

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
7:00pm
Meeting Date: August 8, 2023

1. VAR2023 0001

- a. Public comment with attachments from Mark Pusich, received 8/2/2023.

2. USE2023 0010:

- a. Public comment from Lacey Derr, received 8/2/2023.
- b. Public comment from Kate Austin, received 8/2/2023.
- c. Public comment from Bill Kramer, received 8/3/2023.
- d. Public comment from John W. Sivertsen, Jr., received 8/3/2023.
- e. Public comment from Larri Spengler, received 8/3/2023.
- f. Public comment from Linda Blefgen, received 8/3/2023.
- g. Public comment from Kim Metcalf, received 8/3/2023.
- h. Public comment from Gary Miller, received 8/3/2023.
- i. Public comment from Anne Fuller, received 8/3/2023.
- j. Public comment from Megan Behnke, received 8/4/2023.
- k. Public comment from, Beth Potter received 8/4/2023.
- l. Public comment from, Allison Bidlack received 8/4/2023.
- m. Public comment from, Nancy Davis received 8/4/2023.
- n. Public comment from, Steve Weaver received 8/4/2023.
- o. Public comment from, Steve Behnke received 8/4/2023.
- p. Public comment from, Dick Farnell received 8/4/2023.
- q. Public comment from, Karla Hart received 8/4/2023.

Irene Gallion

From: Joseph (Mark) Pusich <Mark.Pusich@respec.com>
Sent: Wednesday, August 2, 2023 3:18 PM
To: Irene Gallion
Cc: Jennifer (Jen) Kemp; 'dock3050@gci.net'
Subject: CBJ Variance Var202-0001
Attachments: CBJ VAR2023-0001 Letters of Support.pdf; Karly Lindegaard Medical Statement.pdf

Irene attached please find public letters of support from the surrounding Fritz Cove neighborhood supporting the granting of this variance. Also please find medical statement regarding the applicants disability diagnosis and need for mobility equipment. Please provide both of these additional information items to the Planning Commissioners members.

Please let me know that you received this email and if you have any questions.

Thanks Mark



Mark Pusich, P.E., S.E.

Principal Civil Engineer

RESPEC

9109 Mendenhall Mall Road, Suite 4

Juneau, AK 99801

907.780.6060 // c. 907.723.2193



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July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

CBJ Variance VAR2023 0001

To CBJ Planning Commission Members:

Please consider this our letter of support for the Variance to the CBJ Lot Coverage Limitations to allow construction of a new 36' x 40' (1,440 square feet) detached garage at 3050 Fritz Cove Road. We reside in the Fritz Cove neighborhood and are familiar with Mr. Lindegaard's property and the project variance request. As Fritz Cove residents we see no negative impacts to the public's health, safety, or welfare from the granting of this variance request allowing an additional 1.9% lot coverage above the CBJ 10% lot coverage maximum for this zoning district. The construction of the garage will provide a safer and more accessible location for both Eric Lindegaard and his wife, Karyl (Bunny) Lindegaard, especially during the winter months. As a polio survivor, Bunny is dependent on the use of a motorized wheelchair for her daily mobility, as prescribed by the Chief of Rehabilitation at the Post Polio Clinic. Her vehicles include lifts to accommodate her mobility needs. Their Chevy Tahoe does not fit into the garage attached to the home and she cannot access the shop at the top of the property during snowy, icy winter months. We have no mobility repair shops in the city of Juneau, and Mr. Lindegaard has had to maintain her vehicles and equipment for more than twenty-five years. Mr. Lindegaard will be turning 80 years old on his next birthday, and it is unquestionably more difficult to work on vehicles lying on the cement floor. Allowing the construction of the detached garage structure will provide a safer and more supportive work environment for both. He also uses his environment and tools to assist and teach the youth in our area about mechanics and problem solving. And, it has been visually evident that the property has always maintained an aesthetic contribution to the Fritz Cove neighborhood. Denial of this variance would pose a definite hardship for accessibility for this couple.

CBJ Planning Commission Members have the opportunity to support a variance to the allowable lot coverage area which will in turn assist the Lindegaards in improving safe disability access to their primary residence and within our community. We appreciate your support in this manner.

Printed Name: Greta BERMAN

Signature: 

Address: 3320 Fritz Cove road

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

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Re: 3050 Fritz Cove Road

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Printed Name: Thomas C. Williams

Signature: Thomas C Williams

Address: 3170 Fritz Cove Road, Juneau, AK 99801

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Community Development Department

155 South Seward Street

Juneau, AK 99801

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Printed Name: Tony V MacGregor

Signature: [Handwritten Signature]

Address: 3050 Fritz Cove Rd Juneau

July 31, 2023

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155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

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Printed Name: GARY S. FOURNIER

Signature: 

Address: 3200 FRITZ COVE ROAD, JUNEAU, AK 99801

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: Nathan Soboleff

Signature: Nath J. Soboleff

Address: 3025 Fritz Cove Road Juneau, AK 99801

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: Ann and Vernon Marshall

Signature: Ann Marshall

Address: 3090 Fritz Cove Juneau, Ak,

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: _____

WAYNE COOGAN

Signature: _____



Address: _____

3050 FRITZ COVE 99801

July 31, 2023

City and Borough of Juneau

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Juneau, AK 99801

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Printed Name: Stephanie Gordon

Signature: Stephanie Gordon

Address: 2986 Fritz Cove Rd.



