.

Downtown/Willoughby District

The vitality of Juneau as the capital city rests on the vitality of downtown. One of the most significant steps we can take in this regard is to greatly increase housing in the downtown area, meeting the needs of a range of people who prefer to live in a walkable community. I support the efforts made to increase housing density allowances in the downtown and to redevelop the Willoughby District. There are challenges to achieving the goals in both the Comp Plan for downtown and the Willoughby District. However, CBJ should be willing to become partners with private interests to move ahead. I particularly support use of the financial tools in Chapter 7 of the Willoughby District Plan and encourage other tools, such as tax incentives, property tax deferrals and low interest loans to achieve a more aesthetic and culturally relevant look to downtown and to increase the mix of residential and commercial uses.

Downtown is plagued by vacant and blighted buildings, underused spaces and an excess of vacant office. I encourage the Comp Plan to address the use of condemnation and differential property taxation to encourage renovation or demolition and rebuilding of downtown buildings. Further, I would encourage a look at possibly zoning the South Franklin corridor as a special business zone in which property assessments reflect its use for tourism and seasonal business and keep those assessments from inflating those of other buildings in downtown.

Downtown had for a period of time in the mid 1980s a "ride free" circulator bus which ended when federal funds expired. I believe the Comp Plan should work in concert with the upcoming CBJ Transit Plan to identify routes for a fixed guideway circulator to encourage transit oriented development in the downtown and Willoughby District. A circulator will make distant parking more feasible. As an implementing measure for reducing congestion and encouraging residential development, I also would suggest that CBJ work with the federal GSA to develop a federal parking garage that would provide spaces not only for federal employees (freeing up on street parking in the flats) but also for state employees and local residents. Having a parking structure where developers or renters could lease parking spaces would encourage residential development in the Willoughby District.

The SLAM will be a wonderful "anchor" to redevelopment of the Willoughby District. But it is not enough. CBJ should assure that the "super blocks" are broken up and that an additional exit to Egan Drive is developed to move traffic. The new streets would be a good route for a circulator.

A revitalized downtown needs to link the downtown core with the Willoughby District. I urge that CBJ consider using cruise ship revenues to install a covered motorized access at the Fifth Street stairs. An outdoor elevator, escalator, tram or similar conveyance is found in many cities (e.g., Quebec City,

Istanbul) to connect parts of town at different heights. Such a convenience would make it easier for tourists to go from the Capital Building to the SLAM and would make Juneau a more walkable city.

West Douglas

I do not support the development of West Douglas because, despite the standards for a "stand alone" community, this development would undoubtedly contribute to sprawl and increased traffic on the North Douglas Highway which is not designed for additional traffic. If developed, I am sure it would precede a Bench Road completion and would endanger current users (pedestrians, children, bicyclists, etc.)

Water Plan

The Comprehensive Plan has sections on Water Quality and Watersheds. The cBJ recently adopted a document called a "drinking water plan" which does not, in fact address water quality or watershed needs. I strongly advise developing a more detailed section which addresses the maintenance and replacement needs of Last Chance Basin, as well as the additional infrastructure that will be required to develop filtration and distribution of Salmon Creek water, set some standards for sale of water, and provide for more appropriate data collection regarding water quantity and quality.

Land Disposal

I would like to see CBJ think more about leasing land, rather than disposing of it, as a way to create more affordable housing in Juneau. This would be especially appropriate for mobile home parks and other types of semi permanent dwellings.

Energy

See page 156 8.8 1A21. Juneau is blessed to be in an area generally suitable for the use of ground source geothermal heating. Priority should be given to the use of ground source geothermal over biomass for two reasons. First, ground source geothermal is carbon neutral and, therefore, is better for air quality and reduction in green house gases. Secondly, ground source is a way to forestall conversion to electric heat, thereby extending the capacity of our hydro resources. I suggest the AEL&P and CBJ explore a low interest loan program that would provide the capital needed for home conversions to ground source and make its use in new construction more likely. The loan could be paid back over the time period in which the difference between petroleum based heating and ground source pays for itself.

The Comprehensive Plan should also encourage micro generation of hydro power that could, under current state regulations, be sold to AEL&P thereby adding to our hydro power resources.

New Housing Area

The Comp Plan does not address the suitability of using uphill land in the first half mile to mile of the North Douglas Highway for higher density housing. If the Bench Road were built and an easement used

to access the North Douglas Highway, the uphill properties, some of which I believe belong to CBJ, could, when suitable, be developed as close to town housing, A great deal of work would need to be done to assess whether this is possible, but I believe it would be wise to start this exploration now. If some of the land belongs to CBJ, CBJ could lease it rather than disposing of it and, thereby, reduce the cost of housing.

Noise

We looked at the deletion to 7.10 SOP3, which now says "should this volunteer program [of noise abatement] not satisfy noise concerns of the public, a local noise control ordinance should be developed to require mandatory controls and measurable and enforced mitigation measures per 7.10.1A1." The side note says this language should be deleted because "This would not be legal, per AS 34.75.030." But this is flat wrong. AS 34.75.030 restricts municipal noise regulations of certain facilities under certain circumstances, and "facilities" is defined as "sport shooting facility or a private airport facility." (AS 34.75.090(2)), and applies only to existing shooting ranges and private airports, not to such facilities created after passage of a noise control law (AS 34.75.010(a)(1). Moreover, the same statute states, "Except as otherwise provided in this chapter, a municipality may regulate the noise level produced by a facility."

So the rationale for the proposed deletion is simply wrong; with only minor exceptions, i.e., existing private airports that have a grandfathered exemption, a municipality may pass and enforce local noise control ordinances.

There is a related problem with the proposed additional language to 7.10 SOP2, in which the intent of the proposed changes appears to be to limit requiring noise abatement devices such as berms and plantings to noise sensitive areas where the CBJ owns the roadway. Now it applies to all roadways and is explicit about state roadways. There is no reason that the CBJ should limit requirements for noise abatement features to city-owned roads when there is such a mix of city and state roads within the Borough. The problem is not preemption of state highway projects, as such features may be applied to adjoining properties regardless of ownership, and since the state, in conjunction with the Federal Highway Administration, routinely follows local noise regulations unless there is some specific authority and reason for it not to do so.

