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Juneau Radio Center

January 27, 2022

Re: Amendment to CBJ Long Range Waterfront Development Plan

Dear Mayor Weldon and Members of the Assembly

The board of directors of the Juneau Chamber of Commerce agree with and support the proposed amendment to CBJ's Long Range Waterfront Development Plan which removes and replaces text on page 47 of the plan. These changes are in keeping with the current direction for the creation of a dock facility to accommodate one large cruise ship as well as other vessels, such U.S. Coast Guard, NOAA or similar. This action would include changes to other sections for consistency, as recommended by CBJ staff. This amendment is also in line with the recommendations of the Visitor Industry Task Force (Appendix B).

Recognizing that there are still many processes to take place before any project is approved, this change is important to keep the LRWP current for intended actions.

Respectfully,

A handwritten signature in blue ink that reads "Craig E. Dahl". The signature is fluid and cursive, with the first name "Craig" being the most prominent.

Craig E. Dahl, Executive Director
Greater Juneau Chamber of Commerce



January 10, 2022

RE: Support for Waterfront Plan to allow for subport cruise ship dock

CBJ and Tourism Manager Alexandra Pierce,

The Juneau Downtown Business Association (DBA) would like to express its support for the development of the subport cruise ship dock. As laid out in CBJ's Long Range Waterfront Plan, this area of downtown has the greatest potential for improvement. Additionally, we believe that the utilization of the subport cruise ship will ease traffic congestion downtown and give cruise ship passengers a better experience of Juneau. As the DBA membership includes the Auk Village District, development and increased cruise passenger access to this area would benefit our membership as well as contribute to the overall revitalization of Juneau's downtown. In conjunction with Juneau's Visitor Industry Task Force, we agree with the following considerations for Norwegian Cruise Lines Holdings (NCLH) and the CBJ Assembly.

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. High quality uplands development for community and visitors;
6. Year-round development orientation;
7. CBJ and NCLH should mutually work to discuss arrangements for potentially managing the dock for NCLH;
8. Dock is electrified and optimally utilized.

Thank you for your continued commitment to making Juneau a great place to live, work, and enjoy.

Regards,

Alexandra Vrabec

Alexandra Vrabec
Director
Downtown Business Association

FIRST THINGS FIRST ALASKA FOUNDATION

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January 29, 2022

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Executive Director

City and Borough of Juneau
Attn: CBJ Tourism Manager
155 S. Seward Street
Juneau, AK 99801

Dear City and Borough of Juneau:

The First Things First Alaska Foundation (FTFAF) submits comments on the draft changes to the CBJ Long Range Waterfront Plan. FTFAF is a Juneau-based non-profit dedicated to preserving Alaska's economic viability and future through education. FTFAF members represent small and large businesses, civic organizations, and individuals focused on the benefits of responsible economic development and natural resource management.

The FTFAF agrees with the revised language changes to page 47 of the Long Range Waterfront Plan (LRWP) insofar as Area B2 should "allow for creation of a dock facility capable of accommodating one large cruise ship." In addition, FTFAF notes that the McKinley survey found that 56% of Juneau supports or is very supportive of the dock's construction, which is a significant portion of the community's population.

Further, McDowell Group studies demonstrate that cruise tourism is a significant economic engine for Juneau. And, moving a vessel from anchor to a dock increases passenger time shoreside. That increased time ashore provides local businesses with additional opportunities to engage in the sale of services and goods.

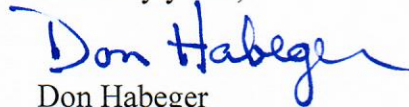
Changing the LRWP to accommodate dock development in area B2 will significantly boost the local construction industry economy. The pandemic's local, state, and national response seriously depressed SE Alaska. The pandemic's shutdown followed the footsteps of Alaska's 2015-2018 recession. Years of economic contraction support the need for the CBJ to incentivize construction through the LRWP language change. This is especially true considering that the "Gold Creek Marina" project has zero funding potential at this time, and the dock has significant private investment potential.

First Things First Alaska Foundation (FTFAF) is dedicated to preserving the economic viability and future of Alaska through education. There is a clear need to educate the public on the benefits of responsible economic development and natural resource management.

One suggested change to the draft language is to delete "*U.S. Coast Guard and NOAA vessels*" and insert vessels under 7,500 tons. The concern with singling these two ship types in the draft language is security issues now or in the future may make tourism activity incapable when both are simultaneously berthed. Recognizing this issue now and amending language for a multitude of smaller vessel dockage means better planning flexibility. For example, if a training ship from Cal Maritime comes to Juneau, will they be precluded from docking here because they are not Coast Guard or NOAA? Creating an issue like this through planning language would be most unfortunate.

Thank you for an opportunity to comment on the proposed language changes to the CBJ Long Range Waterfront Plan. FTFAF agrees the CBJ should amend the page 47 plan language to accommodate dock development in the B2 area. Therefore, we agree with the proposed draft language except for the minor change noted in the above paragraph.

Sincerely yours,



Don Habeger
Executive Director

Via email - January, 16, 2022

Dear, Ms. Pierce,

After weighing the pros and cons over a long period of time, I would like to register my opposition to changing the Long Range Waterfront Plan to allow for construction of the proposed NCL cruise ship dock.

In the interests of diversifying our tourism economy, which many Juneau residents desire, by encouraging independent tourism and smaller cruise ships, while continuing to develop an active, vibrant and welcoming waterfront for residents as well as visitors, I feel it is critical that the city develop the waterfront guided by the language of the plan as it is now.

Mixed-use development including a completed seawalk that unifies the waterfront and downtown, a marina for smaller cruise ships, transiting yachts, visiting military vessels and other visiting vessels along with other improvements are critical to a more sensible and desirable plan for the city's long-term benefit than enabling the construction of yet another large cruise ship dock on our small waterfront.

It is no surprise that even larger cities such as Venice, Italy have begun mandating the relocation of large cruise ship docks away from their city centers. The impacts of large-scale cruise tourism on Juneau's downtown, its roads, waterways and attractions are a festering and still growing concern and, in spite of some of the findings of the recent community survey, I believe those concerns will be magnified into greater controversy and community divisiveness if the proposed dock is allowed to go forward.

I greatly appreciate the work and recommendations of the Visitor Industry Task Force which considered these impacts and concerns. I believe most of those recommendations should be implemented. However, I do not believe the recommendations related to a potential NCL dock went far enough to mitigate the long term impacts of the proposed dock nor to override the aspirations expressed in the 2004 waterfront plan.

Our small downtown waterfront is a precious public resource for so many different reasons, and we are slowly making progress on realizing the promise of what it can be through the vision offered by the 2004 plan. I am strongly in support of the city staying the course by focusing on the goals of that plan, not amending the tidelands portion of the plan, and developing the waterfront with a truly mixed-use vision.

Thank you for your consideration,

Betsy Brenneman
1703 Willow Drive, Juneau, AK 99801

From: [Jordin Sember](#)
To: [Alexandra Pierce](#)
Subject: Alaska Ocean Center
Date: Saturday, January 29, 2022 3:59:39 PM

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

Hello!

I've come across a post regarding an Alaska Ocean Center. I will be on my way to Juneau as a permanent resident tomorrow, officially residing in Juneau on February 3rd. My comment is how wonderful of an idea this is. I am coming due to work and have only visited Seward where my mom resides. One of the few reasons I have accepted this job opportunity is for the beautiful ocean life I will experience not only myself, but with my son. I think it's important to have to teach young minds and educate the older residents of Juneau about ocean life to help cleanliness of oceans, respect for the life of ocean animals, and to have something in Juneau that can be a place for families to go with their little ones that's not only fun, but educational as well. I would love to see this happen in the future and look forward to seeing what it will look like. Thank you for considering the comments of the Juneau community as I know myself and those who already live there greatly appreciate it.

Sincerely,
Jordin Sember
--
Jordin Sember

From: [John McConnochie](#)
To: [Alexandra Pierce](#)
Subject: Amending the LR Waterfront Plan comments
Date: Sunday, January 30, 2022 8:15:22 AM

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

Dear Ms. Pierce,

Firstly congratulation on your selection to be the CBJ Tourism Manager. I wish you every success in the position.

Please find below my comments regarding amending the Long Range Waterfront Plan to allow a cruise ship dock at the subport.

-It would preemptively place a limit the number of large ships in port to 5 at any one time. The Coast Guard would remove the harbor anchorage of large ships with the addition of the subport dock.

-It would distribute the vehicle and pedestrian traffic more evenly on the waterfront.

-Norwegian Cruise Lines has consistency said that they want the uplands area to be a year round development that is Juneau centric.

-Helping NOAA and USCG with one side of the dock being dedicated to their use. Their current docks are falling into disrepair and this dock would be a great asset to them.

-It would extend the sea walk.

-It would be an opportunity to help develop the area directly west of the property to incorporate a small ship marina.

-Adding a major property development to the CBJ tax roles.

Take care and thank you for the opportunity to comment on the subport cruise ship dock.

Regards

John

John P. McConnochie

Owner

Cycle Alaska

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From: [Jeff Wilson](#)
To: [Alexandra Pierce](#)
Cc: [Karen Wilson](#)
Subject: CBJ Long Range Waterfront Plan
Date: Thursday, January 27, 2022 11:29:14 AM

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

Alexandra,

After reading and carefully reviewing the VITF findings and recommendations, I fully support the CBJ Long Range Waterfront Plan Proposed Amendment.

The Amendment allows expanding the Seawalk and parks for the locals. The amendment creates jobs and supports local businesses. Moving tourism and traffic out of downtown to the proposed NCL DOCK, capping the limit to 5 large cruise ships in town at any one time, electrified power for the ships, and pushing back on hot berthing at the new NCL dock are all things I support.

Thanks - Jeff

Jeffrey W Wilson
175 S Franklin St, #300
Juneau, AK 99801
Cell: 907-321-3210
jwilson@wileng.net

From: [Doug Blanc](#)
To: [Alexandra Pierce](#)
Subject: CBJ Waterfront Plan comment
Date: Thursday, January 20, 2022 6:00:20 PM

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

I strongly oppose the revisions to pg. 47 of the CBJ Long Range Waterfront Plan. Specifically the inclusion of a dock facility accommodating “one large cruise ship”. Docking a “large” cruise ship in this area will radically/negatively change the area’s current character, views, traffic patterns. Not to mention an increase in noise and air pollution. This is one of the last waterfront areas in downtown Juneau that is not currently a parking space for a “large” cruise ship. We need to keep it that way. Impacts regarding noise/air pollution and obstructed/changed views will also be felt in my West Juneau neighborhood. A “large” cruise ship docked in the proposed area will be like having it in my yard. I am not opposed to tourism, and I agree with the need for small boat, Coastguard, NOAA moorings/docks. Just keep the “large” cruise ships out of the plan.

The NCL Bliss is just over 1,000ft in length and carries 4,000 passengers, the NCL Jewel is just under 1,000ft w/ 2,400 passengers. Would you want either of them to come into your neighborhood? Thanks.

--

Doug Blanc

From: [llolmb](#)
To: [Alexandra Pierce](#)
Subject: CBJ Waterfront Plan
Date: Saturday, January 29, 2022 8:15:48 PM

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

January 28, 2022

Dear Alex,

I strongly oppose any plans to expand cruise ship tourism infrastructure. The cruise ship industry's business model continues to embrace unsustainable growth and expansion without sincere and transparent regard to their host ports.

They are motivated to improve their environmentally damaging practices only with external pressure and exposure. Cruise lines continue to be cited for egregious actions violating maritime environmental law.

The pandemic has taken a toll on the travel industry. How and when it will recover is yet to be seen. This is not a time to be investing in a financially challenged industry without a better understanding of what post pandemic normal will be.

We have been cordial and inviting hosts for too long. Cruise lines have consistently arrived with unwelcome guests (noise and air pollution, congestion, garbage, etc.) and we seem to turn a blind eye. No more.

CBJ needs to step up and take charge. We need to protect all who live and work here. What are the expectations of cruise line corporations operating in our state?

I am disappointed in our city leadership's greed over sensible sustainable growth. Never stepping up to consider growth impact and taking action without concerted pressure from a well-intentioned and informed citizens group. The support of unsustainable growth has encouraged a significant increase in people investing in cruise related businesses. I feel very badly for those who have invested and are now looking at losing their investment by following the lead from those who are supposed to be working in all our best interests.

Please consider guidelines to control unmanageable and impactful practices to ensure a more balanced cruise ship visitor industry that supports and protects the interests of Juneau citizens and local businesses. We do not need to reinvent the wheel. Ports around the world are responding to this too often overbearing and unaccountable industry.

Congratulations Alex, on your appointment as our first CBJ Tourism Manager. From what I have seen in your Community Development work you are up for the challenge and will do what is best.

Thank you.

Linda M. Blefgen
Auke Bay

From: [Joe Nelson](#)
To: [Alexandra Pierce](#)
Subject: CBJ waterfront amendment
Date: Monday, January 31, 2022 10:16:18 PM

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

I support the waterfront amendment largely because of the Alaska Ocean Center. The ocean center will be a welcome contrast to the seasonal jewelry and trinket shops.

With any luck, having the dock on the north end will help alleviate some of the congestion.

I support a cap that doesn't allow ships to anchor in the channel.

I have lived downtown Juneau for 21 years. My kids and I appreciate the whale and seawalk. We're looking forward to a more pedestrian-friendly connection, the totem trail ... and an ocean science center to more properly connect the masses to this special place.

We would also appreciate a landing for canoes during Celebration.

Gunalchéesh.

-joe nelson
104 Highland Drive

Sent from my iPhone

From: [Wayne Carnes](#)
To: [Alexandra Pierce](#)
Subject: Change in Waterfront Plan
Date: Sunday, January 30, 2022 10:05:00 PM

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

To Whom It May Concern,

I do not want the Waterfront Plan to be changed to accommodate NCL's dock near the Sub Port.

Regards,
Wayne Carnes

From: [Betsy Brenneman](#)
To: [Alexandra Pierce](#)
Subject: Comment about changing Long Range Waterfront Plan
Date: Monday, January 17, 2022 4:58:10 PM
Attachments: [Waterfront Plan - Brenneman comments.docx](#)

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

Hello, Alix,

Attached are my comments about proposed changes to the city's Long Range Waterfront Plan.