ENGLEWOOD
HOSPITAL AND MEDICAL CENTER

Please read both sides.

JERALD R. ZIMMERMAN, MD, FAAPMR

Chief, Rehabilitation Medicine

Tel. 201-894-3707

Fax 201-541-6491

December 28, 1998

To Whom It May Concern:

Re: Karyl Lindegaard

I have been caring for Karyl Lindegaard for symptoms of progressive weakness and fatigue due to Post Polio Syndrome (PPS). This condition has affected all four limbs and has led to a gradual, but progressive decline in muscle strength and level of function. Because of weakness in the legs, the patient can ambulate only very short distances for the purpose of transfers. She must limit her ambulation and use a wheeled device for her mobility needs. Because of weakness and fatigue in both arms, the use of a manual wheelchair is contraindicated, because self-propulsion of a wheelchair will only lead to further deterioration of the strength and endurance in the upper extremities.

The scooter that she will require is a Jazzy 1120, Pride Health Care, Inc. with standard footrest, remote right controller with swing away joystick, deluxe hi-back with head rest seat (for spinal support when sitting for any length of time).

Because it is medically necessary for Karyl Lindegaard to permanently use a scooter to provide for all her mobility needs, both in and out of her home, it is also medically necessary for her to have a lift to get this scooter in and out of her car. This will allow Karyl Lindegaard to be independent in her community mobility. Any attempts at manually lifting a scooter will only result in further worsening of her symptoms. The lift that she will require is a Bruno, Curbsider Hoist VSL670 XL with a docking device for the power chair.

Thank you very much for your attention to this matter. Please do not hesitate to contact me if you have any further questions.

Sincerely,

Jerald R. Zimmerman, MD, FAAPMR

AN AFFILIATE OF MOUNT SINAI SCHOOL OF MEDICINE

350 ENGLE STREET ENGLEWOOD, NEW JERSEY 07631 (201) 894-3000

When A Post-Polio Patient Has Anesthesia

by Selma Harrison Calmes, MD

This article was prepared for the North Central Florida Post-Polio Support Group by Selma Calmes, MD, Chief of Anesthesiology at Olive View-UCLA Medical Center, Sylmar, California. Dr. Calmes is a polio survivor with PPS.

There are three types of anesthesia: *General anesthesia* (being put completely to sleep, usually used for major operations), *regional anesthesia* (the part of the body where surgery will take place is made "numb" by injecting local anesthesia in various places; this can not be used for some operations. "Spinal" is a common regional anesthesia), and *monitored anesthesia care (MAC)*, in which the anesthesiologist gives intravenous (IV) medicines to make the patient sleepy while the surgeon injects local anesthesia at the site of the surgery. Cataract surgery is usually done using MAC. No one has studied how well post-polio patients do during anesthesia, but we do know that anesthesia today is extremely safe. Post-polio patients' most likely anesthesia risks occur with general anesthesia. Because post-polio patients have lost motor nerves, they are very sensitive to muscle relaxants. In essence, they can have an overdose" to what might be a usual dose for a normal patient. This should not be a problem if the anesthesiologist is told about your post-polio weakness (the anesthesiologist should interview you before surgery, to find out your history) and measures how you respond to muscle relaxants. Measuring response to muscle relaxants is easy and is usually done routinely, using an instrument known as a nerve stimulator. This device allows anesthesiologists to check each patient's response to muscle relaxants. With cautious use of muscle relaxant drugs, usually at half the normal dose, and with careful monitoring of each patient, problems should not occur in the average post-polio patient.

If a problem did occur, there would be continued muscle paralysis. Anesthesiologists are used to dealing with paralyzed patients and should identify the problem and treat you appropriately by breathing for you until you can breathe by yourself. That might take as long as an hour. But, it is best to try to prevent the problem from occurring at all. So, be sure your anesthesiologist sees you before surgery and discuss this problem with him/her. Common muscle relaxant drugs are *vecuronium*, *pancuronium*, *mivacurium*, *rocuronium* and *atracurium*. There are theoretical reasons to prefer mivacurium or atracurium to the others. Curare, the

first muscle relaxant drug, is not often used today, as the newer drugs are better.

Another short-acting muscle relaxant often used in anesthesia is *succinylcholine*. This works differently than the drugs listed in the last paragraph; it makes muscles contract first, before paralysis occurs. It is often used at the start of general anesthesia to help place a breathing tube. Succinylcholine can cause severe muscle pain in post-polios, especially if they will be up and about soon after surgery. It's best to avoid succinylcholine, if possible.