Margo Waring & Douglas Mertz
11380 N. Douglas Hwy.
Juneau, AK 99801

Benjamin Lyman

From: Bob Loiselle <bob.loiselle@Goldbelt.com>
Sent: Wednesday, February 13, 2013 3:19 PM
To: Benjamin Lyman
Cc: Derek Duncan
Subject: RE: Comprehensive Plan

Ben,

Thanks very much for the feedback. Based on your comments regarding CBJ 49 I would certainly not object to the adoption of the revised plan provided that the assembly commits to the fresh start you describe below.

Regards,

Bob Loiselle

From: Benjamin Lyman [mailto:Ben_Lyman@ci.juneau.ak.us]
Sent: Wednesday, February 13, 2013 2:43 PM
To: Bob Loiselle
Cc: Hal Hart
Subject: RE: Comprehensive Plan

Thank you, Mr. Loiselle-
Your comments will be provided to the Planning Commission as requested.

Your comments are indisputably accurate, and echo similar statements by Planning Commissioners, staff, Assembly members, and other members of the public.

The current draft update is only the latest in a long string of Comprehensive Plans that have been structured in essentially identical ways, from the 1984 version to the 1996, 2004, and 2008 updates. Over the last thirty years, as our community has grown, more and more information has been piled onto the original framework, resulting in a document that has been increasingly cumbersome with nearly every revision.

The current update process began in 2011, and was intended by the Assembly, city management, Planning Commission, and other CBJ staff to be a fairly simple update of data and "hard" changes (new infrastructure, Kensington mine opening, etc.). During the Planning Commission's line-by-line review of the draft plan chapters, they asked for more substantial review and revision to several chapters, and the scope of the update grew significantly to the present draft update.

Although the Planning Commission, stakeholder groups, and staff have worked hard to reorganize and rephrase chapters so as to make the document more accessible, I believe that there is widespread if not universal agreement that this 2013 update will be the last in the line of CBJ Comprehensive Plans drafted on the 1984 framework. It is time to start again with a blank page and our basic goals and policies to guide us in drafting a new, strategic Comprehensive Plan.

That said, there are important changes proposed in the 2013 update that need to be adopted in order to enable long-awaited changes to our Land Use Code, CBJ 49, to provide for higher density development near transit lines with lower parking requirements and other trade-offs (Bonus Eligible Area map, Chapter 11). Accordingly, it is important that the 2013 update continue its progress towards eventual adoption at this time.

Thank you again for your comments,
Ben

Ben Lyman
Senior Planner
Community Development Department
City and Borough of Juneau, Alaska

(907)586-0758

From: Bob Loiselle [mailto:bob.loiselle@Goldbelt.com]
Sent: Wednesday, February 13, 2013 2:08 PM
To: Benjamin Lyman
Subject: Comprehensive Plan

Dear Planning Commission Members,

As President/CEO of Goldbelt, Inc. I felt that it was important for me to review the proposed changes to the comprehensive plan. Given that I am still relatively new to this position, I decided that I should become familiar with the plan in its entirety, particularly as it impacts our substantial ownership at both Echo Cove and West Douglas.

Imagine my dismay when I saw that it is over 300 pages long. Becoming familiar with the plan and assessing the impacts to Goldbelt and its shareholders would be no simple task.

With all due respect to those who have been involved in crafting this plan and its latest proposed revision, the plan is cumbersome at best. It contains many aspirational goals whose practicality and costs are not specified. It is a document that the vast majority of the populace can neither comprehend nor use in making personal economic decisions such as whether to start a business or develop a new subdivision. Indeed, are all of the aspirational statements accurate with respect to the majority of the citizens? How do we know these things?

Only those with the time, money and energy (and likely paid experts) to work through the process as set forth by this plan can hope to comprehend it and use it for decision making.

There are a number of things you might consider in improving the plan. For a start, you might set a goal of cutting the number of pages at least in half, tightening up the writing and considering again what the realistic scope of the document should be. This document should not be a millstone around the neck of those wishing to be a positive force for economic development, but rather a clear roadmap.

I have dealt with various strategic plans for many years and if I have learned one thing, it is that a 300 page plan cannot be executed because it cannot be clearly understood. Trying to come to grips with its complexity can only slow the process down and increase costs.

I recognize that the planning commission staff and commissioners may feel that they have a good grasp of the plan, its intent and how it should be implemented. But for the commissioners in particular, to the extent that you are not comfortable with your grasp of where this plan is headed, I suggest that you slow the process down and perhaps take a chapter by chapter approach to fine tuning this document.

Finally, I recognize that I may be viewed as late to this process and that the train has already left the station. But I am not new to planning and this is not an effective plan, regardless of where you may want it to take you. The adoption of a comprehensive plan should not be taken lightly as the policy implications are profound.

Thank you for taking the time to consider my comments.

Sincerely,

Southeast Alaska Building Industry Association

9085 Glacier Hwy., Ste. 202 • Juneau AK 99801• (907) 463-5774 • Fax (907) 463-5821
E-mail: seabia@gci.net • Web site: www.seabia.com

February 14, 2013

Dear Mr. Ben Lyman,

I have been asked to request an extension of the review period for the new comprehensive plan update by numerous members of our association and board members. The staff has been paid to work on the draft plan for many months, while the public has only had a short time to review and make comment. It is unrealistic to ask the public to make meaningful comments on a 320 page document in this short of time. There are many changes proposed, how they will affect each industry, neighborhood, and the community needs more time to be decided.

I am asking on behalf of the Southeast Alaska Building Industry Association that the comment period be extended allowing for further review by the industries that will be affected by these proposed changes.

Thank You,

Richard A. Harris, President
Southeast Alaska Building Industry Association
SEABIA

cc: Kim Kiefer, CBJ City Manager
Hal Hart, CBJ Community Development Director

Bob Loiselle

Robert G. Loiselle
President/CEO
Goldbelt, Incorporated
(907) 790-1440 *Direct Line*
(907) 723-4712 *Cell*
(907) 790-4999 *Fax*
bob.loiselle@goldbelt.com
www.goldbelt.com

Mr. Lyman

Reviewing the Comprehensive Plan draft is difficult and confusing for citizens. The growth of the document has only added to complexity and difficulty to comprehend as one sentence will impact others that are difficult to find.

