Appendix B – 2022 Amendment to Area B

This amendment to the City and Borough of Juneau Long Range Waterfront Plan (LRWP) applies only to the tidelands portion of Area B: Subport to include a large cruise ship dock that accommodates one large cruise ship and provides moorage for Coast Guard and NOAA vessels. The LRWP Concept Plan for the uplands portions of Area B still stands. In 2011, the Subport property was rezoned to Mixed Use 2 per the LRWP’s guidance.

This amendment removes the following text on page 47:

This Subport plan also retains its maritime roots, offering facilities for local and transient vessels and small cruise vessels at the Gold Creek Marina facility (see Figure 33, Feature B2). The Plan calls for the creation of a floating marina facility capable of accommodating forty five, 50 to 60 foot vessels and upwards of 60, 20 to 30 foot vessels. Also provided is a +/- 1,000 foot floating exterior dock designed to support operations by small cruise ships, large transit yachts, visiting military vessels, and other vessels contributing to an active and diverse working waterfront.

Page 47 will be revised to read as follows:

On DATE, the CBJ Assembly voted to amend the tidelands portion of Area B (Figure 33, B2 and the tidelands area of B3) to allow for creation of a dock facility capable of accommodating one large cruise ship as well as docking facilities for U.S. Coast Guard and NOAA vessels. Criteria for this development are described in Appendix B. All other Area B recommendations and design criteria are retained under this amendment, including uplands development and park facilities.

This addendum discusses the criteria for amendment established by the LRWP and the criteria for constructing a fifth cruise ship dock at the Subport established by the CBJ Visitor Industry Task Force (VITF) in 2020. It is important to note that many of these criteria apply to the uplands portion of Area B and are excluded from the amendment. The upland provisions in the LRWP are valid and appropriate to this new tidelands use. However, the uplands-related criteria in both the LRWP and VITF final report are related to managing the impacts of a large cruise ship dock and the associated increase in pedestrian and bus traffic and should be considered strong recommendations for uplands development. Criteria excluded from this amendment are identified below.

VITF Recommendation on LRWP Update

The VITF considered whether the CBJ should undertake a full update to the LRWP. It was determined that the CBJ Assembly should not prioritize a LRWP update and should instead maintain focus on better tourism management. It was determined that an amendment to the tidelands portion of Area B was warranted with the below criteria and that CBJ should continue to implement the existing plan, prioritizing Seawalk development.

VITF Criteria for Subport Dock Construction

In 2020, the CBJ VITF established the following criteria for constructing a cruise ship dock at the Subport. This amendment supports the VITF’s criteria and any application for development will be evaluated against them.

1. One larger ship per day using one side of the facility;
2. Maximum of five larger ships in port per day;

3. No hot berthing at the new facility;

4. No larger ships allowed to anchor as the sixth ship in town. Larger ships may anchor but the number of larger ships in port would still be limited to five (CBJ to consider legal ramifications of limiting size of ships at anchor);

5. CBJ manages dock to some extent through a public private partnership or management agreement;

6. Dock is electrified;

The following criteria are related to uplands development and remain strong recommendations for uplands-related proposals:

7. High quality uplands development for community and visitors;

8. Year round development orientation.

**Long Range Waterfront Plan Amendment Criteria**

Section 3.9 of the LRWP establishes a framework for amendment, presented below. The manner in which each component is addressed is described in italics:

It is important that Long Range Waterfront Plan—which is a product of an extensive and thorough public process—maintain a substantial commitment for its implementation from the community. Therefore, amendments to the Long Range Waterfront Plan, including the addition of cruise ship docks, should be approved only after undergoing a process similar to that which was undertaken during the development of the Plan. Specifically, public workshops identifying need for the facility and development of alternatives that mitigate negative impacts identified in the Community opinion survey should be held.

On behalf of CBJ, McKinley Research (formerly Mcdowell Group) conducted a statistically valid public opinion survey of Juneau residents in October 2021. It found that 56% of Juneau residents were supportive or very supportive of constructing a large cruise ship dock at the Subport and 33% were opposed or very opposed. 10% of respondents didn’t know if they were supportive or opposed. Furthermore, those that said they were opposed or very opposed to a subport dock were asked whether a list of factors would increase their level of support:

1. A cap of five large ships per day in Juneau’s harbor: 42% yes, 54% no
2. Public park: 40% yes, 55% no
3. Interpretive ocean center: 38% yes, 53% no
4. Seawalk connection: 34% yes, 53% no
5. Shore power: 33% yes, 59% no
6. Housing: 27% yes, 63% no
7. Underground parking: 26% yes, 68% no
8. Retail and restaurants: 21% yes, 76% no

In addition to the survey, the Visitor Industry Task Force took public testimony on tourism issues and received over 200 comments. A cruise ship dock at the subport was a major topic of discussion.

On January XX, 2022, CBJ held a public meeting on this amendment. (INSERT RECAP)

With respect to cruise ship traffic, which impacts the entire city and borough, the assembly concludes:

1. No cruise ship berthing or lightering facility should occur within the city and borough outside of the area encompassed by the plan, before adoption of the borough-wide study of cruise ship alternatives or January 2007, whichever occurs first.
   Accomplished by time-frame

2. The capacity within the area encompassed by the plan should not exceed five large ships (greater than 750 feet in length) whether at berth or at anchor.
   Included in VITF criteria above. The 2021 survey also supports a maximum of five ships per day in Juneau’s harbor. The United States Coast Guard has not yet made a formal determination that a new dock would preclude a sixth ship at anchor.

3. In addition, any proposals to develop additional berths within the area encompassed by the plan should include a design for the dock and related facilities that address the following issues with regard to the specific site and also in the context of the entire downtown waterfront planning area:
   a. Impacts to navigation and anchorage in Juneau Harbor.
      Criteria for development, evaluated through Conditional Use Permit process
   b. Impacts to view planes.
      Criteria for development, evaluated through Conditional Use Permit process
   c. Environmental impacts, including consideration of shore power to mitigate potential air pollution.
      Criteria for development, evaluated through Conditional Use Permit process.
      Shore power is included in the VITF criteria above.

The following criteria are related to uplands development and remain strong recommendations for uplands-related proposals:

d. Vehicular Traffic, including necessary signalization.
e. Staging for buses and other tour vehicles in the most efficient manner possible to provide for diverse use of uplands.
f. Pedestrian access.
g. Sidewalks.
h. Extension of Seawalk from downtown to the proposed dock.
i. Extension of bus shuttle service.