Other problems might occur in post-polio patients during anesthesia. Sleep apnea might get worse immediately after surgery. Many post-polios don't have normal stomach emptying and could be at risk for vomiting as anesthesia begins. Low blood pressure might occur with normal doses of common anesthesia medications. Those with ventilation problems, especially those needing respirators, can expect increased need for ventilation for at least 48 hours after surgery. These are all common problems that anesthesiologists face very day and should be able to deal with.

Previously it was thought there might still be a chronic viral infection going on in the spinal fluid in post-polios. We now know this is not the case, so regional anesthesia, which has many benefits, can be used on post-polio patients. MAC is generally not a problem if you are watched carefully while you are sedated.

Post-polio patients should be in the best shape possible for elective surgery. You should not have a cold, asthma or bronchitis. Smoking should be stopped as soon as you know about surgery. Weight control is extremely helpful. A high-protein diet post-op helps your muscles stay in the best condition possible.

Finally, it is essential you inform the anesthesiologist of your post-polio problems, the chance of being very sensitive to muscle relaxants and the need to monitor your response to these drugs. Many community hospitals have concerned and knowledgeable anesthesiologists and can provide this type of care. Large university hospitals with teaching programs always have a high standard of anesthesia care. If you are not satisfied with your anesthesiologist's response to your concerns, it is possible to ask for another one. With attention to all these details, post-polios can have needed surgery safely and keep in the best possible health.

From: Lacey Derr <lebartlett@yahoo.com>
Sent: Wednesday, August 2, 2023 3:00 PM
To: Borough Assembly; PC_Comments
Subject: Fw: Overwhelmed Juneau

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

I sent the following comments to Ms. Pierce a few weeks ago but believe they need to be forwarded to these contact emails for appropriate "public comment" style input. Thank you very much for your time and consideration on these matters. I am also available if you have any additional questions.

Respectfully,
Lacey Derr
Juneau, AK - Mendenhaven

----- Forwarded Message -----

From: Lacey Derr <lebartlett@yahoo.com>
To: "alexandra.pierce@juneau.gov" <alexandra.pierce@juneau.gov>
Sent: Wednesday, July 12, 2023 at 08:17:32 AM AKDT
Subject: Overwhelmed Juneau

Good Morning Ms. Pierce,

I am writing to voice my concerns over the amount of cruise passengers visiting Juneau this year. I was born and raised in Juneau. This is my home, where I have worked my whole life, and where I am raising my children. I am a proponent of tourism in Juneau but there also MUST be a balance with the resources our town can support. The approved level of cruise passengers has greatly overused, overwhelmed, and is damaging our cities limited resources.

This year has been exceptionally overwhelming and eye opening. Phone and internet resources are being overly congested during cruise mega-ship days (substantially on Tuesday's & Thursday's) to the point they don't even work. Citizens are being forced to bare the burden of not having enough resources for the approved cruise passengers coming into our town. The Mendenhall Glacier is near its yearly passenger capacity and it's only the second week of July.

I don't feel you need a novel from me explaining every concern with the amount of tourism impacting Juneau as I'm sure I'm not the only person to be voicing these issues. I sincerely hope the lessons learned from this year will amend the scheduling of 2025 since I'm aware 2024 has already been set. It is too much. Any argument to the contrary is gaslighting the people simply trying to live in their community. I appreciate your time and consideration of these voiced issues as a life long citizen of Juneau Alaska.

Respectfully,

From: Kate Austin <kate_austin@live.com>
Sent: Wednesday, August 2, 2023 3:18 PM
To: PC_Comments
Subject: Huna Totem/ Norwegian Cruise Dock

Hello-

I am a life long Juneau resident. I own a home here in town. I am writing in to express my opposition to building any additional cruise ship docks in Juneau. The city needs to be looking at limiting/ reducing the cruise ships to an amount that our city can safely accommodate. The current volume of tourists is unsustainable. It is making locals quality of life difficult, and it can't be enjoyable for tourists to be packed into tiny streets and in massive crowds. There is a way to have sustainable tourism but building additional cruise ship docks and allowing this high volume of passengers is **not** the way. I say no to additional docks. No to more mega ships.

While I am writing in this comment I would also like to add that something must be done about the whale watchers in Auke Bay. They are creating hazardous boating conditions. They speed out of Auke Bay with no concern to other boaters and turn the entire bay into a choppy mess. We have had whale watchers dangerously overtake us, causing us to come to a complete stop in the water so we could safely navigate the wake that they created. We have been out anchored halibut fishing and they will pass by at full speed creating waves that will flip an anchored boat. One solution to at least fixing the issue in Auke Bay, would be to make it so all whale watchers have to stay at a non-wake speed until the pass Coghland Island, and that all whale watchers have to take the same route out of Auke Bay. This would create a much safer boating environment in Auke Bay for all Juneau boaters.