I suggest that the Comprehensive Plan be scheduled for a rewrite to eliminate the unnecessary verbiage and return it to a document of a size and scope that can be useful. It has experienced such mission creep that it has become useless.

Please reduce its size so that it will be possible to make understandable and perhaps even a useful document.

Sincerely,

Denny DeWitt

DeWitt & DeWitt, LLC
Government Relations Consulting
224 4th Street (down stairs)
PO Box 34761
Juneau, Alaska 99803-4761
Email: ddewitt@gci.net
Phone: 907 723 6667

Benjamin Lyman

From: Denny DeWitt <ddewitt@gci.net>
Sent: Thursday, February 14, 2013 8:20 AM
To: Benjamin Lyman
Cc: Borough Assembly
Subject: Comprehensive Plan

Mr. Lyman

Reviewing the Comprehensive Plan draft is difficult and confusing for citizens. The growth of the document has only added to complexity and difficulty to comprehend as one sentence will impact others that are difficult to find.

I suggest that the Comprehensive Plan be scheduled for a rewrite to eliminate the unnecessary verbiage and return it to a document of a size and scope that can be useful. It has experienced such mission creep that it has become useless.

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Sincerely,

Denny DeWitt

DeWitt & DeWitt, LLC
Government Relations Consulting
224 4th Street (down stairs)
PO Box 34761
Juneau, Alaska 99803-4761
Email: ddewitt@gci.net
Phone: 907 723 6667

Commissioners- After spending more then a hour reading the plan I have come to the conclusion that it ill take hours to review this document. I further noticed that the plan was reviewed by several groups such as the Affordable Housing Commission, neighborhood associations, etc. However there is an apparent lack of review by private developers and builders. This is the very group that must work within the guidelines of this plan. I suggest that the commission send the plan back to staff with direction to request the Southeast Alaska Building Industry Association, private engineers and architect to review the plan, giving them at least 30 days to make their comments before the commission undertake the lengthly review of the proposed comp plan.
If the Chamber of Commerce is correct in that this proposed plan is
100 pages greater then Anchorage's plan I'm dumfounded how this could be? With less then 10 % population of Anchorage, less land mass, less industry, etc. how can this be possible?
As a builder in this community I must disagree with staffs comments that this is a update and not a rewrite. It has been reported that clarity was the main change. I disagree. I find several conflicting chapters, one says "highest and best use", the other says "preserve open space". When this happens it seems that staff has the option to pick and choose from the plan to support or deny a proposed development.
The complexity of the plan is too much. More time is needed to review a document of this size.

Alan Wilson, Builder

Dear PC members,

Feb. 14, 2013

Please consider my comments relating to the new WCF section proposed for the Comp. Plan as shown on page 259 of the online draft.

Wireless Communications Facilities

Wireless Communications Facilities (WCFs), also commonly known as "cell phone towers" (although WCFs include many more types of facilities than just cellular phone and data equipment), are an increasingly common sight in Juneau. Although these structures can have a profound impact on views, and are perceived by some members of the community as undesirable or as potential sources of unknown health risks, these facilities enable on-demand communications for residents, visitors, and emergency services. Local regulation of WCFs is restricted by federal law (the Telecommunications Act of 1996, in particular), so some concerns cannot be addressed in local regulations.

1. The opening paragraph (above) **incorrectly** combines WCFs with "towers" or "structures" , then at the end it states that local regulation of WCFs is restricted and "some" concerns cannot be addressed. While this proposal makes regulation convenient for some it is confusing and denies due process and or the rights of others by ignoring Section 332(c)(7)(A) which clearly states that, except as provided for in Section 332(c)(7), nothing in the TCA shall limit or affect the authority of a State or local government over decisions regarding the placement, construction, and modification of personal wireless facilities. Section 704(a)(7)(B)(iv) prohibits the regulation of a personal wireless service facility on the basis of **radio frequency emissions,** and towers/poles cannot emit RF radiation! The Telecommunications Act does not regulate "towers." Towers are tall structures that have been regulated by CBJ prior to the Telecommunications Act of 1996. The Telecommunications Act is concerned with personal wireless services or FCC-licensed wireless carriers not the structures they are attached to.

2. I've been told by staff that the Comp Plan is a "not absolute" document. If that is true then the absolute and incorrect language in this new WCF section (or subsections) should be removed or accurately display what the TCA of 1996 states. If the CBJ and the PC wants to give away ALL CONTROL over the wireless industry, this proposed language will do that quite well. But I'm pretty sure that is not what any of us want.

3. Since June of 2008, [ALMOST 6 YEARS AGO]myself and others have been asking CBJ to develop a Wireless Plan but both the CBJs guided and unguided efforts since then have yielded nothing substantial. As we've said many times there are consultants that can be hired to assist if needed. I also believe that if the CBJ is ever able to actually draft and adopt any WCF regulations, they belong in the Muni code, not the Comp Plan.

4. Most of the remainder of these draft WCF proposals below are requirements that would have been a good start 5 years ago before the recent [and anticipated] flurry of tower construction. Hopefully we can make some sensible and accurate progress before the next round of construction. 12.11-1A5 is language that was NOT applied when the opening statement for this section was written.

POLICY 12.11 TO PLAN FOR AND TO ESTABLISH LAND USE CONTROLS ON WIRELESS COMMUNICATIONS FACILITIES IN A MANNER THAT IS APPROPRIATE FOR THE COMMUNITY AND WITHIN THE PARAMETERS ESTABLISHD BY FEDERAL LAW.

Standard Operating Procedures

12.11 – SOP1 Facilitate the provision of high quality, consistent wireless communication services to residents, businesses, and visitors.
12.11 – SOP2 Avoid potential injury to persons and properties from tower failure and windstorm hazards through structural standards and setback requirements.
12.11 – SOP3 Accommodate the growing need and demand for wireless communication services.
12.11 – SOP4 Encourage coordination between suppliers and providers of wireless communication services.
12.11– SOP5 Minimize the potential for WCFs to cause interference to other radio services.

Development Guidelines

12.11 – DG1 Encourage developers and tenants of WCF to locate them, to the extent possible, in areas where the adverse impact on the community is minimal.
12.11 – DG2 Encourage the location and collocation of WCF on existing structures to minimize the need for additional WCF.