Hope you are enjoying your new position and it's going well. I will miss you as we finish up the Blueprint Downtown Plan if you are no longer able to attend our meetings.

All the best,
Betsy

From: [Eric Gullufsen](#)
To: [Alexandra Pierce](#)
Subject: Comment on CBJ Long Range Waterfront Plan
Date: Monday, January 24, 2022 12:00:02 PM

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

Hello,

I am a lifelong Juneau resident, and my family roots in Juneau go back three generations. I strongly oppose change to the Long Range Waterfront Plan that would allow for the creation of a cruise ship dock facility at the Subport in Downtown Juneau.

I believe Juneau already has too many cruise ships visiting - far too many, in fact. The pollution these vessels bring should be enough reason on it's own to oppose this measure, but there are actually lots more valid reasons, in my opinion. Another good one is that our roads infrastructure is already significantly stretched by the current summer traffic. Yet another is the hideous sight these vessels present - totally ruining our waterfront.

As a former deckhand on many commercial fishing vessels - these ships also are a real pain to navigate around - and local fisherman could use facilities as originally planned for in the amendment.

This town existed before tourism became such a huge industry, and I think we would be totally fine as a city with *significantly less* cruise traffic / docking facilities.

Thank you,
Eric Gullufsen

From: [Loren Jones](#)
To: [Alexandra Pierce](#)
Subject: Comment on Weyerfront Plan
Date: Thursday, January 27, 2022 5:34:40 PM

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

I know this is first step and while I could arrange this email with comments about a non robust public process I will refrain. However this Instagram post sums up my view from West Juneau (on Douglas Highway) when that large cruise ship docks and they are at high tide. I will not see downtown at all.

When all docks are full and high tide I see Gastineau Ave. and higher as it is now.

https://www.instagram.com/p/CZOTNAKh3Zg/?utm_medium=share_sheet

Loren

Sent from my iPhone

From: [Lou Eney](#)
To: [Alexandra Pierce](#)
Subject: Comment on proposed LRWP amendment
Date: Thursday, January 20, 2022 5:43:36 PM

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

Hello,

I would like to submit the following in regard to the proposed amendment to the LRWP:

I am against any changes to the plan that would allow for another large cruise ship dock in Juneau. In addition, any new development on the waterfront should support a diversity of uses, and not render the waterfront more homogeneous, as would the changes put forth in this amendment. Dangling carrots such as electrification of the new dock and a public park is shameful - the park was already in the plans, and the existing docks should all be electrified and all large ships should be required to plug in. More cruise ships in town means more crowding of our downtown, waterways, trails, roads, and air space. Covid may have made everyone forget how bad it was, but if another couple years like 2019 happen again, public opinion will not be what it was in the surveys cited.

The plan before amendment would be a step toward creating a more unified, diverse, and beautiful waterfront in Juneau. A cruise ship dock instead would just be more of the same - dull when no ship is in port, and a massive eyesore when one is. I believe further restrictions on the cruise ship tourism in town should be put in place, but it starts here. Allowing another dock just opens the doors for reduced quality of life for a large portion of Juneau, while fattening a relatively small number of people's pockets. This space should be used for all the people of Juneau, not a handful of business owners and one mega corporation.

Respectfully,
Lou Eney
Juneau Resident 2018 - present

From: [Jan Gregg Levy](#)
To: [Alexandra Pierce](#)
Subject: Comment on proposed changes to Waterfront Plan
Date: Saturday, January 22, 2022 3:14:59 PM

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

I write in opposition to the proposed changes to the waterfront plan, which plan was made with a great deal of public input. For years we have attempted to protect our remaining waterfront, and I think it would be a huge mistake to implement this proposed change.

Norwegian Cruise Line had full notice of our city's plan. It knew, in fact, that the city wanted the property in order to fully implement our plan. We may have lost the bid, but we did not lose our right to enforce our plan. NCL knows this, and they can certainly make profitable use of their property without Juneau abandoning what we determined was -- and remains -- important to us.

The view from one side of our waterfront to another is incredibly important. It allows us **and** our tourist guests to enjoy our waterfront and our seawalk. We all know what it looks like at high tide when one of those ships comes into the channel -- it is a 10 story building obliterating the view. Our waterfront plan put in place limitations to help residents and tourists alike enjoy the waterfront.

The plan also envisioned that area as a docking space for the smaller cruise ships and local boats. They are important to the diverse use plan that was put in place, and they are important to our economy as well. We should protect their interests and that corner of our economy. We are not at risk of losing NCL passengers. NCL has purchased the property and will certainly be bringing ships to Juneau. But they didn't buy the right to build a dock that doesn't conform to our waterfront plan. We should support, not squeeze out, alternate, smaller industry participants. NCL can still make good use of its investment without have a new large dock right in front of town.

Thank you.

Janice G. Levy

From: [Susan Schrader](#)
To: [Alexandra Pierce](#)
Subject: Comments on Amendments to the LRWP
Date: Sunday, January 30, 2022 11:19:58 AM

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

Hello Alex,

As a "usual suspect", I still feel obliged to add some comments to the LRWP discussion.

1. While the surveys of 2003 for the LRWP were self-selected (rather than statistically significant), 60% of respondents surveyed were unsupportive or very unsupportive of the long-term development of any **cruise ship facilities** in the subport area. At the January 11th meeting this year, Michele Elfers of CBJ commented about the "extensive public process in 2003" and that she was "surprised how valid it [LRWP] still is." Her comments certainly add some weight to the opinions the public expressed in 2003, and those survey results should be specifically made known to the Assembly Members.

2. In the Draft Appendix B, only the results from ALL Juneau residents surveyed in the 2021 Tourism Survey (56% supportive; 33% opposed) were cited. **Prominently missing** from Draft Appendix B are the downtown and Thane residents' responses of 45% supportive and 43% opposed, collected from the statistically significant portion of the same 2021 survey. These nearly evenly-split responses are from the very residents who are **most** impacted by the project. Their responses should be reflected in Draft Appendix B and specifically made known to the Assembly Members.

3. Draft Appendix B includes the recommendations from the VITF. Unfortunately, the VITF was flawed from the start given that a preponderance of the members had economic ties to the cruise ship industry. This bias is, of course, an issue the Assembly should have dealt with. Nevertheless, I suggest Draft Appendix B include a list of the VITF members **and their business affiliations**. I also strongly urge you to include the business affiliations of the VITF members at the VITF webpage <https://juneau.org/assembly/visitor-industry-task-force>.

Thanks for your consideration of my comments.