Thank you for your time

Kate

From: Bill Kramer <907billk@gmail.com>
Sent: Thursday, August 3, 2023 7:14 AM
To: PC_Comments
Subject: Please stop the Huna Totem/Norwegian Cruise Line doce project.

Dear Juneau Planning Commission,

I am writing to express my concern about the proposed development of more retail infrastructure for the cruise ship industry in our city. I urge you to deny permits for construction of the proposed Huna Totem/Norwegian Cruise Line dock project. Juneau is already suffering from overtourism caused by the cruise ship industry, and it is clear that we need to address this issue and reduce the number of visitors daily in Juneau.

As a resident of Juneau, I have witnessed firsthand the negative impacts of overtourism, including overcrowding, environmental degradation, and strain on local resources and infrastructure. The incredible number of buses daily on our roads is absurd. The cruise ship industry is contributing to these problems, and we need to take action to limit the number of cruise ship passengers and crew members in our city each day.

Rather than continuing to expand the retail infrastructure for the cruise ship industry, I urge you to prioritize the protection of our environment and the well-being of our community. This could include measures such as implementing a limit on the number of cruise ships allowed to dock in our port each day, or exploring alternative tourism models that prioritize sustainability and community well-being.

I believe that it is important for the City and Borough of Juneau to take a proactive approach to addressing the issue of overtourism and the negative impacts of the cruise ship industry. By working together and taking action now, we can ensure that our city remains a vibrant and sustainable place to live, work, and visit for generations to come.

Thank you for considering my concerns and taking action to address this important issue.

Sincerely,

Bill Kramer

From: JW Sivertsen Jr <canislupusjws@outlook.com>
Sent: Thursday, August 3, 2023 8:49 AM
To: PC_Comments; Borough Assembly
Subject: Re: USE2023 0010: A Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Applicant: Huna Totem Corporation

John W. Sivertsen, Jr.

424 Fourth Street
Juneau Alaska 99801
907-586-3722

August 3, 2023

To: Planning Commission

Re: USE2023 0010: A Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Applicant: Huna Totem Corporation

The proposed permit would allow for construction which is contrary to an open and multiple use envisioned by port planning documents. It is worth remembering the findings in a former port plan which says: "...Balancing uses and activities along the waterfront to provide a diversity of opportunities and choices regarding recreation, tourism commercial and other water-dependent and upland reliant activities."

The 2001 Juneau Waterfront Strategic Analysis and Improvement Plan suggests strong demand for recreational boating areas is present in the marketplace. An estimated shortage of 398 wet moorage slips was identified in 2001; this unmet demand was forecast to climb to between 577 and 926 wet slips by the year 2020. The Draft 2003 Subport Revitalization Plan proposes development of a new marina to meet a portion of this market demand and provide a new waterfront oriented recreational amenity.

The notion of a waterfront accomodating to recreation, smaller ships, and open space in the Existing Plan made sense then, and it makes sense now. The proposed permit expands the existing giant cruise ship useable. The sought after use would make more difficult, and perhaps preclude, alternate and diverse uses. The City should be encouraging multiple uses. The City should not be bolster an already dominate cruise industry in the port.

The proposed permit is antagonistic with an open, diverse, and multiple use waterfront. The Planning Commission are stewards of a diversified and an expansive waterfront. The proposed permit is incompatible with the City's stewardship of a public purpose.

Sincerely,

John W. Sivertsen, Jr.

From: Larri Spengler <lspengler@ak.net>
Sent: Thursday, August 3, 2023 11:19 AM
To: PC_Comments
Subject: USE2023 0010: poor upland use choice

Greetings, planning commission members:

I am concerned about the conditional use permit requested by Huna Totem Corporation for "up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park" adjacent to what they hope will be Juneau's fifth cruise ship dock.

Preliminarily, I question the wisdom of a fifth cruise ship dock for Juneau. Almost everyone I know would like the upcoming five-ship limit dropped to a four-ship limit, which would make this dock unneeded — and this dock might make that possibly desirable change less likely to happen. I realize the dock question is not before you now, but I was unaware of your meeting earlier this summer in which the dock received a permit, and I wanted to make sure to go on record, even if belatedly.

But turning to question before you: **What is Juneau's most pressing need? Not seasonal shops for visitors, that is for sure.**

It is housing. So the uplands there should host only a few, year round (not seasonal) shops and restaurants, and condos.

The city manager expressed it vividly in connection with the city considering what to do with Telephone Hill:

Watt said it's likely the city will build new housing on the property, calling it a "once in a lifetime opportunity" to add units in a desirable location downtown. The [lack of housing](#) and the [rise of short-term rentals](#) have made it harder for Juneau businesses to hire employees.

<https://www.ktoo.org/2023/04/25/telephone-hill-residents-plan-next-move-after-juneau-acquires-property-from-state/>

When one considers the property adjacent to the proposed dock, it looks like there is actually a twice "in a lifetime opportunity to add units in a desirable location downtown."