Implementing Actions

12.11 – IA1 Conduct a planning process and adopt a CBJ Wireless Master Plan.
12.11 – IA2 Adopt new Specified Use provisions in the Land Use Code that provide a uniform and comprehensive framework for evaluating proposals for WCF.
12.11 – IA3 Establish standards for location, structural integrity, and compatibility with surrounding neighborhoods to minimize the impacts of WCFs on surrounding land uses.
12.11 – IA4 Establish predictable and balanced codes governing the construction and location of WCF.
12.11 – IA5 Ensure that any new local regulation or restriction on WCFs responds to the policies embodied in federal law.
12.11 – IA6 Include provisions that encourage the use of locations identified in the CBJ Wireless Master Plan as preferred locations for wireless communications infrastructure in any ordinance that regulates WCFs.
12.11 – IA7 Use zoning restrictions to encourage concealment technologies for new wireless communication infrastructure to lessen adverse effects to surrounding neighborhoods.

Sincerely,
George Danner III
1028 Arctic Circle
Juneau, AK 99801

Chris and Pam Crowe

PO Box 211304

Auke Bay Ak 99821

789-2680

RE: Comments regarding the 2013 Comprehensive Plan Update Draft

The plan is too detailed, wordy and repetitive in every chapter. The plan needs to be edited and reduced, by at least half, keep it simple. The plan should be a plan and refer to policy but should not be used as policy.

An example of wordiness is a paragraph in Chapter 4 page 33

Shelter costs (e.g. rent/mortagage, utilities, maintenance, and taxes) can easily exceed 50% of a household's gross income, leaving very little income for food, clothing, transportation, medical care and other living expenses.

For example remove "leaving very little income for food, clothing...." Feelings and fluff are not needed in a comprehensive plan. We know that may sound picky but there are too many instances of "feelings and opinions" in the document that are not relevant to the overall plan and make for a longer document

We are pointing this out in only one chapter to keep this email brief but we hope you get the point that we are trying to make.

The following points to the overall plan are based on our desire for Quality of Life in Juneau. We have children and grandchildren living here, we want affordable home ownership for them, not the opportunity to rent an apartment in a high density housing unit, but a place to call their own, to grow in and have an investment that grows, for them not a developer.

1. The plan reads as if we were developing Portland or Seattle. People do not come Alaska or remain in Juneau to live in High Rise buildings surrounded by lighted walkways and lit areas where you can't look out your back door to see the northern lights or the stars. Parents are not looking for a pocket playground several stories below so they can take their kids to play on the weekend, they want a small piece of land and home to call their own where their kids can play out the back door while they cook dinner. We oppose any city regulations that require expensive and unnecessary rural and suburban subdivision development to the detriment of affordable housing.
2. We encourage the city to reduce regulations to allow more rural development of property, people should have the choice to live on a chip sealed or dirt road, with septic and wells if that is what they choose. Much of Juneau was developed that way and as growth has occurred property owners could choose to get on the grid so to speak as the utilities developed. Thank goodness that we had the opportunity to build on the Back Loop Rd and have a septic system until the sewer system reached our area 15 years later. We have to stop looking at every parcel as potential high density housing. High density housing is not healthy Alaska living.
3. We encourage the City to review its land holdings for future sales to private ownership. We encourage the city to develop a plan for small, ¼ acre to medium, 1 acre lot development of property owned by the city. We encourage this to be done in a manner that remains affordable and does not include strict subdivision rules, such as sidewalks, making it affordable to develop. The lots could only be purchased by individual property owners and not contractors or investors. In the recent past the

residential properties along Glacier Hwy above Auke Bay have been sold to UAS. These properties worth millions of dollars were removed from the property tax base. This continues to be a problem in Juneau with City, State, Federal lands in a no tax basis. Releasing City owned land into private ownership adds properties back into City revenues, helping to reverse the removal of properties into tax free status and provides more land at affordable prices.

4. Stop pushing the bike as transportation. For the majority of Juneau residents it is not feasible, desired or practical. Yes there are a small number who can use biking on a regular basis, for most people it doesn't work. Parents and daycare and kid's going to school and life's activities just don't allow for biking as transportation, recreation yes, but not transportation. We won't even mention the weather problems. And yes we have tried biking. The bus system hasn't changed in the last thirty years, except for finally building a place for the drivers to take a break and use the restroom as every other employee of CBJ has had the right to have. Develop a plan that really encourages bus use. Park and ride, a smaller bus, like a shuttle bus every 15 minutes round trip from town to the valley, would make vast improvements and could be something that may be very successful.

5. We may have missed this point, but we did not see in the plan for more recreation area development along the Glacier Hwy road system. There are so many opportunities for camping, picnicking and outdoor activities along the water and inland out the road. More areas need to be improved for restroom facilities, garbage receptacles, overnight and day use. Not all Juneauites can afford boats and this area is perfect for improvements for access to the water and the recreation it provides.

6. Basically in a nutshell, stop trying to complicate things, make it easier do business, quit tightening rules that discourages home ownership. Keep your planning of Portland type living to downtown and the areas close around it and leave the valley as rural as it can be left. Stop trying to force growth in Juneau, what's wrong with the population as it is? We don't really need to have a community of 50,000 residents.

There are so many other comments we want to make but we attended the Auke Bay presentation last night and needed to get our comments to you today. We may submit additional comments to be included at a later date. Thank you for giving our comments serious consideration.

Sincerely,

Chris and Pam Crowe

Ben,

In my review of the CBJ Comprehensive Plan, I noted that Chapter 11, Map E on page 14 and Map F on page 15 do not accurately identify all land between Glacier Highway, Auke Lake, and the Back Loop Road belonging to UAS as IPU. I attach the most recent and current information from our Master Plan: Figure 2.3 Juneau Auke Lake Land Use Diagram from page 10 of the Master Plan. The plan is currently before the Regents for review and adoption.