Sue Schrader

~~~~~

Sue Schrader

907-209-5761

[sueschraderak@gmail.com](mailto:sueschraderak@gmail.com)

**From:** [Kim Metcalfe](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Comments on LRWP Proposed Amendment  
**Date:** Monday, January 31, 2022 3:58:02 PM

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

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Ms. Pierce:

The following are my comments on the Long Range Waterfront Plan (LRWP) proposed amendment regarding construction of a new dock for Norwegian Cruise Lines (NCL):

--The LRWP lists as one of its four overarching goals to "enhance community quality of life." As a long-time advocate for improvement of Juneau's quality of life that has been lost to large scale cruise tourism, I do not believe construction of another dock for mega-cruise ships (over 750 feet in length) will enhance Juneau's quality of life. Our quality of life has been diminished year after year by allowing more and more cruise ships to dock or anchor in the downtown harbor area. As a resident of a downtown neighborhood whose quality of life has been severely impacted by cruise ship tourism, I am adamantly against construction of another dock. I am in favor of limiting cruise ship tourism, and I think a new dock will only increase the numbers, especially with the increasing addition of mega-ships to the corporate fleets that carry over 8,000 people including passengers and crew members.

The promise of limiting cruise ships to 5 larger ships per day and prohibiting a 6th larger ship from anchoring does not address the problem of increasing numbers of tourists and crew members. As stated, the "larger ships" referred to are now carrying over 8,000 passengers and crew. If we have 5 of those ships docked in Juneau each day, that could mean 40,000 people visiting Juneau on one day. While this may not happen during the next cruise ship season, the industry is incredibly hungry after two years of extremely limited sailing due to COVID. Some lines are currently offering 75% discounts on Alaska cruises. We cannot allow continued expansion of this industry. We do not have the ability to respond to a cruise ship disaster, even calling in emergency responders from every community in Southeast Alaska, the National Guard, and help from Seattle. Think of what would happen if we were fogged in during such an event! City and Borough of Juneau leaders need to take safety considerations seriously.

It is not an exaggeration to say a cruise ship disaster could happen because it has. Those with long memories will recall the *Universe Explorer* disaster that occurred in July, 1996. The 617 foot ship carried 1006 people (passengers and crew). A fire broke out in the main laundry. Five crew members died of smoke inhalation, 69 people were transported to the hospital for mostly minor injuries, 13 were admitted. The *Universe Explorer* was a small ship by today's standards. It is my recollection that every emergency responder in Juneau was involved in the rescue effort, and I was later told by a reporter that had there been a house fire or other local emergency there would have been no one to respond.

--Another of the LRWP's overarching goals is to "improve Juneau's image and attractiveness for investment." The carnival-like atmosphere in downtown Juneau and shore and sea excursion impacts during the cruise season do not improve Juneau's image and attractiveness for investment in anything other than more seasonal businesses that are closed from October

through May each year. We see how the entire South Franklin Street and Front Street areas are shut down during the off months except for bars and a few locally owned shops, creating a dead zone for much of downtown. What high level business would be tempted to relocate to a town that is a bleak outpost during half of the year and with sidewalks so crowded during the summer we need crossing guards to protect pedestrians who think they're in Disneyland? The Assembly should be working on making Juneau attractive to investors by advocating for improved education, improved ferry transportation, and improved infrastructure (including Internet service) to attract year-round businesses. We need to get out of the mindset of small dollars from small spenders who travel to Juneau by cruise ships that relieve them of most of their spending money before they leave the ship.

--The Visitor Industry Task Force process was flawed from the outset. I applaud the number of hours members of the task force put in, but the makeup of the task force was an immediate red flag to me. There was only one member who had previous experience advocating for placing limits on the industry. That was very disappointing to me, having been through numerous efforts to address cruise ship problems over the decades. Stacking the committee did nothing to convince me the Assembly had any desire to work towards limiting the crushing impact of over a million cruise visitors each year.

--The number of visitors is only one part of the problem. As we know, cruise ships cause incredible damage to our environment through air and water pollution, and they are serial polluters. In 2017, Carnival Corporation was fined \$40 million for illegally dumping oily waste and falsifying logs to cover up the crime. In 2019 it was fined \$20 million for failing to comply with its probation, falsifying records, and deliberately dumping plastics in Bahamian waters. On September 11, 2018 Holland America Line, a subsidiary of Carnival Corporation, discharged 22,500 gallons of greywater in the pristine waters of Glacier Bay. They paid \$17,000 the following year for the crime. In September, 2018, 134 complaints were lodged with DEC's cruise ship hotline, many against the *Norwegian Pearl* for spewing exhaust emissions into Juneau's air. The same year the *Pearl* was also sighted spewing exhaust into the air in the port of Victoria, B.C. and complaints about air quality emissions from cruise ships were heard from communities including Ketchikan, Skagway, Haines, and Seward.

--I want to see what the NCL cruise dock will look like from an architectural perspective using computer-aided design (CAD) programs such as AutoCAD, that will give the public a photorealistic perspective of what the area will look like with a 20 deck ship like the *Norwegian Bliss* at dock. Although I found it difficult to find the height of mega-ships such as the *Bliss*, I did find descriptions of the Go-Kart Racetrack featured on the top deck of the *Bliss* stating, "The 2-level track spans on 2 decks, offering incredible seaviews at the height of 60 m (200 ft.)." The Mendenhall Apartments located on 4th Street in Juneau is downtown's tallest building at 12 stories and is 135 feet tall. CBJ building regulations relating to Juneau's Historic District state: "Building heights in the district vary from 25 to 50 feet, with the majority being less than 35 feet. The taller buildings are generally located to the northern section of downtown, farthest from the waterfront. The effect of the height of taller buildings is offset by the pedestrian scale at the street level, and by the number and variety of adjacent building heights." Regulations further require builders to "Maintain the visual building scale of two to four stories in height."

I refer to CBJ regulations to demonstrate that the city has regulated building height in the downtown area. Although Norwegian Cruise Line ships will be at port, the height of the mega-ships far exceeds the acceptable building height in downtown and will

block the view planes as well as cast shadows on adjacent property, basically blocking out the sun. This is unacceptable.

--Norwegian Cruise Lines proposes not only construction of a new dock in the area of Whittier Street, but proposes to include a number of other businesses and services for the general public. The issue of vehicular traffic needs to undergo a serious study, to see what impact tourist bus traffic from existing docks on South Franklin as well as the proposed NCL location, traffic from locals accessing proposed businesses such as the Alaska Ocean Center, a childcare facility, residential housing, the U.S. Coast Guard and NOAA docking area, locals accessing the proposed community park, and, of course, state employees and other members of the downtown workforce commuting to their places of employment. A study must be done of expected traffic patterns, the number of daily trips, safety hazards, growth rates expected over the next 5-10 years, and vehicle access and connection points of ingress to, and egress from Egan Drive. Increased vehicular traffic in this area could create chaos and result in multiple vehicle and pedestrian accidents as well as slowing down commute time for the local workforce.

In closing, I am hopeful that CBJ leadership will very carefully study NCL's proposal. Downtown cannot support more traffic problems, increased numbers of visitors, as well as threats to our quality of life and health and safety. We must find a way to limit large cruise ship travel to our area for all the reasons stated above.

Respectfully submitted,

Kimberly L Metcalfe

730 Gold Street

Juneau, Alaska 99801

**From:** [Fishing Vessel Dial West](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Comments on Norwegian's plan  
**Date:** Friday, January 21, 2022 6:44:49 AM

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

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Hello

I am opposed to allowing Norwegian to build another cruise ship dock downtown for the following reasons

Juneau downtown water ways are already congested by these huge ships that take up more than their share of the channel.

The proposed location and the orientation, particularly, of the proposed dock is such that it would interfere with all other traffic headed past, north or south. This would constitute an inconvenience and a hazard as you cannot see around a giant cruise ship and the remaining channel would be severely constricted.

Downtown Juneau is in need of more small vessel harbor space. There are too many cruise ship berths already and they inhibit free transit between my harbor and my processor. There is hardly any accessible or working waterfront in down town Juneau already and this proposed berth would only make that worse.

Broadly speaking I am sick of watching our community bend over for these giant corporate interests and cheapen ourselves and the natural attractions we have to offer. I do not think that turning Juneau into some Disneyland attraction with no room for real local people and businesses, is a good idea, for anyone.



**From:** [Helen Clough](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Comments on proposed additional cruise ship dock  
**Date:** Sunday, January 16, 2022 4:35:03 PM

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

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Dear Ms. Pierce,

As a long time Juneau resident, property owner and boat owner, I **strongly object** to amending the waterfront plan to allow construction of an additional large cruise ship dock. Juneau needs more moorage for private boats, including visiting yachts. If additional boat moorage for private boats was created downtown, additional benefits would accrue to Juneau without nearly the congestion and strain on local resources. As one small example, I spend over \$500 every time I fuel my boat. But, I normally fuel my boat in Sitka as the fueling facilities there are much better and easier to access.

I have cruised around the waters of southeast Alaska for over 40 years and have noticed that private boat visitation has increased similarly in magnitude to cruise ships traffic except private boats only carry a few passengers. While I doubt there are reliable figures, I would guess that the average private boater spends at a rate of 100 to 1 or greater over what the average cruise passenger spends in Juneau. Private boaters purchase fuel, supplies, groceries, repairs, tours, and eat in local establishments just as a few examples. They often also use our airport to have guests fly in or out. They pay moorage that supports docks and harbors.

I drive past the proposed dock location regularly. I just cannot see how traffic flow could possibly work there - nor can I visualize underground facilities. The area in question is all fill which was placed long before current building codes, environmental regulations, etc. I cannot imagine that such facilities could actually be safely built. Digging around in it is likely to cause any number of water quality issues in the channel and who knows what interesting "surprises" will be discovered during construction. If you are not familiar with the Juneau waterfront's history and specifically the site in question, I suggest you spend a few hours looking at historical photographs and they may give you some idea of what hazards are likely to be on and buried in the site. Remember it was military, then for years occupied by various agencies and immediately adjacent to large fuel storage tanks.

Juneau used to have a vibrant downtown where people lived, worked and played. Now it is a place I would never go if I did not have family who still reside in one of the old neighborhoods. I used to do almost all my shopping locally and much of it downtown. I now confine all my local shopping to stores in the Lemon Creek area and Valley because downtown is such a mess and there are so few places to purchase things a local person would want or need. Also, parking remains almost impossible most of the time.

Years ago, I used to think that we should build docks at Dupont and a "tourist attraction" for the cruise ships and keep them out of downtown. I realize that ship has sailed so to speak, but I wish I had pursued it. Look what the folks in Hoonah have been able to accomplish without giving up their town.

I think the City and Borough should focus on encouraging small cruise ships, private boaters,

and other independent travelers and do everything possible to limit the size of cruise ships in our port and the total number of daily cruise passengers disembarking. Allowing another large cruise ship dock is just plain wrong. I see absolutely no benefit to the community. The continued focus on large cruise ships has degraded the physical environment of our community and discourages independent travelers. The quality of the visitor experience which used to be wonderful is seriously degraded. I'm so glad I am lucky enough to have my own boat and can escape Juneau for much of the summer because quite frankly, it is not a fun place to be any more.

Thank you for considering my comments and please do the right thing. No more large cruise ships docks!!!

Helen Clough  
1765 Mendenhall Peninsula Road  
Juneau  
907 321 4004  
[hcloughak@gmail.com](mailto:hcloughak@gmail.com)

**From:** [Beth Potter](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Comments on proposed changes to the Waterfront Plan.  
**Date:** Monday, January 31, 2022 9:35:57 AM

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

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I am adamantly opposed to the proposed changes to the waterfront plan that will allow a large cruise ship dock to be built at the mouth of Gold Creek by Norwegian Cruise Lines (NCL). The plan that was approved in 2004 promotes an "active and diverse working waterfront" which includes berthing for small cruise ships and private vessels, which will benefit our local economy. Changing the comprehensive plan that was a result of extensive public input and city planning to accommodate a private company is wrong and opens the door for more changes to the plan that we now have in place for this company to control our downtown area.

Please do not approve the proposed changes to the Waterfront Plan that will pave the way for NCL to build yet another huge cruise ship dock in our small downtown area. I feel very strongly that this is the wrong direction to go. We should not be handing the mega cruise ship companies more control over our city. I am not anti tourism, but feel that we should be following the direction laid out by the Waterfront Plan to encourage tourism that will benefit the smaller local stores, guide companies, restaurants and hotels rather than hand it over to the cruise ship companies to control. I have worked in locally owned stores who cater to tourists, many off these cruise ships. I have been told several times by customers that the cruise ship staff have warned them never to shop in locally owned stores, that they will "rip you off". Some cruise ships actually handed out lists of the only stores they should trust. None of these were locally owned. We need to support our locally owned businesses instead of handing control over to huge outside corporations.

It seems like you have already made your decision, but I hope that you will re think this decision.

Thank you.

Beth Potter  
Juneau, Alaska  
[Alexandericey@yahoo.com](mailto:Alexandericey@yahoo.com)

Sent from my iPad

**From:** [Nathan Wiley](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Cruise ship dock vs. marina  
**Date:** Sunday, January 23, 2022 9:17:59 AM

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

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Good morning Mrs./Ms. Pierce.

Thank you for making yourself available for comment regarding the new Norwegian cruise dock. I personally think this is a bad idea. Juneau is already economically reliant on the cruise ship industry and while this is necessary for our economic survival I think it imperative that we broaden the modes of travel available to our tourist. The pandemic has shown the shortcomings of being overtly reliant on one form of tourism. I think a well designed marina could allow for a broader range of income possibilities. Additionally a marina would be owned and operated by the city giving more control to our residents and providing a location downtown for ocean related tours, and other small businesses. There are many more reasons to not allow for the expansion of the cruise ships but not enough time to list them all.

Thanks again for providing this opportunity, have a wonderful day.

Sent from my iPhone

**From:** [Russell Strandtmann](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Cruise ship dock  
**Date:** Saturday, January 22, 2022 5:17:45 PM

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

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The cruise industry has told us to get rid of Marine Park and we complied. Now that space is almost useless for those of us who live here. The cruise industry told us to get rid of the memorial to USS Juneau which went down during the battle of Guadalcanal with almost all of its crew including the five Sullivans. Juneau does not need more cruise docks. Juneau needs fewer cruise ships.

Russell Strandtmann

Sent from my iPhone

**From:** [Downtown Juneau](#)  
**To:** [Alexandra Pierce](#); [Borough Assembly](#)  
**Subject:** DBA Letter of Support for Subport Dock  
**Date:** Monday, January 10, 2022 4:47:41 PM  
**Attachments:** [DBA Support for Subport Dock 2022.pdf](#)

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

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Greetings!

Attached you will find the DBA's letter of support for the Subport Dock.

Please feel free to contact me if you have any questions,  
Alex

Alexandra Vrabec  
Director  
Downtown Business Association  
[downtownjuneau@gmail.com](mailto:downtownjuneau@gmail.com)  
907.209.9807