I heard a snippet on KTOO (which I cannot locate online) in which a city official stated that condos on this site would not likely fall into the category of affordable housing. That ignores the domino effect of people elsewhere in Juneau downsizing to an expensive, smaller, waterfront condos,

and opening up the houses that they vacated to the housing market.

Please keep us from another tourist-shop desert, like South Franklin is for so much of the year.

Please use this as a chance to increase Juneau's housing supply.

Sincerely,

Larri Spengler

Larri Irene Spengler
4545 Thane Road
Juneau, Alaska 99801
907-586-9768 (phone/fax)
lspengler@ak.net

From: lloimb <lindablefgen@gmail.com>
Sent: Thursday, August 3, 2023 11:47 AM
To: PC_Comments; Irene Gallion
Subject: Dock Development

I *strongly* oppose the development of another cruise ship dock.

- Buying land at an inflated price and then turning it over to Huna Totem - blatant underhanded coup by Norwegian Cruise Lines.
- Moving congestion and pollution to impact yet another residential area - Parkshore.
- This summer has proven we are in no position to be allowing more cruise ship dockings with yet more passengers. Time for CBJ to address and not add to the current mess.

Not any question where the city stands on this issue. I am very aware of meetings posted and was not aware of the July 8th meeting. Definitely not transparent and keeping the public informed as promised. Somehow those parties in favor were present and spoke in favor. And no surprise a conditional permit was approved.

Linda M Blefgen
Auke Bay

From: Kim Metcalfe <kimmetcalfe@gmail.com>
Sent: Thursday, August 3, 2023 2:38 PM
To: PC_Comments
Subject: Huna Totem Dock Proposal

August 3, 2023

Dear Planning Commission:

I am writing to protest the granting of the conditional use permit (CUP) to Huna Totem Corporation for construction of a floating steel dock for Norwegian Cruise Lines at the Whittier and Egan location. The timing and lack of adequate notice of the meeting was ill advised. I'm happy to hear the Assembly is calling for further public participation on the topic. I will attend the August 8th meeting--I'm just glad I heard about it and that the press picked up on the fact that very few people knew about your previous meeting. I think you should rescind your previous action in granting the CUP for construction of the dock due to improper notice and the timing of the meeting.

In addition, at Monday's meeting I will protest the granting of a CUP to lease city uplands for building shops and other tourism-related attractions on that site. We need to strictly limit more large cruise ship activity in Juneau, and building another dock and shops and tourist venues in the location is incredibly short-sighted. We are completely over-capacity right now, and the statement that building a new dock will spread out the congestion is true--it will spread congestion throughout the Egan Drive corridor, making traffic even worse.

Why do you think having dozens if not hundreds more vehicles entering Egan from the other side of Whittier will be better for the flow of traffic? There is nowhere for the traffic heading out of town to back up to. It will start at the Franklin Dock and start and stop at Main Street and start and stop at Whittier Street and start and stop at the Douglas Bridge. It will take literally hours to get out of the downtown area.

I'm sure you've all heard the story of an ambulance getting stuck at the Red Dog roundabout because of heavy tourism traffic while a man was flatlining inside the ambulance. Fortunately he did not die enroute, but the ambulance crew was in crisis mode trying to get traffic flowing out of that corridor.

And I know you are familiar with the number of emergency vehicles that are called multiple times a day to cruise ships to transport sick passengers to Bartlett Hospital. Do you really think another high traffic entrance that will slow down traffic on Egan Drive is a good idea?

Please do the right thing and deny the CUP for lease of the uplands owned by the CBJ, and rescind your previous action in granting the CUP for construction of the dock. There are numerous other reasons to deny the permits, but I'm focusing on the traffic issues here. I'll rely on others to state their reasons for why the dock and uplands construction are not in Juneau's best interests.

Kimberly Metcalfe
730 Gold Street
kimmetcalfe@gmail.com

From: Meredith Thatcher
Sent: Thursday, August 3, 2023 3:57 PM
To: PC_Comments
Subject: FW: PSA: CBJ Planning Commission Continues To Hear Application for Huna Totem Conditional Use Permit

Received the below comment intended for the Planning Commission.

From: Gary Miller <gmiller.juneauak@gmail.com>
Sent: Thursday, August 3, 2023 3:51 PM
To: Meredith Thatcher <Meredith.Thatcher@juneau.gov>
Subject: Re: PSA: CBJ Planning Commission Continues To Hear Application for Huna Totem Conditional Use Permit

I heard about it on the radio this morning. I fully support the project.

Please forward this to the Planning Commission.

Thanks.