Ke

UAS Facilities

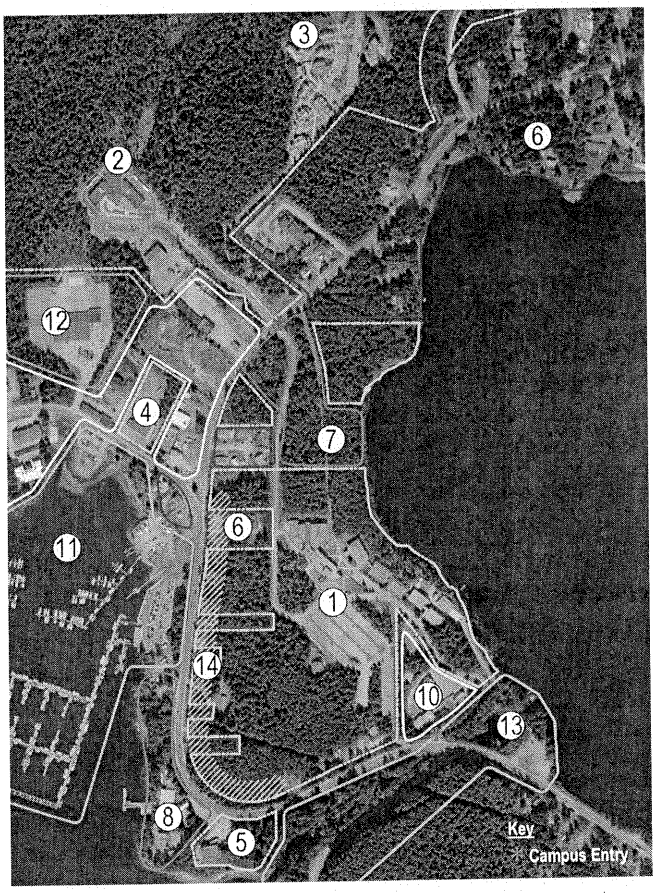

Figure 2.3 Juneau Auke Lake Land Use Diagram

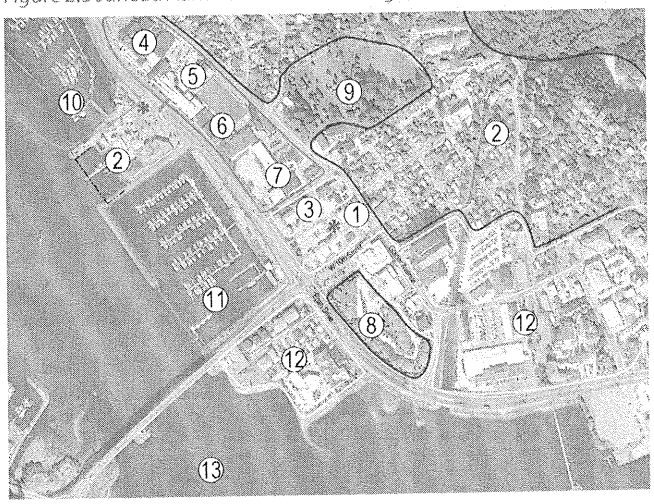

Figure 2.2 Juneau Downtown Land Use Diagram

Land Use

The Land Use diagrams illustrate the extend of the campus and outlines the various land uses.

Juneau Auke Lake Campus

The campus core (1) is concentrated in an area adjacent to Auke Lake. Additional campus buildings/areas include Rec Center (2), Student Housing (3), BAS (4), Anderson (5), and NSRL (not pictured).

A diverse number of neighbors surround campus:

- Residential areas (6) to the north and pockets along Glacier Highway.
- Specialty use areas include USFS Juneau Forestry Sciences Lab (7) and NOAA (8)
- Commerical Areas include Bus Depot and a zone west along Glacier Highway (9), Chapel-by-the-Lake (10) and CBJ Statter Harbor (11)
- Institutional areas include Auke Bay Elementary School (12)
- Designated park areas include CBJ Wayside and areas surrounding Auke Creek
- A neighborhood group representing Auke Bay is looking for ways to create a higher density "village" with more pedestrian features and mixed use retail and housing.

13 02-15 Ke Mell comments on CBJ DRAFT Comprehensive Plan

Ch2, 2.1 – IA13: Do not specifically reference LEED; LEED may not be the best measure of sustainability in our climate and location.

Ch3, p1 Urban: It is a real stretch to call some of these areas urban.

Ch3, p3, paragraph 1, last sentence. In Juneau reasonable walking distance to public transit is 1/8 mile, not ¼ mile. This is a function of snow, snow removal and the lack thereof, wind and rain, the general lack of canopied or otherwise weather-protected pedestrian routes except in the old business district of downtown Juneau. I say this based on 20 years of living (admittedly downtown) without a car and depending almost exclusively on walking and public transportation. ¼ mile of walking, with small children and groceries through snow, slush, and blowing rain is not reasonable.

Ch3, p4, second sentence: "Most of the community's flat, dry parcels within the USAB or the roaded area have been developed." This point should be emphasized and explained, particularly this history of land development in Juneau. It may not be generally understood that over the past 60 years Juneau has already developed all the easy land.

Ch3, p6, Transit Oriented Development. As noted above, transit-oriented development should be within 1/8 mile of public transit, unless weather protected pedestrian routes are provided, in which case the development can be within 1/8 mile of an unprotected, plus up to 1/8 mile of a protected pedestrian route.

Ch 3, p6, third paragraph. Delete "dynamic, liveable", "walkable", "convenient", and "dynamic". These adjectives are statements of intent which are not defined, and carry a distinct set of connotations which are not value-neutral. The issue recurs throughout the Comprehensive Plan. The Plan is stronger when it is not carrying value-loaded baggage.

Ch 3, p6, first bullet of Typical elements: Two bus transfers is one too many for people living in Juneau without cars. When busses run infrequently (less than every 15 minutes) and winter weather often causes missed transfers, one transfer is manageable, but two are not. For two bus transfers to be manageable, Capital Transit service must improve significantly.

Implementing action 5.1-IA1 assumes that we know how to pick winners. This is harder than it seems. I do not think CBJ should be offering benefits to encourage development without firm evidence that the benefits of the development significantly exceed the costs to CBJ of the benefits offered, and that the development will not happen without the benefits offered by CBJ.