**From:** [Don Habeger](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** FTFAF comments on proposed changes to the CBJ LRWP (corrected)  
**Date:** Saturday, January 29, 2022 3:48:28 PM  
**Attachments:** [FTFAF on the CBJ Long Range Waterfront Plan Jan.29,2022.pdf](#)

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

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Ms. Pierce:

Unfortunately, we noticed a typo after sending our first comment letter and ask that this corrected version, attached, be our official comment letter on the CBJ LRWP draft language. This version replaced our comment letter sent to you at approximately 2:50 pm today.

Thank you,  
Don Habeger  
Executive Director  
First Things First Alaska Foundation

**From:** [Steve White](#)  
**To:** [Alexandra Pierce](#)  
**Cc:** [Ed Page](#)  
**Subject:** FW: Long Range Waterfront Plan and Input on NCL Project  
**Date:** Friday, January 28, 2022 5:15:28 PM  
**Attachments:** [image002.png](#)

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

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To: Alexandra Pierce, CBJ Tourism Manager

I offer the following input for the City of Juneau's Assembly to consider when deciding on amending the Long Range Waterfront Plan to permit NCL to construct a new cruise ship dock and supporting facilities. My interest in this project is threefold;

1. As a citizen who has previously served in the Coast Guard for 30 years and recently retired to make Juneau, I believe this new dock and associated shoreside infrastructure will enhance the appeal and use of this area of the waterfront for Juneau residents and visitors.
2. As the Executive Director of the Marine Exchange of Alaska I feel docking cruise ships does offer some safety and environmental benefits, versus having cruise ships anchored.
3. As a Board Member of the Alaska Ocean Center, the NCL build out of associated infrastructure will provide the best opportunity for the Juneau Ocean Center to be built with NCL's support. The Ocean Center will provide a venue to educate our youth and community. This is an excellent opportunity to highlight SE Alaska waters and their importance to our economy and well-being. We can showcase the numerous job opportunities in the maritime field for Alaskans in and around Juneau.

The NCL project offers an opportunity to fully utilize our waterfront, create a year-round attraction and enhance Juneau's shoreline.

Respectfully

Captain Steve White, USCG (Retired)



**Steve White** | Executive Director  
Marine Exchange of Alaska  
(907) 463-5078 (office)  
(907) 957-8087 (cell)  
[www.mxak.org](http://www.mxak.org)  
1050 Harbor Way | Juneau, AK 99801



**From:** [Midgi Moore](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** I support the NCL support!  
**Date:** Friday, January 28, 2022 9:37:57 AM

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

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Hello!

As a tour operator and owner of a small retail store downtown, I wholeheartedly support the proposed waterfront improvements that include the new NCL dock. Allowing the ships to dock closer to town not only improves traffic congestion on South Franklin, but also enables travelers with mobility access to downtown. As cruise passengers age, it is becoming increasingly more difficult for them to access activities and explore our city. I am hopeful we will extend an inclusive and warm invitation to them by enabling these guests to disembark without the need for transportation.

Thank you for the opportunity to share my support.

Sincerely,

Midgi Moore, CCTP  
Owner, Juneau Food Tours  
A Tour with Taste  
Juneau Bites & Booze – the ULTIMATE pub crawl  
Juneau Afternoon Delights – all the hot spots in 90 minutes  
[www.juneaufoodtours.com](http://www.juneaufoodtours.com)  
(907) 723-8478  
#mightytasty  
#happybelly  
Our Mission: to deliver tasty memories.  
USA Today – Top 10 best food tours in North America

**From:** [Gale Vantor](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** I support the NCL support!  
**Date:** Friday, January 28, 2022 4:01:26 PM

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

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Favorable for building dock. Do it

Sent from my iPhone

**From:** [Louis Juergens](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** I support the NCL support!  
**Date:** Friday, January 28, 2022 11:58:13 AM

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

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Hello,

As a resident of Juneau for over 20 years and a small tour operator, I fully support the development of the NCL dock in downtown Juneau. Currently, things are congested and passengers are rushed to get to where they need to go, because of the bottleneck of traffic as well as the time constraint of Norwegian cruise lines from sharing a berth on AJ dock.

By allowing NCL to have a dock dedicated to them, and only allowing one ship per Doc per day, I believe we would have a sustainable forward thinking plan that will spread out the congestion of downtown and give our visitors more time to see Juneau and relax the time constraints which cause a lot of congestion.

Thank you  
Louis Juergens

Sent from iPhone

**From:** [Holly Johnson](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** LRWP Amendment Support  
**Date:** Monday, January 31, 2022 2:57:36 PM

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

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Dear Alexandra,

I am writing with our households' support for an amendment to the Long Range Waterfront Plan to allow for the creation of a cruise ship dock facility at the Subport in Downtown Juneau.

We trust in our CBJ leadership to move forward with this amendment as a solid first step. Innovation and change must be priorities for the long term vitality of our community.

Thank you for your cautious and thoughtful process. Juneau has the power to lead this development in becoming an overall improvement to our downtown waterfront and the way visitors access our city. Please continue to prioritize the solving of issues such as congestion, greenification, community meeting space and maximum ships in port per day. All of which could become a reality with a well guarded partnership with NCL in the development of the Subport.

Sincerely,

~Holly & Arne Johnson

--

Holly Johnson

528 5th. St, Douglas  
907.723.4774

**From:** [Craig Jennison](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** LRWP Amendment  
**Date:** Monday, January 31, 2022 1:13:07 PM

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

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Alexandra,

I'm writing today in support of the draft amendment to the LRWP. The proposed dock project would be a welcome addition to the downtown waterfront and a helpful way to alleviate congestion from the downtown core.

Sincerely,

Craig

Craig Jennison  
745 St Anns Ave  
Douglas, AK 99824

**From:** [Day, Kirby \(HAP\)](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** LRWP amendment  
**Date:** Wednesday, January 12, 2022 9:57:47 AM

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

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Alix – good meeting last night – here are a couple comments. Let's discuss.....when you have time.

1—while no hot-berthing is recommended to be a condition for the NCL dock, my recollection is that the VITF also recommended that hot-berthing be eliminated at all docks going forward. Of course, the Assembly has technically not adopted this recommendation so it continues in 2022 and 2023. Just wanted it to be clear to all that VITF had recommended against hot-berthing in general including at the proposed NCL facility. Thanks.

2---see below my **suggestions** for modifying the amendment to the LRWP – hopefully we will speak this morning before I send this to you. This doesn't lock CBJ in to ONLY USCG or NOAA using the other side of the dock and allows for a "cruise ship" (not necessarily a large cruise ship) to use the cruise ship side.

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) to allow for creation of a dock facility capable of accommodating one **large** cruise ship as well as docking facilities for **possible use by U.S. Coast Guard, NOAA vessels, and/or small cruise boat operators (ships under 250 passengers such as UnCruise, Alaskan Dream Cruises, American Cruise Line)** . 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***

**S. Kirby Day, III      PFSO Franklin Dock, Juneau Alaska**  
**Community and Government Relations – Alaska**  
**Holland America Group - Princess Cruises, Holland America Line & Seabourn**  
**704 South Franklin Street | Juneau, AK 99801**  
**+1-907-364-7250 office | +1-907-723-2491 mobile**  
**[kday@HAGroup.com](mailto:kday@HAGroup.com)**

The information contained in this email and any attachment may be confidential and/or legally privileged and has been sent for the sole use of the intended recipient. If you are not an intended recipient, you are not authorized to review, use, disclose or copy any of its contents. If you have received this email in error please reply to the sender and destroy all copies of the message. Thank you.

To the extent that the matters contained in this email relate to services being provided by Princess Cruises and/or Holland America Line (together "HA Group") to Carnival Australia/P&O Cruises Australia, HA Group is providing these services under the terms of a Services Agreement between HA Group and Carnival Australia.



**From:** [Pat Tynan](#)  
**To:** [Alexandra Pierce](#)  
**Cc:** [Rick Harris](#)  
**Subject:** Long Range Waterfront Plan Amendment  
**Date:** Monday, January 31, 2022 8:55:57 PM

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

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Greetings and thank you for the opportunity to comment on the plan amendment regarding the usage of the Subport property.

I SUPPORT the development of the new dock proposed by Norwegian Cruise Line (NCL) and appreciate the company's extensive efforts to engage the CBJ in its development in order to obtain their permit.

**Regarding Parking:**

Previous subport parking will be eliminated under the new plan. This area was used by downtown tourist business employees, tour booth sellers, vendors and other people associated with seasonal tourism. These cars will need to be absorbed into the downtown street parking or parking garages that have little additional capacity. This said, the proposed development will need to address the added dock parking needs of longshore vehicles, vessel agent (2)vans, tour operator's business vans, delivery vans for local provisioning companies (FSA, Sysco, Alaska Brewery, etc.), CBJ docks and harbors personnel, dock security and any other entities servicing the ship itself (apart from passenger/tour transport needs.) Underground parking would be a solution if costs and the terrain are not prohibitive. This parking needs to be separate from the bus parking used by the embarking and disembarking passengers for their tours.

Comments regarding the section VITF Recommendations - Restrictions on Number of Visitors:

**- Take a more active role in dock scheduling:**

Presently Cruise Line Agencies of Alaska, who are the Port Agent for Southeast Alaska ( corporate office in Ketchikan), are responsible for managing the schedules and dock assignments for all Southeast Alaska ports and coordinate with all foreign flagged vessel's owners (the Cruise Lines) as to the logistics regarding arrival/departure times and dock assignments. This involves the needs of all the ship's myriad itineraries, taking into consideration travel times of voyages between ports and capacity of other city/town berths. CLAA is the legal representative (by USA law every foreign flagged ship needs a US company to be responsible for the business/Customs aspects of all vessels) of all the Cruise Lines. Thus, I am not sure in what manner CBJ can impact the Southeast Alaska cruise season schedules except in an advisory capacity as to Juneau's docks.

Some of the docks have leases with particular cruise lines (for example the So. Franklin dock and Princess Cruises ) and are legally obligated to honor those contracts. Probably the NCL dock would use their facility for their ships. There would be many other Southeast area wide logistics to work out.

- Limit hot berthing:

The swapping of Morning and Afternoon arriving ships on one dock has been going on for a long time. Usually one ship arrives around 07:00 and leaves about 13:30 and heads to Tracy Arm. The second ship is in Tracy Arm in the morning and follows the first ship, taking over that dock, and leaves around 23:00. That looks like the pending Tuesday schedule on the AJ Dock for this upcoming season as well. This does work out to an equal number of passengers in town in one day, just different people. It adds more opportunity for tour operators to profit from increased tour sales and more time slots throughout the day to provide their services. It also keeps people in town shopping/eating later into the evening (there are good and bad sides to this of course.) After watching this process go on for several years, as an employee who worked with the ships, I don't see this as a problem. The two ship's movements take place in mid-day, not in prime time when ships are departing in the late afternoon or early evening. Could the term "hot berthing" be a word used as a flash point in objecting to more tourists? We need to make sure that there is a solid business or marine movement issue behind this suggestion.

-Stagger arrival times:

The need for Longshore tie ups (Unionized contracts) and transit times between ports automatically spaces out arrival times. It takes awhile to dock and place lines on the vessels. I don't think the residents of Thane or the other side of the channel want ships hanging out waiting for docking any longer than they have to now. The ships are cleaner when they are at the dock and not underway with their main engines running.

Comments on VITF Recommendations - Subport Development and NCL Dock Proposal:

- 1) One larger ship per day using one side of the facility and 3) No hot berthing at the new facility:

See above regarding hot berthing. Hot berthing should be allowed as this is primarily their dock and we would be restricting the itineraries (encompassing all of Southeast Alaska) of two large ships with passengers who will spend money in Juneau to put it bluntly, not to mention contribute money to CBJ from the not inconsequential head taxes. Also, what is the difference between what has been occurring with current docks for years? Is this possibly a capitulation to those who object to cruise ship's presence and overcrowding in Juneau? Some of these concerns may be a moot point in the future as outlying towns and villages build up

their tourism infrastructure, add docks and take some of the tourism pressure permanently away from Juneau. The new dock location would also help relieve the bus and van traffic through town on South Franklin St. by bringing it closer to where the buses are headed.

- 5) High quality uplands development for community and visitors:

I SUPPORT the completion of the Seawalk through the uplands of the proposed dock project. This area should be open to the public without “security fences” or other obstacles to the public enjoying the space. Dock security should look similar to that at the CBJ public docks, originating at the beginning of the ramp to the float. I DO NOT support the development of an Interpretative Ocean Center taking up space. We have enough marine interpretative opportunities with the State Museum, DiPac, the Mendenhall Glacier Visitor’s Center, Auke Bay originating whale watches with their interpretative staff, the Goldbelt Tram interpretative education center, etc.

- 7) CBJ manages dock to some extent:

This makes sense as the side of the float could be used for private vessels/yachts. What do the CBJ Docks and Harbor workers do at the So. Franklin dock? Or are they involved?

- 8) Dock is electrified:

I absolutely SUPPORT providing for shore power when it is available. In previous years cruise ship shore power has been necessarily suspended because of low reservoir water levels. Public should be informed when electrical to the ships is not allowed because residents have first priority for hydro power. Electrification capabilities for both sides should be a criteria for dock construction.

The idea that a portion of the uplands include a public park is important and would be a real asset to the waterfront. Also, people disembarking the ship would enjoy a place to sit outside and enjoy the views. We want to be a welcoming place as many people consider being in Alaska the trip of a lifetime.

Thank you for providing the opportunity to comment in writing on the Long Range Waterfront Plan Amendment. The hard work of the CBJ staff and the VITF is appreciated.

Pat

Patrica A Tynan  
8351 River Place

Juneau, AK 99801  
(907) 723-0710  
[pat.tynan@gci.net](mailto:pat.tynan@gci.net)

CBJ can impact

**From:** [Michael Brown](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Long Range Waterfront Plan  
**Date:** Friday, January 21, 2022 12:52:33 PM

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

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Good afternoon Mrs. Pierce,

I am in agreement with the proposed ammendment for allowing Norwegian Cruise Lines to creat a new dock facility. However, I have concerns as a resident of Juneau with the effects of the influx of thousands of more tourists on a daily basis.

First, the amount of trash generated from the cruise ships and tourist acitivities is somewhat staggering. You only need look a the Juneau dump to appreciate this. Personally, I believe the cruise lines should help finance one, if not two, new incinerators for our landfill/dump. The city needs to address this long term and should not shy away from making a larger contributor to the problem help to solve it.

Next, I am an owner of a condominium at the Parkshore development that is right next to the proposed dock development. What is the city proposal on this lage increase in foot traffic along Egan exiting the ship? I think instead of adding another signal light to allow crossing for pedestrians that will be needed instead of dodging traffic, a foot bridge over the street is a better choice. Partnering with Norwegian on this too would be mutually beneficial.

I realize these two subjects aren't necessarily part of the ammendment but I think they should be part of the larger discussion with Juneau residents.

Thank you for your time,

Michael Brown  
907-796-9614

**From:** [T.J. Duffy](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Long Range Waterfront Plan  
**Date:** Friday, January 21, 2022 4:46:56 AM

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

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I have read the amendment and I am writing to voice my support of creating a large floating dock for Norwegian ships and yacht moorage. I especially support this if Norwegian is funding it. Let them. But I would make that contingent upon the following for Norwegian:

1. Norwegian (or any large ships docked there) MUST use shore electricity when moored and not be spewing their diesel exhaust into my neighborhood. I live on Willoughby Avenue within sight of this proposed dock. One look at the increasing black soot on the State Office Building over the years should say enough. We MUST do more to hold cruise ship companies accountable for their water and air pollution.

2. Norwegian MUST not discharge any gray or black water anywhere within Gastineau Channel while approaching their dock.