Gary Miller
20135 Cohen Dr
Juneau, AK 99801-8211
(907) 789-3757

On Thu, Aug 3, 2023 at 3:45 PM Meredith Thatcher <Meredith.Thatcher@juneau.gov> wrote:



155 S. SEWARD STREET ▪ JUNEAU, ALASKA 99801 ▪ 907-586-5240

PUBLIC SERVICE ANNOUNCEMENT

August 3, 2023

CBJ Planning Commission Continues To Hear Application for Huna Totem Conditional Use Permit

Huna Totem Corporation is currently in the process of applying for a Conditional Use Permit to develop a mixed-use waterfront development including retail, community park, cultural/science center, and associated parking. The CBJ Planning Commission, at their July 11 meeting, [approved](#) (subject to conditions) a Conditional Use Permit for a floating steel dock up to 70 feet wide and 500 feet long. A second Conditional Use Permit for up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park will be evaluated by the Commission at its meeting on August 8.

The August 8 Planning Commission meeting will be held at 7 p.m. in the City Hall Assembly Chambers. You can also participate [remotely](#) via Zoom. The public is encouraged to submit written comments to pc_comments@juneau.org or [testify](#) at the meeting.

Once the Planning Commission has issued a Notice of Decision and the required appeal period is complete, the applicants may proceed. At this time, the Assembly will have an opportunity to hold public hearings and gather further public input on the proposed development. A memorandum outlining Assembly process for consideration of a fifth cruise ship dock at the subport is available as a [staff report](#) to the Assembly at its meeting on July 31.

For more information about the proposed Huna Totem development, including complete application documentation and staff memos, visit the [CDD Short-Term Projects](#) page (Case Numbers USE2023-0003 and USE2023-0010).

For more information about the Planning Commission, visit the [Planning Commission](#) home page. Agenda packets, minutes, and video recordings from past and future Planning Commission meetings are available at juneau-ak.municodemeetings.com (select "Planning Commission" in the drop-down menu).

A complete list of CBJ public meetings is available at juneau.org/calendar.

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Meredith Thatcher
Public Information Officer
City & Borough of Juneau
(907) 586-5374

From: Anne Fuller <fernleafgt@yahoo.com>
Sent: Thursday, August 3, 2023 8:33 PM
To: PC_Comments
Subject: File USE2023 0010 Aak'w Landing

from Anne Fuller, 7943 N Douglas Hwy, Juneau AK
for Aug 8 Conditional Use Permit hearing

I understand that the dock has been approved, so now we are discussing what happens on shore.

The proposal as described encourages pedestrian use. I'm glad to see the sea walk continues out by the water. However, the traffic study doesn't, as far as I can tell, address pedestrians crossing Egan. What I have read talks about turning lanes for motor vehicles, but does not address how walking people (some more slowly than others) will successfully cross Egan.

Also, the Staff Report of Aug 2 isn't quite accurate
first consideration: "The seawalk width on this lot line is limited by Coast Guard properties" I understand that the Coast Guard properties are one side of this part of the seawalk. But, on the interior of lot C1, the buildings can set back so the desirable 20 foot width is possible. Putting up with the minimum 16 foot width may be a good decision, but I'd like to see it analyzed more accurately.

I do want a friendly neighborhood, so I'm concerned about dock security, the welcome center, and excursion providers. Let's make expectations clear (probably as conditions that the detailed plans must meet)

1) I would like to be sure that security measures for cruise ship passengers are limited to the deck area, and not used to keep locals out.

2) According to the Traffic Impact Analysis, "Welcome Center will be entirely used by cruise ship passengers". Am I to conclude that this is not a visitor information center staffed by local volunteers, nor would information be provided by visitors who walk to the Landing? It would be great if this center were another place folks can get answers and advice.

3) Which excursion providers will be available? Since this is private property, perhaps the city permit system for dock booths won't be in force here. I would be opposed to unduly limiting which excursion providers are here.

I'm glad to see "off-season vehicle parking" is part of the plan. I hope we envision folks headed to the Public Market being able to park here.

Will there be a charge for parking here? Or, is this just, if you want to drive to the shops and restaurants here in the fall and winter, you can park here?

Thank you for the staff report. It concludes that the dock and waterside construction will be designed to withstand fierce fall storms. The report also is clear that the buildings will not completely block views down channel.

Anne Fuller

From: Megan Behnke <megan.i.behnke@gmail.com>
Sent: Friday, August 4, 2023 10:03 AM
To: PC_Comments
Subject: USE2023 0010: use upland for housing, year round shops only

Hello, planning commission members--

I greatly object to adding a fifth dock to Juneau's already overcrowded cruise ship industry--we can barely handle the tourists we have.

But if one must be built, please be sure to made the uplands site useful to year round residents and locals, not another extension of the downtown-Disney-esque ghost town of closed seasonal shops in front of the other cruise ships which do not serve our community at all.

Please allow only a few, YEAR-ROUND (not tourist season only) shops and restaurants, and focus the space on condos. We need more housing--currently, the lack of housing has made it hard for real local businesses to hire employees.

Please make the uplands a space for Juneau residents, that makes our city a more desirable place to live year round.