Ch. 5, p. 6: "Transportation is particularly significant to the development of regional commerce as Juneau is accessible only by marine and air transport. Goods, customers and information rely on the ability to travel in and out of the community rapidly, safely, and at the lowest cost to achieve maximum participation." In the early days of the ferry system, the ferry called downtown at all ports except Sitka and Haines. One could walk onto the ferry and walk off in downtown Juneau. This concentrated economic activity. Dispersion of transportation links (ferry to Auke Bay, airplanes to the Mendenhall Valley) spreads out the activity and requires a car to get around.

On February 6 National Public Radio's Morning Edition aired an interview with urban scholar Richard Florida. He said, "... A city or a metro region is much better off if it has a large share of knowledge workers, of innovators, entrepreneurs, artists, professionals that make up the creative class. The wages and incomes of that city go up. And I'm not the only person who's said that. The problem is that others have said this has a trickle down effect - that these wages benefit everyone. And I've been skeptical of that from the beginning. In fact, I pointed out that places that have large, creative class concentrations have greater levels of inequality. So what we did with the help of a colleague, Charlotta Mellander,

is we actually looked at the amount of wages and salaries people have left over after housing. When you do that, the creative class, they do better. They have more wages left over after paying for housing. But everybody else does worse."

This is Juneau over the past 60 years. We have had a large concentration of knowledge workers, mostly government employees. They have been good for the economy as a whole, but their wages have enabled them to bid up the price of housing. Per Table 5.1, housing in Juneau is 15% more expensive than in Anchorage, 23% more than in Fairbanks, and 40% more expensive than in Kodiak.

From: nenana7@yahoo.com [mailto:nenana7@yahoo.com]
Sent: Monday, February 18, 2013 11:17 AM
To: Benjamin Lyman
Subject: 2013 comprehensive plan comments

My transportation comments are below:

I feel that a second Gastineau Channel crossing is necessary for a needed detour alternative and for more efficient access to N. Douglas.
I thinks that CBJ should work with AK DOT to develop the alternate road from Fred Meyer's to the St. Paul's/Super Bear intersection.
CBJ should work with AK DOT to develop overcrossing bridges at Loop/Egan (Glacier Hwy) and Salmon Creek/Channel Drive.
The left turn lane from Egan Drive to Fred Meyer's REALLY needs to be closed or modified.
A lack of taxis at the airport, especially after 9:00pm, is a significant problem with locals and visitors who are forced to stand in the weather and wait, sometimes for an hour, for a taxi.
Bus riders and pedestrians are crossing Loop Road and Back Loop Road without crosswalks and no overhead lighting. Drivers cannot see the peds until it is almost too late.

John Orbistondo
Juneau

From: wleighty@ptialaska.net [mailto:wleighty@ptialaska.net]
Sent: Monday, February 18, 2013 7:48 PM
To: Benjamin Lyman
Subject: Comprehensive Plan: one suggestion

Hello Ben,
1. The additional plans adopted by ordinance as part of the Comprehensive Plan (per Title 49)should be listed in an Appendix or in Chapter 18, or Chapter 10. It would make information more accessible to folks just learning how to use the Comp
Plan, and would make the document more complete. Additionally, refer folks to
Code (Title 49) for the most up-to-date list.

2. Thanks for the sequence of Public Meetings and the time staff has given to this guiding document.

Nancy Waterman

Cordova Pleasants

From: Jerry Medina <jmedina@ak.net>
Sent: Tuesday, February 19, 2013 11:28 AM
To: PC_Comments; Hal Hart; Greg Chaney; Benjamin Lyman
Subject: Minor edits to 2013 Draft Comp Plan

Chapter 4 Housing Element

page 31 4th bullet People who are fleeing or attempting to flee domestic violence, have no other residence and "**lake**" should be "**lack**" the resources to obtain other permanent housing.

Page 44 4.1 – IA5 4th line extent possible, to track **"to"** non-year round occupancies. Delete the 2nd to

Chapter 5 Economic Development

Page 52 5.1 – IA2 3rd line action annually through **"it"** should be **"its"** annual Economic Indicators analysis.

That's all I have for the first 6 Chapters. Please let me know if you have any questions, thanks!

Jerry Medina
Administrative Officer
Inside Passage Electric Cooperative
PO Box 210149
Auke Bay, AK 99821
907-789-3196 ext. 35
907-790-8517 fax
jmedina@ak.net

From: Frank Bergstrom [mailto:frank.b@gci.net]
Sent: Wednesday, February 20, 2013 9:39 AM
To: Benjamin Lyman
Subject: DRAFT comp plan

Mr. Lyman:

A brief review of the draft did not provide a clear understanding of the comp plan goals and objectives as regards the clear and present challenge to Juneau; i.e., how to grow our economy and employ our citizens while avoiding unacceptable impacts. As noted in the introduction, state and federal spending (oil money) is declining. As a consequence, we must diversify [grow] our economy to maintain employment, population, tax revenues, and cultural opportunities. I am not seeing these objectives as front and center to the plan. Each and every initiative, standard, map, limitation, etc. should be justified by its potential to facilitate employment, population, tax revenue, and cultural opportunity, while controlling unwarranted impacts. Unwarranted impacts are those that would violate, local, state, or federal law. Where are these standards listed or referenced and by what means is the comp plan evaluated against them? Does the plan make it harder to comply or easier? Are there contradictions? Please keep it simple, keep it efficient, keep it flexible, and keep it directed toward facilitating economic opportunity – not limiting it.

This plan is now far too large and unwieldy to be used by developers, the public, or even staff. Arbitrary application of the plan is likely to result. You have added too much. It has become an Edsel. This exercise started with just a few needed updates. Why not do those separately and scrap the rest. Start over to make a useable plan. Otherwise it will become the 800 pound gorilla on the shelf.

Regards, Frank

Frank Bergstrom
PO Box 22909
Juneau, AK 99802
907-523-1995 phone/fax
907-321-3637 cell
frank.b@gci.net

JUNEAU CHAMBER OF COMMERCE

3100 Channel Drive, Suite 300 • Juneau AK 99801• (907) 463-3488 • Fax (907) 463-3489
E-mail: iunecuchamber@gci.net • icc@alaska.com • Web site: http://www.iuneauchamber.com

February 21, 2013

Honorable Mayor Sanford
And
Assembly Members
And
Members of the Planning Commission
City and Borough of Juneau
155 S. Seward
Juneau, Alaska 99801

Dear Mayor, Assembly and Planning Commission:

The Juneau Chamber of Commerce Board of Directors has reviewed the 2013 draft Comprehensive Plan. We appreciate the time and energy that has gone into preparing the draft plan by staff and the Planning Commission. However, as currently drafted, we have significant concerns with both the content and structure of the draft Plan.