I think it's also a given that on days that Norwegian doesn't have ships in Juneau that they will try to sublet their dock to others. As such, all large cruise ships of a certain size and capacity should be bound to the same pollution restrictions while using this dock.

Secondly, I think we need to do all we can to attract yachts and superyachts by adding additional places they can dock and this is a good start. Imagine if we were the Monte Carlo of the Pacific Northwest!

We should also be razing the JACC as soon as humanly possible and developing the Willoughby neighborhood to attract those kinds of wealthy tourists. Please work with the Juneau Community Foundation and build a world class new JACC and for dog's sake name it anything other than the NEW JACC. Call it something like The Juneau First Amendment Center or Juneau Performing Arts Center. And make it a mixed use facility which would appeal to wealthy tourists stepping off those cruise ships and megayachts.

Respectfully submitted,  
T.J. Duffy  
415 Willoughby Avenue #207  
Juneau, AK 99801

907.209.5779

**From:** [Ed Page](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Long Range Waterfront Plan  
**Date:** Friday, January 28, 2022 7:05:52 PM

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

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Dear Alexandra

As a relatively long time Juneau resident 24 years, I enthusiastically urge the Juneau Assembly amend Juneau's Long Range Waterfront Plan to permit NCL to construct a new cruise ship dock and their associated supporting facilities at the old Subport property they purchased.

While I also support limiting cruise ship traffic expansion, I find the NCL dock simply relocates vessels that currently anchor in the harbor to mooring to a dock. This option, over anchoring, reduces emissions and redirects passengers to a different part of town, reducing traffic and pedestrian congestion on South Franklin.

The NCL shore infrastructure will also provide a year round venue for events and entertainment for Juneau residents turning an unused portion of our waterfront to an appealing area for our community to frequent.

As for visitors to our community, walking off a ship onto a dock attached to shore is far more appealing than taking a crowded vessel small boat to shore. I have taken cruises where I have opted to stay on the ship when it has to anchor. I do not go ashore when my only option is boarding a crowded shore launch when the weather is raw and raining. That's not in the best interests of our community. We want them to come ashore.

I am excited about Juneau expanding our sea walk and improving what our premiere waterfront area offers to our community.

Regards

Ed Page  
2160 Fritz Cove Road  
Juneau, Ak 99801  
907 463 2607



**From:** [Atlin Daugherty](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Long Range Waterfront Plan  
**Date:** Friday, January 28, 2022 9:25:34 PM

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

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Hi there,

I'd like to comment in opposition to the LRWP proposed changes. I think that the purpose of a plan is to have a guide for the future. What is the point of modifying the plan just to suit the cruise industry's needs? Personally, I fought the city's CDD department for several years over 9 inches of setback variance. The city was unwilling to let me continue my driveway to the back of my lot to a new lot because I needed 17 foot setback from my own driveway to my current house. We were short 9 inches of that 17 feet, and the CDD director and Planning Commission denied my appeal, saying that "rules are rules." How is it that the city can completely change it's rules/plans, for a large corporation but not make simple accommodations for its residents? Five cruise ships in town at one time is enough--we don't need to carve out more space for them. I hope the proposed changes do not get approved.

Thank you for your time,  
-Atlin Daugherty

**From:** [Lisa Daugherty](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Long Range Waterfront Plan  
**Date:** Friday, January 28, 2022 9:22:16 PM

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

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Hi there,

I'd like to comment on the LRWP proposed changes. I think that the purpose of a plan is to have a guide for the future. What is the point of modifying the plan just to suit the cruise industry's needs? Personally, I fought the city's CDD department for several years over 9 inches of setback variance. The city was unwilling to let me continue my driveway to the back of my lot to a new lot because I needed 17 foot setback from my own driveway to my current house. We were short 9 inches of that 17 feet, and the CDD director and Planning Commission denied my appeal, saying that "rules are rules." How is it that the city can completely change it's rules/plans, for a large corporation but not make simple accommodations for its residents? Five cruise ships in town at one time is enough--we don't need to carve out more space for them. I hope the proposed changes do not get approved.

Thank you for your time,  
-Lisa Daugherty

**From:** [s shosh seligman](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** NCL Juneau Dock  
**Date:** Monday, January 31, 2022 4:41:17 PM

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

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Thank you Alexandra,  
I understand that NCL has a strong desire to work with the community of Juneau, to build a favorable, profitable, and mutually beneficial project.

That being said, given the apparent lack of affordable senior condo housing for downtown residents, I sincerely hope you consider, and re-consider the novel idea of including such housing into your plans for Juneau.

This would not only fit NCL's above criteria, but would further to enhance the project by directly addressing a most important and advantageous need of the CBJ community.

Sincerely,  
Susan Seligman  
(downtown resident)

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**From:** [Barbara Craver](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** NCL cruise line dock  
**Date:** Friday, January 21, 2022 11:39:06 AM

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

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I think we should allow NCL to propose a dock, especially one that is perpendicular to the shore. It would be lots nicer not to have the water view obstructed by the length of a cruise ship, but just rather have one end seen from the waterfront. (I don't like the view of a ship from the downtown library - maybe it's better with the new docks, but with Covid I haven't been at the library during the summer so hard to say.)

Barbara Craver

**From:** [Cam Byrnes](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** NCL dock and the future of tourism  
**Date:** Sunday, January 23, 2022 6:12:06 PM

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

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The proposed NCL dock at the Sub Port could be good or bad, depending on what else the city does to mitigate the current cruise industry problems. The proposal talks about limiting the number of ships in town each day to five large ships. Five large ships in town each day is not the solution, it is the problem. Five ships in a day has shown to be more than the town and its infrastructure can handle. In 2019 there were 1.2 million people visiting Juneau on cruise ships and it pushed every aspect of the industry to the breaking point. Getting a grip on the number of visitors on a daily, monthly and seasonal limit needs to be the major goal for CBJ.

The tourism commission plan calls for no hot birthing at the new dock but says nothing about the hot birthing that currently goes on at AJ. Currently two of the docks are owned privately and two of the docks are owned by the city, and yet the city is way behind in regulating and controlling what goes on at these docks. With the soft position the city takes while working with the industry I have some fear for decisions that may be made about a dock that is owned by a cruise ship company. Of course the city will place regulations on what goes on there but CBJ has shown very little propensity to control the industry at the four docks that are currently operating.

I don't see how a new dock at the sub-port will improve the tourism traffic problems on South Franklin Street or make the sidewalks less crowded or make the Glacier or Auke Bay less congested. I don't see how limiting the harbor to five ships will improve the experience for the visitors those ships bring to town.

Bottom line: The city shouldn't move forward on the NCL dock without a big picture plan and a clear long-term solution to the problems we have already seen. In 2019 there were too many ships, too many people and no vision or clear guidance from the city. No ships in 2020 and very few in 2021 masked the problems, but they are still here, and we will face them again in the near future. The City did very little to plan for the future during our unexpected break in tourism, and another dock, this one owned and controlled by a cruise line, is a solution to nothing.

It is my hope that this new Tourism Management Position is more about making Juneau a great experience, than just bringing the most people to town. The city has been less than stellar in this pursuit to date.

Thanks,

Cameron Byrnes

907-723-9496

Working on the docks every summer for 26 years

**From:** [Michael Hekkers](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** No to the long-range waterfront plan amendment  
**Date:** Friday, January 21, 2022 8:32:43 AM

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

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Alexandra, congratulations on your new position.

CBJ should NOT consider an amendment to the plan. It's a good plan and I like the idea of the marina. It would really add to the waterfront/seawalk greater area.

Adding a 5th dock would increase capacity by 25% at a time when the residents are screaming for reductions. NCL is known for megaships and hot-berthing, two factors that are ridiculous for crowding downtown. Four docks are enough for our small town. I work in tourism and live downtown and did not enjoy the crowding with 1.3 million people in 2019 and the 2022 projections of 1.6 million are ridiculous.

CBJ should work to electrify the 3 docks and work with AEL&P to offer Green Hydrogen fuel for the ships because that will be the fuel of the future.

I hope you are well and good luck.

Mike Hekkers

Get your elected officials to tackle the climate emergency and to reduce the plastic and waste stream!

**From:** [Sean Boily](#)  
**To:** [Alexandra Pierce](#)  
**Cc:** [James Bibb](#); [Dave Hurley](#)  
**Subject:** Norwegian Dock vs Juneau waterfront  
**Date:** Friday, January 21, 2022 12:56:44 PM

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

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Ms. Pierce –

Reading through the article that came out on the 20<sup>th</sup>, I want to get a few comments on the record:

- Accommodating Norwegian Cruise lines should not trump our long range waterfront development plan.
- To expand our vibrant downtown we need a lot more care given to this particular piece of waterfront. There is no apartment reason why BOTH the Norwegian a dock AND the expanded small boat harbor with associated uplands cannot coexist in this piece of waterfront. These plans exist. We all need to be reviewing those plans, not just the two submitted for the article, which implies that is the decision alone on the table. Norwegian just might need to build a bit of a longer dock to maintain their necessary maneuvering clearances, but that is the cost of doing business.
- We need more people and people/boat activity on the waterfront to keep Juneau vital. The community is losing out on a lot of economic development opportunity by putting all our eggs in one basket with the cruise line industry like this. Without other activity and good well maintained connectivity along the waterfront this part of town is just going to be an unpopulated wasteland for half the year. The private land owners are likely going to so far as to gate and post the property as private, no trespassing if nothing else is going on there during the off-season.
- The graphics in the article don't appear to include a lot of the big visionary ideas associated with the proposed Ocean center. Is that project officially dead? It probably will be, and anything like it, unless the Norwegian dock is pushed out far enough to allow for development inboard of it.

The article also references a phone poll in which the public opinion was in support of Norwegians development. It was not implying support of Norwegians development OVER the city's long range waterfront planning goals. I had the impression the two were to work hand in hand, consistent with the development plans I had see over the past few years. That is the way it should be, and where my support lies.

**NorthWind Architects, LLC**

**Sean M. Boily, AIA**

**Principal Architect**

126 Seward Street

Juneau, AK 99801

Office: (907) 586-6150 xt. 201

Cell: (907) 321-4131

*NorthWind Architects acknowledges the Southeast Alaska Native nations upon whose traditional lands we live and work.*

*Our homes and office are located on the traditional lands of the Lingít Aani (Tlingít) people.*

*I kaax gunalchéesh yéi ax toowú yatee. I am thankful for you.*

[https://www.ktoo.org/2022/01/20/juneau-assembly-to-consider-removing-first-hurdle-to-norwegian-cruise-lines-dock/?fbclid=IwAR2LHAicM\\_wfycDMh-Cmibnl-w\\_Rnkm8XuHcrN3MUn-UcsEOC3jDZ7UQPYc](https://www.ktoo.org/2022/01/20/juneau-assembly-to-consider-removing-first-hurdle-to-norwegian-cruise-lines-dock/?fbclid=IwAR2LHAicM_wfycDMh-Cmibnl-w_Rnkm8XuHcrN3MUn-UcsEOC3jDZ7UQPYc)

## Juneau Assembly to consider removing first hurdle to Norwegian Cruise Line's dock

January 20, 2022 by [Jeremy Hsieh, KTOO](#)





The image on the left shows the subport area of downtown Juneau in the city's Long Range Waterfront Plan from 2004. (The city maps misidentify Whitter Street as Wittier Avenue.) The image on the right shows a concept in an amendment to the plan that city staff are proposing that would kill the marina concept and accommodate Norwegian Cruise Line's goal to build a new cruise ship dock there. (Composite image by Jeremy Hsieh/KTOO)

The Juneau Assembly will soon consider removing one of the first hurdles for a cruise line's plan to build a new dock for its ships.

For the last 17 years, Juneau's [Long Range Waterfront Plan](#) has called for a new mixed-use neighborhood and marina between the U.S. Coast Guard facility and the mouth of Gold Creek. That's also where Norwegian Cruise Line bought [a nearly 3-acre piece of land](#) known as the subport lot in 2020 for [a whopping \\$20 million](#) from the Alaska Mental Health Trust Authority.

As is, it's unclear if the city's waterfront plan fits with Norwegian's goal to [build a new cruise ship dock](#) there. It would be Juneau's fifth parking spot for big ships.

The city's plan on the books calls for a marina for smaller boats and a long, floating dock for visiting yachts, small cruise ships, the military and "other vessels." It would likely obstruct a big cruise ship dock there.

City staff are [proposing an amendment](#) to the existing waterfront plan that kills the marina and floating dock concept. Instead, there'd be a facility for one large cruise ship and the neighboring federal agencies, the U.S. Coast Guard and National Oceanic and Atmospheric Administration.

Amending the waterfront plan wouldn't clear the way for Norwegian to build. But it would be one less thing for the Juneau Planning Commission to parse when it considers granting Norwegian a permit to develop its property.

"The amendment's required as a first step," said Alexandra Pierce, the city's tourism manager.

She said the planning commission would still have other bread-and-butter urban planning issues to weigh.

"The zoning in the area, parking and traffic requirements, things like that," she said.

Pierce [presented the proposed changes to the waterfront plan last week](#) and has been asking for public comment. She said so far, people have voiced strong support and strong opposition.

"Haven't seen a ton of comments yet, about a dozen," she said. "I would say that it's fairly similar to the types of comments that we received in the visitor industry task force."

A [professional phone survey](#) conducted last year showed that [most Juneau residents support Norwegian's development](#) of the dock.

To formally weigh in on the city's Long Range Waterfront Plan amendment, [email Alexandra Pierce](#). The comment period is open through the end of January.

Pierce plans to update the Assembly in [a committee meeting on Monday](#). The Assembly must also hold a public hearing

before its final vote on the amendment, which will likely be in February.

Besides the city's waterfront plan and the planning commission permit, the cruise line has [more public hurdles](#) in its path. Norwegian still needs permission from the city to develop and operate in the city-owned tidelands around the property. And the Coast Guard and NOAA also must be satisfied if the development impacts their access to the water. That gives the city room to negotiate for conditions the [city's tourism task force recommended in 2020](#). That includes electrifying the dock so that cruise ships can plug into Juneau's clean power grid while in port, instead of burning fuel to generate electricity on board. Another recommendation is to limit the use of the dock to one big cruise ship per day.

**From:** [Nanci Spear](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Ocean center  
**Date:** Saturday, January 29, 2022 2:10:15 PM

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

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I am in support of an Ocean Center in Juneau. Great idea. Perfect location.

Sent from my iPhone

**From:** [Stuart Cohen](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Please do not amend the waterfront plan to allow the NCL dock to be built there  
**Date:** Saturday, January 22, 2022 11:54:41 AM

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

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Dear Ms. Pierce,

Thanks for your diligent work on this plan and your continued public service.

I am writing to express my strong feelings against amending the waterfront plan to allow the NCL dock to be built. I had a business on South Franklin from 1985 to 2017, and I watched what was initially a local business district become a generic cruise ship port which locals avoid due to its congestion and cheesy atmosphere. I do not want to see that repeated in the rest of downtown.

I oppose it for numerous reasons:

First, by eliminating space for small boats more likely to be used by locals and independent travelers, and instead inserting a large cruise ship dock, it changes the area from one of vibrant local use to an extension of the South Franklin tourist zone. I do not want to see this happen to a part of our waterfront that still has potential to be a jewel for locals. The waterfront park and whale will be overwhelmed by tourists, and invariably a host of jewelry shops and souvenir joints will populate the area near the dock. The roar and smell of tour busses will add to the annoyance. This is not something that's going to suit anyone who is not making a buck off it. Dressing it up with some amenities is not going to help.