I believe the city official who said that condos on this site would not likely fall into the category of affordable housing is wrong--that statement doesn't the domino effect of people elsewhere in Juneau downsizing to an expensive, smaller, waterfront condos, and thus opening up the houses that they vacated to the housing market. If you can make the upland section a desirable year round place to live, it will open up other housing and Juneau and create a more vibrant downtown and make our town more desirable for year round residency.

Please use this opportunity to expand Juneau's housing supply and save us from an expansion of the South Franklin Tanzanite International Ghost Town--more of that will only deaden our community.

Best,
Megan

--

Megan Behnke, PhD
(she/her)
Post Doctoral Fellow
Department of Natural Science
University of Alaska Southeast

megan.i.behnke@gmail.com
I live and work in Lingít Aaní.

From: Beth Potter <alexandericey@yahoo.com>
Sent: Friday, August 4, 2023 10:08 AM
To: PC_Comments
Subject: 5th cruise ship dock

I am sending these comments quickly because I didn't have any forewarning that yet another deadline was coming up. I apparently missed the one about the planning department approving the norwegian(Hoonah-totem) Dock , which I am strongly opposed to. Juneau is overwhelmed by the numbers now, and I think it is extremely irresponsible to encourage more cruise ships. The town can't accommodate it. Look at the glacier, it's already over capacity. I think a 4 ship limit is too much (let alone 5). We should not allow any more until all docks are on shore power and we determine that ael&p can handle it. Plus, we need to look at the number of passengers and crew, because these ships are just getting bigger and bigger. I realize that's a different subject, but since I didn't get an opportunity to comment, I wanted to address the issue. As for the issue of a permit to build more tourist junk on prime land, it is not what Juneau needs. Especially in what is already an extremely congested area. NO MORE BUS PARKING LOTS!!! Will someone please figure out how to run a business that shuttles tourists around in clean busses that maybe do continuous loops so that we don't have to keep plowing up prime land so the old polluting buses that we get here can go and sit and wait for their group.

Maybe look at some affordable housing in this area , with year round shops, instead of plowing down one of the last beautiful, historic green belt neighborhoods in downtown Juneau (telephone hill).

I have been a downtown resident for over 40 years. I am sending my comments from outside of Juneau because I have chosen to spend my summer away from the cruise ship madness that has become the Juneau norm. Not everyone is able to do this, nor should we have to.

I keep hearing that we have to deal with it to get the tourist dollars. I'm wondering, and if it exists I would like to see a study that shows how much money really comes in from allowing uncontrolled numbers of cruise ship tourists (and crew), how much actually goes to local businesses as opposed to the canned out of town chain stores, and how much it actually costs the city to accommodate the number - such as ambulances, hospital, road up keep, city buses that are now too crowded for locals a lot of the time, etc.

Thank you.

Beth Potter
621 East street
Juneau, AK
alexandericey@yahoo.com

Sent from my iPhone

From: Allison Bidlack <albidlack@gmail.com>
Sent: Friday, August 4, 2023 10:10 AM
To: PC_Comments
Subject: Huna Totem/Subport plans

Hello Planning Commission Members,

I would like to express my concern about Huna Totem's proposed development plan for the subport. I am not in favor of another cruise ship dock, but since that question is not before you, I would like to also state that I feel strongly that we should not be supporting yet another cruise-focused waterfront area which will be a ghost town during the winter. I would like to see our waterfront developed primarily for the benefit of Juneau residents, with visitors a secondary concern. We should have mixed year-round retail and residential spaces, public areas such as a park and walking paths, and public event space (indoor and outdoor). Please do not continue turning our downtown into Disneyland for the benefit and profit of the cruise industry and large corporations.

Thank you for your careful consideration of this matter.

Sincerely,
Allison Bidlack
Douglas, Alaska

From: Nancy Davis <davisnancyj@gmail.com>
Sent: Friday, August 4, 2023 10:41 AM
To: PC_Comments
Subject: Huna Totem Conditional Use Permit

I oppose the conditional use permit by Huna Totem 20230010.

1. I believe the project infringes on existing development plans for the Seawalk and the Culture Center/Centennial Hall. It conflicts with efforts by Sealaska to develop the downtown core as a cultural center.
2. It will create traffic congestion close to the intersection of Egan and the bridge, a major, and so far relatively safe, intersection. It will create more hazards and lengthier drive time for AML drivers to negotiate as they deliver goods we all rely on.
3. A structure will block waterfront views for residents. Is there an existing ordinance regarding structures on the waterfront.
4. It will interfere with salmon attempting to spawn in Gold Creek.

For these reasons, I believe development of this tideland area should be denied.