As an update to the existing 2008 plan, which was itself an update to plans dating to 1984, we are concerned that it appears there has been an insufficient 'fresh look' at the community's collective goals and vision. As a result, significant sections appear dated and do not reflect current issues being addressed in Juneau. We believe that the visions and goals of the community need to be reevaluated and included in any update to the draft Plan.

The draft plan is 308 pages. The length and layout of the plan make it cumbersome and confusing. In contrast, the City of Portland, Oregon's plan is 228 pages. The City of Anchorage's plan is 121 pages. The length has the further impact of adding confusion to the plan and impeding the public's ability to consume and comment on it. It is also contradictory within itself. For example, in the introduction on page 1, the draft plan's time horizon has been listed as 12 years. Yet on page 182, and elsewhere, it is listed as 20 years. The draft Plan contains numerous other errors that indicate that it needs to be thoroughly reviewed and substantially re-written.

Some chapters of the draft Plan have extensive additional information, such as the Economic Development section, while other sections have had very little or no change. It is confusing why only select chapters of the draft Plan have been significantly updated since it appears that chapters that have had relatively little update appear to need to be updated.

Staff of the Community Development Department has stated that the draft Plan must be updated in order to allow for changes to the Land Use Code to provide for higher density development near transit lines. In our view, this specific goal is not a reason to rush to complete a poor draft Plan. Also, chapter 11, Land Use Maps, contains other specific changes that have nothing to do with the higher density development such as definitional changes to the Resource Development, among others, that are confusing and could further

limit the opportunity for appropriate economic development in Juneau. If the need for this plan to move forward is in fact due to changes to the Land Use Code for density purposes, we encourage you to consider focusing on only those changes at this time and saving significant changes to a complete future re-writing of the Plan.

We have numerous detail comments and concerns in every Chapter of the draft Plan that we have not included in this letter. We would be happy to sit down with you or staff of CDD to review these if you wish. We were surprised that the business community represented by the Chamber of Commerce's membership was not included as a contributor to public comment on the plan. We hope to be considered for input in the future.

We appreciate the hard work that each of you puts into service to our community. Thank you for your work.

Sincerely,

Cathie Roemmich
CEO

Douglas Indian Association
Tribal Government
811 W. 12th St.
Juneau, Alaska 99801
Phone: (907) 364-2916 Fax (907) 364-2917

Re: DBJ Draft Comprehensive Plan Feb. 22, 201

City & Borough of Juneau
Permit Division
230 S. Franklin St.
Juneau, AK. 99801

To Whom It May Concern:

Douglas Indian Association (DIA) is a federally recognized Tribe, organized pursuant to the Indian Reorganization Act of June 18, 1934, as amended by the Alaska Act of May 1, **1936. The Tribe's Traditional Territory includes all lands and waters customarily and** traditionally used by ancestors of the T'aaku Kwa'an and S'awdaan Kwa'an clans, generally the vicinity of Douglas Island, Stephens Passage, and the Taku River to the Auk clans of Juneau, Auke Bay north to Lynn Canal up to and including Berners and St. James Bays.
We are the Tribe for the original inhabitants of the City and Borough of Juneau. We have concerns that the Tribal Aspects of Juneau are not adequately addressed or even recognized. As we have witnessed from the souls that were uncovered in the renovation work at Gastineau School and the ensuring attempt to find a Native organization to help the CBJ deal with the discovery; the CBJ is ignorant of the tribal status of the Native organizations in its Borough and the protocols in dealing with Tribal issues. While there is mention of the importance Tlingit culture and history there is no substance to those comments. DIA has been involved in tribal, cultural and environmental issues in the CBJ since its inception and we have concerns that like the Native cemetery at Douglas that has been desecrated a number of times; first by the development of roads and housing, then by the building and now renovation of Gastineau school there are other historic, cultural and sacred sites that need attention. We have concerns that the developments of Juneau have impacted the subsistence resources of our people. With the near extinction of herring and other resources in the borough we have concerns about the impact of pollution and climate change on our subsistence resources. We have concerns that the identity of Tlingit history is all but lost in the CBJ. We are working with the USFS to reintroduce the Tlingit identity of Auk Bay Rec Area as well as identifying and preserving and protecting other historic and sacred sites. We are requesting that the CBJ

acknowledge the potential of working with its tribal partners, not just DIA but other native organizations such as the City of Angoon that we will be working with to address the growth of mining on Admiralty. The City and Borough of Sitka has a healthy working relationship with the local tribe having signed an MOU and with that MOU has regular meeting to address issues and concerns for the mutual benefit of the community. We are requesting with the development of this comprehensive plan the DBJ consider doing the same.

Sincerely,

Eric Morrison
Environmental planner
Douglas Indian Association
Emorrison-dia@gci.net
907-364-2916

Cordova Pleasants

From: Lorraine Murray <lfm@alaska.net>
Sent: Wednesday, February 27, 2013 7:52 PM
To: PC_Comments
Subject: Fw: Regarding Draft Comprehensive Plan 2013 Update & the use of fireworks in residential areas.

February 27, 2013

Dear Planning Commission:

Regarding Draft Comprehensive Plan 2013 Update.

My concern is that CBJ is allowing the use of fireworks in residential areas. In keeping with Chapter 10 Land Use and Policy 10.4 my recommendation is that CBJ does what it can to get the use of fireworks out of our residential areas because they are incompatible with the character that residents have expressed that they want for their neighborhoods.

Fireworks are offensive to many people because they are destructive devices that put resident's safety at risk during times when residents should be able to walk freely about with their children and pets in their neighborhood without the threat of explosive devices going off.

This past New Year's, I took sound measurements of the fireworks going off near my home in Mendenhaven. My handheld meter measures sound up to 130 db. The level of sound from the fireworks going off near my home registered above 130 db. This dangerous impulsive sound level went on for 6 ½ hours and I ended up fleeing my home because of it. During the 4th of July this activity goes on for days.