Secondly, something that no one has considered is the effect this dock will have on the Front Street core business district. By funneling more tourists into Seward and Front Streets, it will cause rents to increase in line with those affordable by the tourist-optimized businesses that come up from the Caribbean. I know exactly how this works: at first the local businesses are delighted at the increase in traffic and sales. Then, the rents start increasing. Small idiosyncratic shops cannot compete with diamond stores or curio shops that amortize their advertising over many locations, and in time the general character of the street becomes that of a disheartening tourist trap. One can see this happening already in the Triangle Building, purchased by an out-of-town jewelry store owner who immediately raised rents and essentially evicted Annie Kail's and Hearthside Books, two long-time businesses, then left it empty in anticipation of a big payoff from a jewelry store tenant. If we allow the inflow of NCL tourists, this will happen all along Front Street and lower Seward Street. I do not want to see the remaining local core of downtown be turned into garbage that alienates me every time I walk past. I have not seen any plan in place to address this issue.

Thirdly, from a Good Governance point of view, supplanting a long term plan designed to benefit Juneau at large, at the sole behest of one wealthy corporation, is repellent. Juneau has a long history of spot-changes to the Comprehensive Plan to allow developers to increase their profits, with the most recent one being the "Field of Fireweed" zoning change made exclusively for Spike Bicknell. However, this would be largest and most egregious example of that phenomenon I've seen in my 40 years here.

Juneau is still a young city with great potential. With the advent of remote working, I anticipate that our population will grow with climate refugees looking for an intact environment. It would be a shame to turn

this remaining part of our waterfront over to the cruise ship industry, an industry that has zero concern for our community, hates paying the taxes that support us, and, indeed, has sued us over how we spend money we have collected from their passengers. Please do not sacrifice this area to them.

Cordially,

Stuart Cohen

**From:** [Karla Hart](#)  
**To:** [Alexandra Pierce](#)  
**Cc:** [Borough Assembly](#); [Rorie Watt](#); [Dana Zigmund](#)  
**Subject:** Proposed Amendment of Juneau Waterfront Plan - comments  
**Date:** Monday, January 31, 2022 4:07:21 PM  
**Attachments:** [PastedGraphic-2.tiff](#)  
[PastedGraphic-4.tiff](#)

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

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Dear Mayor Weldon, Assembly Members, Manager Watt, and Ms. Pierce,

I urge that the Juneau Waterfront Plan, as and when proposed, NOT be adopted. There are many critical steps that must be taken before serious consideration should be offered to adding a fifth cruise ship dock to Juneau.

1) Juneau has failed to implement critical recommendations in the 2002 Serial Resolution No. 2170 Adopting Tourism Management Policies.

*A. Vision for Tourism. CBJ seeks a healthy and vibrant tourism sector generating business opportunities and employment for Juneau citizens, protecting Juneau's heritage and cultural values and its natural resources, and making a positive contribution to the community's quality of life.*

What data do we have that demonstrates that the business opportunities and employment are for Juneau's citizens, vs. non-residents? What objective analysis do we have that demonstrates that cruise tourism sector costs and benefits make a positive contribution to the community's quality of life? How does a big non-resident seasonal workforce, including business owners and managers who are not local but maintain housing in Juneau, contribute to our housing shortages?

When housing is removed from the year round rental market, as much in downtown Juneau is, for the season tourism industry, that results in a further depopulated downtown for half the year. There was a time when the cruise season and the legislative session created synergies for seasonal housing; however, with the cruise season beginning long before scheduled session ends, that is no longer the case, causing some legislators and staff to be forced to move during session.

We also have data from whale researchers that the present unregulated whale watching and high level of cruise ships impacts the whales (natural resource). The noise associated with flight seeing adversely impacts Juneau citizens and wildlife (though we don't have studies conducted here, the science on the impacts of noise on human health and on wildlife is robust).

The noise and impacts of whale watch and other tourism-related small craft reduce recreational opportunities for residents who cannot afford or choose not to own power boats that allow them to escape the areas within a two hour fast boat travel time of Auke Bay. For example, the Channel Island State Park would be fabulous destinations for paddlers and skiff goers, but for the whale watching boat fleet churning dangerous waves and making so much noise. Shelter Island cabin visitors experienced diminished enjoyment because of the noise and wakes from whale watching boats.

The list goes on. **A critical objective analysis of contributions and impacts of the cruise industry, including opportunities lost through displacement of higher value destination visitors, should be conducted BEFORE** any consideration to amending the Long Range Waterfront Plan to allow for a private dock where the community specifically considered and rejected such a dock in the past. (Note that the community saying no to something should be as resilient as the infrastructure that exists with a yes. Once that infrastructure is there, we, as a community, will never have the opportunity again to say no to that development in that location. If our NO was temporary, then perhaps we can reconsider the leases of tidelands for the other two private docks which are built on leased city submerged lands?)

*C. Proactive Approach. It is the policy of the CBJ to take a proactive approach to tourism management, guiding the future with a plan and an organization that will foster the evolution of tourism in Juneau. Tourism management is defined as the implementation of Juneau's tourism vision, carried out as a partnership between the industry and the community, and includes addressing economic, social, environmental, and product quality issues.*

Where is evidence of proactive tourism management that fosters the development of tourism in Juneau? Essentially everything, including the attempt to amend the Waterfront Plan is REACTIVE, does not guide with a plan (except a cherry-picked element of five cruise ships), is not carried out in partnership with the community, and does not address economic, social, environmental, and product quality issues (we don't even have studies to accurately quantify the issues). **A critical step before anything further on considering a fifth cruise dock is to thoroughly, professionally, and objectively study and quantify the situation and issues.** Such a study must be done by someone that does not have any close association with the cruise industry. The McKinley Group should not be considered for such a study. The study guidelines should be developed with review from a breadth of community members, not just those with tight industry ties.

*D. Tourism Success. It is the policy of the CBJ to succeed at both cruise tourism and destination travel. Success entails maximizing the benefits of tourism in Juneau, while minimizing the costs and impacts; achieving the social, environmental, and economic goals that Juneau's residents and businesses seek. It is not measured by the number of visitors to Juneau, but, rather, by progress toward those goals and the vision adopted by Juneau. Success includes being good at the tourism goals that are chosen, including the quality of visitor experience.*

Comments from the discussion of management apply here as well. We have no measures of success, no studies. The only measures I've ever seen are number of visitors and amount of taxes and other cruise associated fees collected and arrivals by air and ferry. What goals have been selected? How is the quality of the visitor experience measured? Who is doing this measuring? Over time? How are you measuring the displacement of visitors due to the over tourism from cruise ship visitors? How are we minimizing the costs and impacts? Do you consider the displacement of residents who no longer wish to live in Juneau in the summer when cruise tourism sprawls across the community? What are the social, environmental, and economic goals that Juneau's residents and businesses seek? Lots of words without any data.

E. *Cruise Tourism. It is the policy of the CBJ to strengthen and maintain its strong position in the cruise tourism marketplace, including small ship cruising, building on the mix of experiences now offered and improving the downtown business experience.*

What is our strong position? How is it measured?

F. *Destination Tourism. It is the policy of the CBJ to work proactively to grow the destination travel component of the local economy, setting out to become a premier destination-combining nature, adventure, heritage, and cultural experiences-and to attract high value customers and focus on guided experiences. It is the policy of the CBJ to position itself as a small meetings and conference host serving regional and niche markets. It is the policy of the CBJ to facilitate product development to enable significant growth in the destination tourism sector. It is the policy of the CBJ to substantially enhance the attractiveness of Juneau as a destination community.*

**What has Juneau done to proactively grow this premier destination to attract high value customers? What studies have been conducted to find out what they want? What level of cruise tourism is compatible with this goal?** From my extensive study and observations of tourism in Alaska and globally, CBJ could substantially enhance the attractiveness of Juneau as a destination community by dramatically limiting cruise ship tourism.

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**Juneau should contract with experts in Regenerative Tourism to take a deep look at how Juneau can use tourism to truly make Juneau a better place to live and visit. For examples, I encourage you to read up on Hawaii's new focus.**

<https://www.civilbeat.org/2021/10/can-farm-tours-bird-watchers-and-storytellers-save-hawaii-tourism/>

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G. *Destination Marketing. It is the policy of the CBJ to develop a destination marketing strategy aimed at regions and niches that are a match for Juneau's experience-based tourism. The target market is people who come to Juneau to enjoy the natural and cultural experiences that are unique to this area.*

We presently rely on Travel Juneau for destination marketing. They are seriously entwined with the cruise industry and demonstrate no vision or ability to seriously pursue destination tourism and marketing. Yes, they produce pretty publications and videos. They give no sign of understanding what we could have. We keep hearing about the goal of increasing off-season tourism, that has been an unrealized goal since the 1980s, at least. One of our finest natural resources once was quiet. When I guided hikes in the late 1980s I was able to plan for hikes that would not be impacted by helicopter tours as they were not every day and everywhere. Our quiet was commented upon by every guest I had. I didn't even know we had it until they pointed it out. And then, it was gone.

H. *Product Quality and Standards. It is the policy of the CBJ to develop a comprehensive standards awareness and development program (for accommodations, guides and interpreters, attractions, restaurants, and the service sector) to ensure*



*product quality commensurate with the quality expected in the high-end destination travel market.*

**I am unaware of this being implemented in any form at all. Is it? How, when, where, who?**

*I. **Safety Valves.** It is the policy of the CBJ to develop viable strategies by December 31, 2003 that would go into effect if tourism growth or impacts exceed acceptable levels. These strategies, or "safety valves", will protect both community and business interests. There is a limit to the physical capacity of the downtown harbor and the narrow transit corridor along the downtown waterfront. A "safety valve" plan acknowledges such limits and, further, recognizes that the use of land and infrastructure is determined by the capacity of the natural and human-made environments to accommodate such uses without harm to the health, safety, and welfare of the citizens and visitors to the city.*

*J. **Indicators.** It is the policy of the CBJ to develop measurable indicators for both cruise tourism and destination travel and to develop a process by which indicators trigger "safety valves." It is the policy of the CBJ to be proactive in updating indicators and mechanisms and to work with industry, resource managers, and the community to manage capacity and impacts before they reach indicator levels.*

**THESE WERE NEVER IMPLEMENTED!!! What business does the CBJ have facilitating any further cruise ship infrastructure when we have not addressed this critical piece of the 2002 goals?**

**2) How big were cruise ships when the Long Range Waterfront Plan was adopted?** Cruise advocates like to reference that a five ship limit is mentioned at that time. In 2003, Juneau received about 770,000 cruise ship passengers. According to the LRWP page 15, the largest ship docking at the city docks in 2003 was the Vision of the Seas. When Vision was docked at the Steamship Dock, the Steamship Dock could not be used. The Vision of the Seas in 2003 carried 2,435 passengers and 765 crew. The 16B docks allow two ships, each with a capacity of 4,905 passengers and 1,500 crew. The impacts of cruise ships to Juneau are not just the mass of the ships shading town and blocking views and spewing pollution. The number of passengers impacts the volume of impacts across the entire borough. Five ships of 2,435 passengers = 12,175 passengers. Five ships of 4,905 = 24,525 passengers. When polled about how many cruise ships could be acceptable in Juneau, residents could likely not begin to imagine the size of cruise ships presently calling on Juneau.

**3) The cruise industry is in a financially precarious position as COVID continues to run.** Right now many Caribbean countries and communities are refusing to allow cruise ships to call. Royal Caribbean Cruise Line is warehousing covid positive passengers on FOUR cruise ships now to step around the positivity limits, with transfers of over a hundred crew at a time being filmed. Cancellations of cruises continue, postponements of others. The debt load is huge and they have reached out for massive repeated private financing deals. For those cruise lines that survive the pandemic, the push to pull every dollar possible out of cruise passengers and vendors to pay on debt will be considerable. If Juneau continues our over reliance on the cruise industry, and highly consolidated cruise industry at that, businesses here are likely to be pressured for even higher rates of commission and better deals. Right now, with Juneau owning two big docks that can accommodate the biggest of ships, including shoreside parking, we could/should be offering our dock space out on competitive bid (this was also suggested in

a memo to the Assembly back in the 1980s, and amounts returned beyond the operational costs of the docks could be used to quickly pay off the 16B debt and future revenues could then be directed to the general fund) and maximizing the return. We already put the small tour sales booths out for competitive bid, why not the dock space? Combine this with thoughtful implementation of the Tourism Management Policies to start seeing controls and broader benefits coming to the community.

**4) If we are to revisit the Long Range Waterfront Plan in the area of the property now owned by Norwegian Cruise Lines, perhaps we should allow for a renewed visioning of that valuable waterfront section of Juneau to see if there is something that the community would prefer to more yacht parking planned in 2003.** The Central Council of Tlingit and Haida are actively purchasing and consolidating to reclaim their traditional village area. Juneau respondents to the city tourism survey and NCL's planning, showed a strong preference for parks and open areas to be incorporated if NCL develops. NCL's development, as presented in their meetings, would infringe upon city tidelands along Egan Drive, not just the submerged lands for their docks. Since we're looking at an amendment, why not see what the Awk Tribe, Central Council, and Sealaska Heritage might want to do with those tidelands if given the chance to vision now? Could that be a location for launching, storing, and even carving their canoes? That could tie in well with a strong cultural destination tourism opportunity that would also support quality of life and not block the view shed of the channel from another big part of town. Moving forward with one surgical amendment to the Long Range Waterfront Plan that allows something that was specifically rejected during the planning process without given broader consideration to the possibilities and whether another option not then considered that is desirable now is an affront to the process and community.

**5) If making this amendment is NOT a tacit approval of the Norwegian dock, then there should be no rush to complete this.** If the dock goes in, the impacts will be significant and essentially permanent (or certainly outside of any local control moving forward). Juneau residents have been left to wait for any meaningful action on the adopted 2002 Tourism Management Plan for 20 years, while pressure in the community has continued to build. Acting on this amendment before you act substantially on elements of the Tourism Management Plan such as the pressure relief valve would be in poor faith to the community.

Sales people work all angles to get a sale. NCL has lots they need to sell, not just to the community but to the Coast Guard, NOAA, and investors. Amending the Waterfront Plan specifically to allow a cruise docks implies some level of approval that will be used and leveraged to make this project go forward. In my experience, this will also later be used after the fact to tell those of us who oppose that we should have made our opposition at the time of the amendment, while right now we hear that this amendment would in no way be approval of the NCL plan. I believe that implication is naive on the part of some or strategic on the part of others.

**6) Citizen initiatives to impose limits are likely to return if the Assembly does not show leadership in addressing the impacts of over tourism on residents.** The response to the spring 2021 initiative process demonstrated that local businesses that are overly reliant on the cruise industry realize that if limits go to a public vote, they are likely to pass.

Because of where we were in the pandemic, compounded by the weather and intimidation tactics of some opponents, efficiently collecting initiative signatures safely was not possible. However, the breadth of community members who reached out to find our organizers to sign

was impressive: old-timers and newcomers; young people who signed even when cautioned it could hurt their employment options; spouses of people with direct industry involvement; people working in the industry; and people living in grand houses, and in public housing.

7) **Many questions were asked during the online public meeting that CBJ staff could not answer.** I hope that all of those questions were recorded and responses to those questions are before the Assembly before you are asked to vote on the proposed amendment. Because of the forum on the call, I was not able to easily capture the questions asked, but trust that the city staff did so.

8) Every time I drive into town and try to picture in my mind's eye the vision and impact of a giant NCL ship parked perpendicular to Egan Drive, I fail. Before you consider voting to amend the Long Range Waterfront Plan, you should **ask for detailed modeling of how it will appear from all perspectives to have the largest of cruise ships docked in that space.** And be sure that modeling is from the perspective of residents walking or driving on street level, from the housing, offices, and hotels nearby. The Norwegian Bliss is 1,094 feet long (over 3.5 football fields long), 136 feet wide, 20 decks tall (the federal building is 10 stories tall). Juneau has a waterfront height ordinance with a limit of 45 feet tall. In addition to being a looming wall, how far will that shadow fall across downtown on a sunny day? How will having a giant wall of ship blocking views and sunlight enhance the quality of life for Juneau residents?

And, consider that we could not imagine a Bliss-sized cruise ship coming here in 2002. Royal Caribbean's Oasis of the Seas is another 100 feet long, 80 feet wider than the Bliss, and taller, with a combined passenger (6,780)/crew (2,181) capacity of about 9,000 people. Let's not discount that ships of this size will never be calling in Juneau. And, it is easy to project, if allowed to build, at some point the Coast Guard and NOAA would leave downtown Juneau (their ships/boats would be in constant shadow from the cruise ships), freeing up the other side to be modified to accommodate a second cruise ship. Anyone who cannot see this possibility, is blinded. Even if there is strict language against at this time, as we are seeing with this proposal to amend the waterfront plan, language is not durable.

9) **Traffic.** Nothing else that could possibly be constructed on the NCL parcel could hold 5,720 passengers + 1,716 crew and the traffic and congestion that is generated by such a huge number of people dumped into town for a few hours. **Before any amendment allowing a cruise dock is considered, there should be rigorous traffic studies to determine how this would work.** With the ships on South Franklin, residents can still access core downtown business district and access to residences without dodging buses and traffic too intensely. Moving this many people to the subport would cause further congestion before Main Street. I expect this would push more local traffic onto Calhoun Avenue and through the Flats. That would create more serious issues for future Assemblies to address. It should be considered first.

11) As some members of the Assembly have pointed out (thank you), the VITF did not offer a public process regarding amending the waterfront plan. That was not their charge and not what the public expected to need to comment regarding.

12) The proposed illustration in the amendment to replace illustration 33, moves the option for a large cruise dock far to the west onto CBJ tidelands. This is NOT as presented by NCL in all of the public meetings and feels a very sneaky move on behalf of whoever directed this graphic be prepared. I expect most of the public will miss this, I almost did myself. Please do

not. I attach images from the CBJ Parcel viewer and the amendment. If you line up the greenbelt type area (starting at large letter B on the amendment) that runs between Foodland building and the new SLAM with the cruise dock, you'll clearly see the substantial shift. I've outlined the area in purple on the parcel viewer image.



In summary, this is not the time to amend the waterfront plan with this targeted amendment. This is the time to put into motion substantial work on implementation of components of the 2002 Tourism Management Policies as I've highlighted in my comments. And, it is the time to ensure that Juneau has objective independently gathered data on tourism, including cruise and otherwise, to be able to manage tourism as visioned in the 2002 plan.

I am available to respond to questions.

Regards,

Karla Hart  
[karlajhart@gmail.com](mailto:karlajhart@gmail.com)

**From:** [Mark Kirchhoff](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Proposed Norwegian Cruise Lines Development on waterfront  
**Date:** Thursday, January 20, 2022 4:44:54 PM

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Ms. Pierce,

A short note to let you know that I support the Norwegian Cruise Lines development plans on the waterfront. From what I've seen so far, the company has been quite open to making any development with the city a win-win situation. The idea of looking at just the bow of a vessel rather than the side view is especially appealing. Combined with the new Whale Park and walk, and the new SHI arts building, Juneau has the opportunity to have one of the world's most amazing waterfronts. Let's do it!

Sincerely,

M.J. Kirchhoff

**From:** [Amy Paige](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Proposed Waterfront changes  
**Date:** Sunday, January 30, 2022 2:15:06 PM

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Please add these comments to the record:

I oppose any change to the waterfront plan that removes the small boat marina that had been proposed for the site identified as B1/B2 in order to allow for the construction of another dock for a large cruise ship. More cruise ship traffic will exacerbate the already over-crowded streets and trails of Juneau. Juneau does not need any more large cruise ships. My family has been choosing to leave Juneau during the summer months to escape the onslaught of tourists that pours from those enormous, moving cities! Enough! Juneau has reached its carrying capacity for cruise ship passengers.

Amy Paige  
592 Seater Street

**From:** [Elisabeth Babich](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Proposed cruise ship dock  
**Date:** Thursday, January 13, 2022 5:47:31 AM

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**NO MORE OF THIS!**

No more cruise ships and no more docks! Some of us have had enough. Enough noise pollution, enough air pollution and enough greed from the cruise lines and their affiliated stores.

Juneauites have a right to a decent quality of life.

At a time when we all have to come to grips with climate change you should not even consider more plans that fuel it.

Thanks, Elisabeth Babich

**From:** [Patricia White](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Proposed development of Dock for NCL  
**Date:** Thursday, January 27, 2022 9:12:02 AM

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

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Hello,

Below are my thoughts about this proposed project.

\* The residence most opposed are the ones directly affected.

In my 40 years living in Juneau, my view is that there has been a downtown/valley split in many areas. The valley folks are far less impacted by any increase in cruise ship tourists. Why not add weight to those most affected?

\* The survey recently conducted defined large ships as having over 500 passengers.

I think that was a big mistake, as there are now ships, and will be in the future, that hold 5000. If there are five mega ships in the harbor then.....that's a lot of passengers and crew. This proposed new facility will enable these large numbers. I am not in favor of increased large/mega cruise ship passengers.

\* I wish the conversation about tourists, cruise ships and this new dock could get past just the economics.....what about the impact on quality of life of humans, marine life, forest creatures. This dynamic and its impact are not discussed and needs to be.

\* Congestion near the Tram will only be redistributed at Whittier....we don't have the infrastructure of roads to accommodate ever more buses. Additionally more docks bring more shore excursions greatly impacting the quality of life the harbors, on the trails and out the road due to tours.

Basically, I am not in favor of any action to allow the development of the new dock near Gold Creek.

Thank you,

Pat White

40 year resident, 30 in Lemon Creek, now Thane Rd

Sent from my iPad



**From:** [David Summers](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Public Comment ref: Jan. 11 Amending Waterfront Plan  
**Date:** Thursday, January 6, 2022 4:50:53 PM

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Ms. Pierce, CBJ Tourism Manager, (aka Tourism Czar ;-)

I strongly support amending the Juneau Waterfront Plan to allow for a new cruise ship dock (NCL) in the area of "Area B – Subport" with the following considerations:

1. Dock is constructed collaboratively with other waterfront stakeholders, primarily USCG and NOAA, in such a way as to facilitate improved use for those important entities as well.
2. One larger ship per day using one side of the facility;
3. Maximum of five larger ships in Port of Juneau per day;
4. No hot berthing at ***any*** Port of Juneau dock(s);
5. No ships larger than 200pax allowed to anchor as a sixth ship in town and 200pax+ ships may ***not*** anchor at any time unless serious conditions temporarily exist that would not allow that ship to dock at a CBJ D&H Dock on that day and the number of larger ships in port would still be limited to five;
6. High quality uplands development for community and visitors;
7. Year round development orientation;
8. CBJ manages dock to some extent through a public private partnership or management agreement;
9. Dock is electrified;
10. New upland construction ***shall*** include some agreement, leased or otherwise for usable space for at least four (4), two (2) bedroom or larger units of year round high quality housing.

Thank you - David

David Summers  
5840 Lund Street  
Juneau, AK 99801  
Mobile / Text: [907-957-1152](tel:907-957-1152)  
Email: [emailsummers@gmail.com](mailto:emailsummers@gmail.com)

**From:** [Rich Brenner](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Public comment from Richard Brenner re. area B long range waterfront plan  
**Date:** Monday, January 24, 2022 10:00:09 AM

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Hello Alexandra,

Thank you for providing the opportunity to comment on the proposed amendment to Area B of the long range waterfront plan.

I want to be clear that I am strongly opposed to amending the long-range waterfront plan by removing the planned marina in Area B and replacing this with a cruise ship dock.

I believe that this proposed amendment is taking Juneau in exactly the wrong direction by removing a much-needed marine for small vessels and yachts and making our city more dependent upon the cruise ship industry. Public records show that the cruise industry has consistently polluted our local waters with sewage, polluted our air, and has been a bully to our city via lawsuits and intimidation. The ongoing pandemic has shown us that Juneau is overly dependent upon cruise ships in a manner that is similar to Alaska's over reliance on crude oil revenue. We must stop the boom and bust cycle of cruise ship tourism through diversification of our economy and by fostering the independent traveler industry, while also enhancing (not further degrading, as this amendment does) the charming aspects of our city. Juneau could become a premier destination for skiers, hikers, paddlers, and other forms of recreation that are sustainable and provide year-round jobs, but this will take substantially more vision from the city and its leaders.

In addition, I think that the proposed change to the long term waterfront plan will amount to another unsightly blight on our city and our precious waterfront. The proposed amendment lacks good taste and basic aesthetics. We can do better.

Please let me know if my comments were not clear or if you need any additional information from me.

With kind regards,  
Richard Brenner  
Auke Bay, Alaska

**From:** [Guy Archibald](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Re: Comments on the Long-Range Waterfront Plan  
**Date:** Monday, January 10, 2022 10:32:14 AM

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

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Ms. Pierce,

Any waterfront plan including the subport is subject to the Large Vessel General Permit issued by ADEC. This permit authorizes what wastewater and air discharges the ships can release and where. This is also critical in any decision on dock electrification. This permit expired on December 17, 2020 and has only been administratively extended. ADEC has delayed opening up this permit to public comment because they know they have a real problem with it.

From CBJ's perspective any planning is premature because a renewed permit may limit the number of ships docked and how close in proximity to one another they may be allowed to tie up.

The Large Vessel General Permit allows certain ships to discharge wastewater into mixing zones surrounding the discharge port while docked. Water quality criteria inside the mixing zone is allowed to be exceeded as long as criteria are met at the edge of the mixing zone. For the 2015 General Permit ADEC used a flawed model of the discharges and the environment they are discharged into when calculating the size of the mixing zones. These flaws were pointed out to ADEC during the public comment period but were ignored. ADEC's model described an 82 meter (269 foot) mixing zone forming a semi-circle around the discharge port. As generally the discharge ports are amidship, this met the criteria that mixing zones cannot overlap when ships are berthed bow to stern along the waterfront.

When contemplating renewing the permit and opening it back up to public comments, ADEC knew the same objections would be raised, so they funded a study for a consultant to correctly model the mixing zones and receiving environment for each ship. The study, Cruise Ship Program Mixing Zone Model Documentation for 2020 GP prepared by SLR Consulting, October 2019, showed that ADEC's mixing zone model was pure fiction. This study shows that the discharge from several ships do not reach water quality criteria within an 82-meter mixing zone and in fact did not reach water quality criteria within 1000 meters, the limit of the computer model. That is over half a mile. Remember that by law, mixing zones cannot overlap.

Until such time as ADEC goes through the public process of renewing and fixing this deeply flawed permit the Long-Range water planning is premature because CBJ has no idea how far apart ships may need to be birthed to be in compliance with a final legal permit, not to mention that the waterfront is being turning into a toxic cesspool while ships are discharging.

To make matters worse, there are permitted marine water uptake stations on the waterfront. One in particular is in front of Taku Smokeries. Taku takes up marine water and chills it in order to hold fish until such time as they can be processed. This uptake is within a few hundred feet of where the ships birth and discharge. The Waterfront Management plan must take into consideration the other users of the waterfront, another thing ADEC neglected to do.

The fact is that CBJ has little power over its own waterfront and less power over how the marine environment is allowed to be degraded. Tourism cannot be sustainable at the expense of other users of the waterfront and continuing the permitted discharge of sewer and grey water while ships are docked removes any ability for long range planning as the

environment slowly turns into a putrid dead zone.

CBJ should demand that ADEC renew the General Permit and that the permit not allow any discharge into Gastineau Channel whether the ships are docked or underway. Once this is complete CBJ can conduct long-range planning with assurances the plans will still be operative over the long range (not to mention protect public health).

--

Guy Archibald  
907 209-2720

**From:** [Mike or Kerry](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Re: lease permit comment  
**Date:** Monday, January 31, 2022 4:43:31 PM

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Contact information for Jean Shannon: [lnoseyflynn@gmail.com](mailto:lnoseyflynn@gmail.com)

On Mon, Jan 31, 2022 at 7:42 PM Mike or Kerry <[kirkpilling@gmail.com](mailto:kirkpilling@gmail.com)> wrote:

I appreciate being afforded the opportunity to comment on this proposed amendment to the waterfront plan. I understand that the original plan was created after careful consideration and input from the community. I think the original plan for a marina to accommodate smaller boats would be beneficial for locals as well as mariners passing through town. The idea of redesigning this area so that a major cruise line can dock panamax ships here is not in the best interests of our community. The traffic alone would only make an existing problem worse.

I worked for Gastineau Guiding for 3 years and congestion along South Franklin and Eagan was significant; that was 5 years ago!

Stick to the existing plan, complete the established goals and objectives, then re-evaluate. Maybe this is a perfect opportunity for the city to impose a cap on cruise ships by not growing the number of docks and ships. Save a piece of downtown for residents!

Thank you,

Jean Shannon  
Mendenhall Valley (across from the airport!)

**From:** [Mike or Kerry](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Re: lease permit comment  
**Date:** Monday, January 31, 2022 4:48:54 PM

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The dragon will control the entrance to the cave. Letting these large ships own a piece of our limited waterfront does not bode well for Juneau controlling its future. The Corporation will over-run us.

kerry kirkpatrick  
Auke Bay

On Mon, Jan 31, 2022 at 7:43 PM Mike or Kerry <[kirkpilling@gmail.com](mailto:kirkpilling@gmail.com)> wrote:  
Contact information for Jean Shannon: [lnoseyflynn@gmail.com](mailto:lnoseyflynn@gmail.com)

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I worked for Gastineau Guiding for 3 years and congestion along South Franklin and Eagan was significant; that was 5 years ago!  
Stick to the existing plan, complete the established goals and objectives, then re-evaluate. Maybe this is a perfect opportunity for the city to impose a cap on cruise ships by not growing the number of docks and ships. Save a piece of downtown for residents!

Thank you,

Jean Shannon  
Mendenhall Valley (across from the airport!)

**From:** [Bill Corbus](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Revised Waterfront Plan  
**Date:** Monday, January 31, 2022 11:53:32 AM

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Please adopt the proposed/revised waterfront plan. Bill Corbus

Sent from my iPhone

**From:** [Merry Ellefson Wayne Carnes](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Strongly oppose changing the waterfront plan  
**Date:** Monday, January 31, 2022 9:56:47 PM

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Hi Alexandria,

I'm firmly opposed to changing our current water front plan to allow NCL cruise ship dock near the sub port. Firmly- and absolutely tired of the industry's ability to alter plans made by and for our year- round community. I encourage the CBJ to stop this knee-jerk reaction and offer a comprehensive long range tourism plan which limits our ships and our number of visitors to 1 million, as well as addresses the numerous current challenges and conflicts re: the impacts multi-billion dollar industry.