I do not believe that setting off fireworks in our neighborhoods is an "acceptable use" of these areas. It is not okay to force this level of noise on unwilling people even if it is just during the holidays. We should all be able to enjoy these holidays with our families and friends inside and outside our homes. CBJ should not allow an activity in our neighborhoods that works to exclude so many people from enjoying these holidays. It is also well documented that noise at this level is dangerous to people and will cause permanent hearing loss and other health problems.

A solution might be for CBJ to designate an area and time frame for firework activity but this area would have to be far away from residential areas.

There were twice as many people using explosive fireworks near my home this New Year's as compared to 2012. If CBJ does not do something now it will be harder and more costly for CBJ to address this growing problem as time moves on.

When we purchased our home back in 1999 there were no fireworks going off in this neighborhood. The use of fireworks started here in 2006. There was no public hearing and there was no notification that the use of explosive fireworks would be allowed next to my home. I think allowing the use of fireworks in residential areas is significant enough that, at the very minimum, it deserves its own public hearing before the Assembly. My hope is that CBJ will move ASAP and establish a committee to address the use of fireworks in our neighborhoods, and if possible I would like to be on this committee. Something must be done before someone is seriously injured or even killed by one of these explosive fireworks.

Sincerely,

Lorraine Murray

Cordova Pleasants

From: Rob and Rose Welton <robbrose@gci.net>
Sent: Thursday, February 28, 2013 6:35 PM
To: PC_Comments
Cc: Rob/Rose Welton
Subject: Comments on CBJ Comprehensive Plan

Dear sirs,
Please ensure the new CBJ Comprehensive Plan continues the borough's longstanding commitment to expanding bike and pedestrian infrastructure. The emphasis contained in the current plan has helped support walking and bike transportation in the borough. Currently, Juneau residents have a higher percentage of commutes by walking, biking, public transportation and carpooling than the nation at large. Conversely the percentage of single occupant trips is lower in Juneau than the country overall. This is a sign of that our current transportation plan has been working.

I believe larger trends in the society as a whole will lead to fewer people being able to afford vehicles. According to data provided by infoplease, the percentage of Alaskans in poverty was at 12.4% in 2010, and has been increasing for several years. With rising income inequality nationwide, increasing globalization and Alaska's uncertain oil future, there is a great probability that the percentage of Alaskans and Juneau citizens in poverty will increase. Here is the citation: http://www.infoplease.com/ipa/A0104529.html

Compounding the challenge to car culture is the rising cost of automobiles. As the Alaskan Dispatch and CNBC reported on February 27, 2013, the cost for cars is rising, and citizens in only one metropolitan area can afford the average new car. That city is Washington, DC. With the high cost of living in Alaska, I believe more and more Alaskan households will find the rising cost of a new vehicle to be an insurmountable barrier. Here is the story: http://www.alaskadispatch.com/article/new-cars-increasingly-out-reach-many-americans

So due to macro trends in income distribution, and increasing costs for new vehicles, in the future fewer and fewer people will be able to afford a vehicle. I think our current transportation infrastructure, and future transportation plans should take this change into account. Bike and Pedestrian infrastructure should get a larger percentage of the transportation pie to reflect the higher demand projected for the future. Thank you. Rob Welton, Douglas, Alaska.

March 8, 2013

Hello,

I have a few comments to submit for Chapter 8. Transportation of the CBJ Draft Comprehensive Plan

Throughout –the acronym for Alaska Department of Transportation and Public Facilities is ADOT&PF, however, you may have intentionally kept it as DOT for simplicity.

Throughout – The text can be confusing and difficult to read mostly due to long sentences with often unnecessary verbiage. Also the format of the document leads to much redundancy. I understand from previous commenters and responses that the next plan update will undergo substantial revisions to format. I support this move and also recommend looking for ways to make small changes toward more simple sentences in this document. This ensures that it is a more accessible document to all Juneau residents.

Throughout – I appreciate the focus on encouraging non-motorized travel, transit, and flexible work hours to ease congestion on some of our busiest roadways and intersections.

Page 125 – Enhanced Routes to School Program should be **Safe** Routes to School Program. It may be worth mentioning that this program has received significant funding cuts under MAP-21, and it would be worthwhile for the City to consider seeking alternative funding options to implement some of the improvements recommended in the CBJ plan. Should probably also reference the CBJ Safe Routes to School Plan both in this location and in your list of relevant adopted plans on page 127.

Page 133, Marine Transportation , 2nd paragraph – Not only the depth limits vessels from docking – also the vertical clearance of the Juneau-Douglas Bridge is only 51 feet at Mean High Water (MHW)

Page 134, 8.4 Implementing Actions – Consider adding an action to coordinate/support efforts of Capital Transit to meet AMHS ferries at Auke Bay terminal and potential future terminals farther out the road.

Page 142, 8.6 DG1 – Recommend against sidewalks/bicycle paths or lanes being a requirement – statement is too broad in specifying all arterial or collector roads; and does not consider specific considerations such as amount of funding, average traffic volumes, or location. As a requirement it has the potential to delay projects substantially.

Page 143, 8.6 IA2 Consider increasing the recommended wide shoulder width to 48" instead of 36" as 48" is the minimum required for a bike lane and provides added safety. Also, the list of corridors here is confusing as most of these road segments already have shoulders of well over 36" (most are 4' to 8'). I think the list is meant to include corridors without sidewalks, but with the text above recommending that a shoulder is a viable (although last resort) option, the list is not clear. Finally, the current project, Glacier Highway Bike and Ped Improvements, in Lemon Creek will provide additional pedestrian and bicycle facilities. Might be worth mentioning the project in the report, however, still good to keep the recommendation in the report since the project is not yet complete, only in the early phase of design, and currently has insufficient funding for construction.

Page 146, 8.8, IA1 – While we do occasionally have calls for projects for the Needs list, it is more frequently updated on a continuous basis. Projects can be submitted anytime. Submit to SE Region Highway Planner.

Page 146, 8.8 IA2 – Which transportation plans – city, state, both? This action seems vague.

Page 147, 8.8 IA6 – on-street parking can act to calm traffic speeds in some locations.

Page 148 – Again, consider mentioning Glacier Highway Bike and Ped Improvements project in the report, but keep recommendations.