Before you move, please look over the many hours of comments our 42 neighborhood associations donated into studying the pros and cons of tourism all over the CBJ (ask Jim Powell). Is any of this information being utilized?

Thank you for your work,

Merry Ellefson  
8170 North Douglas.



**From:** [Jake Ritter](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Sub port  
**Date:** Friday, January 21, 2022 9:22:05 AM

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

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The city long range plan for developing with mixed use and smaller marina would be an excellent addition to our community and mothballing it for another cruise ship berth is just disgusting.

Thanks,  
Jake ritter

Sent from my iPhone

**From:** [Dan Parks](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Support Long Range Waterfront Plan Amendment  
**Date:** Thursday, January 20, 2022 6:18:30 PM

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

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Hello I'm writing this on behalf of myself Daniel Parks a Juneau Resident. I support the amendment to the waterfront plan so Norwegian Cruise Lines can build their dock. It would be nice to see the property finally developed. Norwegian appears to approach the development in good faith and wants to partner with the city. I hope that continues to be the case.  
Thank you

**From:** [Bob Janes](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Support of the NCL Dock and Upland Development.  
**Date:** Friday, January 28, 2022 10:38:04 AM

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## Dear Members of the Juneau Assembly,

I am writing in support of the Norwegian Cruise Line dock and upland development proposal on what is commonly referred to as the Subport Lot.

The advantages of this dock location and consequent upland development are as follows:

1. Mitigates approximately 20% of the bus congestion on So. Franklin Street.
2. Promotes the connection of the Seawalk to the Mayor Bill Overstreet Park. (Whale Park).
3. Provides Coast Guard and NOAA docking opportunities.
4. Provides downtown tidelands and water public access.
5. Provides additional downtown housing.
6. Provides downtown parkland.
7. Provides a venue for the Alaska Ocean Center.

The Alaska Ocean Center (AOC) is a 501(C)(3) non-profit organization, which was founded in January 2017.

Our Board is diverse with expertise, representing Marine Science, the Alaska Native Community, Maritime Issues, Tourism Issues, Business and Fundraising, Legal advice, K-12 Education, and the University of Alaska Southeast.

The Alaska Ocean Center was founded to provide awareness of North Pacific and Arctic Ocean Health, and will explore opportunities to connect Alaska's vast maritime industry to the principles of the NOAA led Blue Economy vision. It will provide an exciting venue for summer tourism visitation and learning, while remaining open and vital for community programs and research during the winter months. Consider a place where summer visitation revenue supports a robust research program associated with the University of Alaska Southeast Marine Science Program, and focuses on job opportunities in tourism, science, and mariculture. We intend to build on Southeast Alaska innovation, and aim to influence Southeast Alaska ocean related infrastructure development. Our strategic plans include the establishment of an Endowment fund in the coming decade, to help support internship opportunities and full time job creation in the Ocean Science and Blue Economy fields.

Prior to the Covid 19 outbreak, the Alaska Ocean Center had developed architectural conceptual plans for an LEED certified building on Juneau's water front, and finalized a Memorandum of Understanding (MOU) with Norwegian Cruise Lines. The MOU includes a \$7.5 million dollar commitment from NCL to construct the shell of the building. The NCL commitment still stands, awaiting the City and Borough of Juneau permitting process to be finalized.

Upon the issuance of permits, the AOC will begin a National fundraising effort, to be led by the Board, and by identified fundraising professionals.

I would like to emphasize the tremendous community support the Alaska Ocean Center has garnered since its conception. This includes the Juneau City Assembly, the Regional Native Community, Science Agencies including NOAA, the University of Alaska Southeast, the Juneau School District, and importantly, the Juneau Community. The possibility of year-round job creation in the tourism and science sector's is very compelling, and will drive this community project to its ultimate success.

Imagine a place where more understanding and appreciation of our Ocean's becomes a reality for hundreds of thousands of visitors and residents every year. Imagine a place where the Oceans of our Region, and even our World, are steered towards better health. Imagine a place that stimulates many regional future job possibilities. A Woods Hole of the North Pacific? You are now imagining the Alaska Ocean Center.

Please consider the implications related to your support of this timely and vital proposal.

Thank You

Bob Janes  
President, Alaska Ocean Center

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Sent from my iPhone

**From:** [Allen Shattuck](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Water Plan  
**Date:** Sunday, January 16, 2022 1:33:13 PM

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

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I support the proposed changes to the Waterfront Plan. Another cruise ship dock would greatly benefit the Juneau economy since the NCL ships would no longer have to hot berth resulting in their ships being able to stay in port longer. It would also eliminate or greatly reduce the need for lightering which would help reduce congestion in the staging areas and South Franklin Street.

Allen Shattuck  
2616 Douglas Highway #105  
Juneau



Virus-free. [www.avg.com](http://www.avg.com)

**From:** [Anne Cochran](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Waterfront Comments...  
**Date:** Friday, January 21, 2022 8:54:44 AM

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I do not support modifying the plan to allow for the addition of a fifth berth for large cruise ships. I believe the original plan for smaller vessels is more appropriate for Juneau's long term development, encouraging smaller, more environmentally sensitive craft, would benefit from this prime location.

Anne

[Anne Cochran](#)  
10118 Silver St  
Juneau, AK 99801

**From:** [Murray Walsh](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Waterfront Plan  
**Date:** Thursday, January 6, 2022 3:44:05 PM

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Hi Alex,

The current Waterfront Plan is based on one that CDD produced in the 80s when I worked there. The Seawalk notion was born then and obviously has a lot of staying power. What was not contemplated then or since until now is what NCL is proposing. I participated in a couple of public event that the NCL consultant held over a year ago and that process has apparently stalled or suspended. Even so, I have a proposal that I really hope you will consider. At one of those early meetings, the consultant Paul Volckers, said that the plan was in build a dock perpendicular to the wharf line that would accommodate NCL's largest ship to call in Juneau. Currently that is *Bliss*, a behemoth that moored at the Rock Dump dock in the past. I propose that the city ask NCL to place *Bliss* in the harbor for an hour in the exact location she would moor if the dock is built. She could do this with side thrusters. This event should be well-noticed to the public so that pictures can be taken and views examined. This is a chance to actually see the potential impact of the NCL proposal before it is actually done. It will probably raise hell, but maybe not. We should find out before we change the plan so dramatically.

I know, this may seem odd coming from me, but I am invested in the waterfront too. Please call if you want to discuss further.

Murray  
907-723-8444

**From:** [Judy Crondahl](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Waterfront Plan  
**Date:** Thursday, January 13, 2022 4:32:06 PM

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Dear Mayor Weldon and Assembly Members:

We are opposed to the proposed change to the waterfront plan that will allow a large cruise ship dock to be built at the mouth of Gold Creek instead of berthing exclusively for small cruise ships and private vessels. It is significant that this change also eliminates language pertaining to an “active and diverse working waterfront.”

We know there are stipulations that this will not increase the number of large cruise ships in a day above five and that there will be only one cruise ship allowed in one day at that dock (no “hot berthing”) but we are talking about a major facility and capital investment. Once it is built it would be a small matter to change any limiting language. If we do not intend to increase ship or passenger capacity, why are we committing more waterfront to large ships? What happened to our goal of a diverse working waterfront? Passengers on private yachts and small cruise ships will contribute much more diversity to our tourism industry (high end as opposed to mass market) if not to our economy.

Please do not approve this change. Juneau has already shown that we are not capable of controlling the size and impact of large cruise ships. Allowing construction of another dock just makes it harder.

Judy and Jay Crondahl  
Juneau



**From:** [Dave Hanna](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Waterfront plan  
**Date:** Saturday, January 29, 2022 8:06:24 PM

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I am writing in support of the NCL facility and the development of the Ocean Science Center which would be an incredible asset to the community. I encourage the Assembly to work with NCL to make sure the ocean science center comes to fruition..

Respectfully your,  
Dave Hanna

**From:** [Eric Forst](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** Waterfront plan  
**Date:** Monday, January 31, 2022 11:53:33 AM  
**Attachments:** [image002.png](#)

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Hi Alex,

I just wanted to add my voice to those in SUPPORT of the change to the waterfront plan. This project will improve traffic in the downtown area and allow visitors more time in town. It will also provide some great improvements to the waterfront for all of Juneau to enjoy including a connection for the sea walk. I encourage the assembly to make the change to allow the permitting process to move forward.

Thank you.

**Eric Forst**

*General Manager/Partner*

*Red Dog Saloon and Mercantile*

*278 S. Franklin St.*

*Juneau AK, 99801*

*(907)463-3658 ext. 1*

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[www.reddogsaloon.com](http://www.reddogsaloon.com)

**From:** [Margo Waring](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** amendment to waterfront plan  
**Date:** Saturday, January 22, 2022 11:04:14 AM

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Thanks for the opportunity to comment on the proposed amendment to the waterfront plan. I want to remind CBJ and others that the Plan that is up for amendment was itself a set of compromises in a long public process in which I had an active role. That process involved at least one widespread survey of community opinions and afforded the public an opportunity to look at tradeoffs. The tradeoff that is a feature of the current plan is that dock space would be added at 16B to accommodate more ships and reduce the number of ships at anchor. But the important tradeoff was that the down channel view-shed would be protected for the enjoyment of the public. A large majority of Juneauites felt that being able to look down the channel was worthy of protection.

I urge that if the amendment is adopted any buildings that are constructed be low and away from the down channel view.

Margo Waring  
11380 N. Douglas Hwy  
Juneau, AK 99801

**From:** [Emily Kane](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** comment on proposed NCL cruise ship dock at subport  
**Date:** Monday, January 24, 2022 1:48:46 PM

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Hi Alix

Forgive me if I missed a link for submitting commentary. I just couldn't find one though I saw the supporting documents.

Thank you for taking my commentary.

I agree with the VITF suggestions by and large. However I would like to go a step further and request a more detailed agreement before granting NCL their dock build-out.

1) Howard Sherman has theoretically agreed to, and Paul Voelkers has designed, **housing (3 floors of about 19 units per floor) and a daycare facility with "tot park."** My original idea approaching Paul was that elders and children downtown could have a place to organically interact. Once this was in place I would work with AEYC and, as chair of the Juneau Commission on Aging, find ways to create felicitous interactions between these two populations -- a key feature in making any city "all-age friendly." CBJ recently commissioned, and JEDC published, the 4th decennial Senior Needs Survey. The TOP need was affordable, non-institutional, senior friendly housing. I envision the units/condos drawn by Paul to be sort of like a Trillium for downtown: the first 2 floors would be designed for folks age 55+ and have senior features built-in. Ideally we would work with federal/state/community grants to help subsidize rents, if not full-on Section 8. The top floor could be luxury condos for sale. The developer will likely approve this idea because it will be very popular. Daycare is urgently needed in Juneau and would be best run by an employer (CBJ, Bartlett, Fred Meyer) who would get first dibs for their employees' kids.

2) The last I heard, Howard has gone a bit cold on this idea because the developer is from out of state, and is apparently less attached to Juneau and her citizens than is Howard. I have no idea whether it is within CBJ purview to require a local developer (Dawson, LowPete, whoever MRV recommends). This would be optimal and I submit this request formally as part of my commentary.

3) MRV's original plans called for underground parking with a circular that would help alleviate bus traffic building up at this junction on Egan Drive, which would be hideously annoying to locals. This sounds very complex from an engineering standpoint (flooding? tidal movement?) but I'm a doctor, not an engineer and I trust Paul if he says it can be done.

4) Downtown Juneauites somewhat tolerate the stupid diamond and T-shirt stores because they are mostly way down Franklin Street. I think it would be extremely important to not grant any tacky-tacky tourist stores to crop up along the waterfront. Tracy's is fine -- she has good taste! But please, beyond NCL's own store on this proposed "campus" no more seasonal retail please.

5) The docks being electrified, and the cruise lines buying power from Juneau, will of course include NO BELCHING of diesel from their stacks within 1-2 miles of the docks. They also need to be monitored in how they dump their sewage and grey water. Who is in charge of such monitoring? I remember Caroline Morehouse used to monitor stack emissions but I'm not sure that job exists anymore.

Thank you

If you need me to submit commentary in another format, kindly provide a link.

Best wishes  
Emily Kane

[www.DrEmilyKane.com](http://www.DrEmilyKane.com)

<https://tr.ps/U8IO5>

[www.lifewavex39.com/dremilykane](http://www.lifewavex39.com/dremilykane)

[www.naturopathic.org](http://www.naturopathic.org)

**From:** [Mike or Kerry](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** lease permit comment  
**Date:** Monday, January 31, 2022 4:42:27 PM

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I appreciate being afforded the opportunity to comment on this proposed amendment to the waterfront plan. I understand that the original plan was created after careful consideration and input from the community. I think the original plan for a marina to accommodate smaller boats would be beneficial for locals as well as mariners passing through town. The idea of redesigning this area so that a major cruise line can dock panamax ships here is not in the best interests of our community. The traffic alone would only make an existing problem worse. I worked for Gastineau Guiding for 3 years and congestion along South Franklin and Eagan was significant; that was 5 years ago!

Stick to the existing plan, complete the established goals and objectives, then re-evaluate. Maybe this is a perfect opportunity for the city to impose a cap on cruise ships by not growing the number of docks and ships. Save a piece of downtown for residents!

Thank you,

Jean Shannon  
Mendenhall Valley (across from the airport!)

**From:** [Mike or Kerry](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** lease permit comment  
**Date:** Sunday, January 30, 2022 8:42:56 AM

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Thanks for the opportunity to weigh in on this. As a long time southeast fisherman I would like to see the subport tideland area become a marina for small boats instead of cruise ships. The cruise ships already have hogged up all of the downtown waterfront and left local use no access at all.

I also ran a charter business for several years and it was very difficult to pick up guests from the downtown area when I was running to the river, Tracy Arm, or any other of the southern areas.

We built a house in Thane years ago, but moved past Auke Bay as it became just too difficult and frustrating to navigate downtown. It seemed like never-ending crowd growth.

Please consider the locals instead of always caving into the cruise ship companies.

Mike Pilling  
Auke Bay

**From:** [Craig Dahl](#)  
**To:** [Alexandra Pierce](#)  
**Subject:** letter of support  
**Date:** Friday, January 28, 2022 10:04:56 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[Ammendment to Longrange Waterfront Dev Plan 012722.pdf](#)

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I sent this final version to the assembly as well



***Craig E. Dahl***  
Executive Director  
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**From:** [Linda Kruger](#)  
**To:** [Alexandra Pierce](#); [Borough Assembly](#)  
**Subject:** waterfront plan  
**Date:** Saturday, January 22, 2022 1:38:16 PM

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I am writing to voice my concerns with, and opposition to, changes to the waterfront plan. Much thought, consideration, collaboration and public input went into the development of the Waterfront Plan. It was designed to allow for development and expansion of the waterfront to best serve the community as a whole over the long term. I don't think it is a good idea to disregard all of the time, attention and collaboration that went into the original plan in order to respond to one commercial user, especially when that use, a large cruise ship dock, was not identified in the plan. Our current cruise ship docks serve our community well. We do not need to expand the footprint of the large vessels further south on Egan Drive. Keeping them contained in the current dock area will help reduce impacts on the community and the waterfront.

Please maintain the integrity of the waterfront and retain the current Waterfront Plan.

Linda Kruger  
PO Box 35012  
Juneau 99803

3042 Nowell Avenue  
Juneau