Nancy Davis
North Douglas

From: Steve Weaver <sweav@gci.net>
Sent: Friday, August 4, 2023 10:56 AM
To: PC_Comments
Subject: Proposed conditional use permit for Hunt Totem Aak'w Landing

Thank you for providing me an opportunity to offer written comments on the proposed uplands conditional use permit for Huna Totem Aak'w Landing. Briefly, I concur with the concerns that some Planning Commission members have expressed about whether the design work is complete and whether housing should be a required part of the project. I respectfully disagree with Mr. Parady's response that addressing housing is a city-wide matter. Even if the property itself is not ideal for worker housing, the proposal should address the issue with recommendations to the commission.

My more particular point is whether the proposal's assurance of a seamless transfer of visitors from the dock to buses waiting in the new parking structure will work in practice. We have already seen increased numbers of visitors using Capital Transit, increasing the strain on an already taxed public transit system and on the residents who rely on that system the most.

Once again, thank you for the opportunity to comment on the project,

Steve Weaver
P.O. Box 22335
Juneau, AK 99802-2335

(Residential—9867 Lone Wolf Dr.)

From: Steve Behnke <steven.r.behnke@gmail.com>
Sent: Friday, August 4, 2023 11:01 AM
To: PC_Comments
Subject: Please include housing in the Huna Totem conditional use permit : USE2023 0010

Development of the subport lot should include housing. Every plan for the area over many years has included mixed retail and residential uses.

While this is unlikely to be "affordable" housing, high quality small units can help free up older housing in other parts of the community -- a need that has been noted a number of times in studies of Juneau housing issues.

Thank you,

Steve Behnke
4545 Thane Rd.

To: Juneau Planning Commission

Subj: Comments on Permit Application File No. USE2003 010, Uplands Facilities for a Dock at Juneau Sub Port

Date: August 4, 2023

From: Richard Farnell, dickfarnell@hotmail.com, 800 F St., Juneau, AK; 928-606-9071

Staff analysis for Permit Application File No. USE2003 010 stated that the proposed development would have no endangerment to the public health, safety, or welfare. The analysis also state that the proposed development will not substantially decrease the value of or be out of harmony with property in the neighboring area. (Nos 4 & 5 on checklist)

This analysis is incorrect, from a public health and property value point of view. The reason is that diesel exhaust from a docked cruise ship will have an impact on nearby residents health and safety, should the provision of the Conditional Use Permit for the dock project, Case No. USE2023 0003, regarding supplying shore power to the cruise ship not be implemented, or be delayed in implementation.

This is because the CUP for USE2023 0003 doesn't require dock installation of shore power by a time certain, only "within 24 months after an appropriately sized power line within 25 ft of the property line" becomes available. Since Juneau's electrical supplier, AELP, has no plan in place to create the additional source of this power (currently it lacks the capacity to deliver cruise ship shore power for even one vessel for an extended period), nor does it have plans to create the distribution infrastructure to deliver this power to the applicant's property line, there is therefore no time certain in the foreseeable future when the applicant would be required to provide shore power to a cruise ship at its dock.

The 'time certain' concept was echoed in CBJ staff comments by Docks and Harbors, memo of June 22, 2023, Carl Uchytel, comment no. 4: "Docks & Harbors recommends that the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.)"

Since the use of shore power by a docked cruise ship is not required until power becomes available (undetermined time frame), the public health of nearby residents and the value of their property remains in jeopardy until that time. Therefore the staff analysis should have reflected a 'Yes' answer to both Para 4 & 5 in their analysis.

The source of diesel exhaust from a docked cruise ship at the proposed location will put it just 400 yds and directly upwind from the concentrated residential area of Parkshore Condominiums at 800 F St. This puts 90 residential units and 200 residents in the direct downwind path of diesel exhaust from a docked cruise ship for potentially an entire day. Previously Parkshore has not faced a threat such as this.

At first glance it may not seem that Parkshore property would be directly downwind of a cruise ship docked at the proposed location with a prevailing wind coming up the channel. However, in that location, the nearby barriers of Mt. Juneau, and to a lesser extent the Federal Bldg, cause southeasterly winds to be diverted somewhat to the west, aiming them at the Parkshore complex. This airflow can be observed in the vicinity of the Parkshore property anytime a moderate southeasterly wind is blowing.

The substantial health impacts of diesel exhaust on human health were well documented in the City's 2022 grant application for shore power for the City cruise docks (*2022 RAISE Transportation Discretionary Grant Application: Juneau Cruise Ship Dock Electrification Project - City Docks and Harbors should have a copy*).

Needless to say, should a threat to human health suddenly start to inundate Parkshore property, the property values of the residential units would drop significantly.

In summary, the failure of the staff analysis to properly address items 4 and 5 as 'Yes' instead of 'No' makes this analysis document deeply flawed and therefore require correction to reflect the significant health and property issues involved.

From: Karla Hart <karlahart@gmail.com>
Sent: Friday, August 4, 2023 11:42 AM
To: PC_Comments
Subject: Huna Totem project USE2023 0010

Dear Planning Commission members,

Your decision on USE2023 0003 is being appealed on a myriad of issues. Many of those issues are not remedied and apply to the portion of the project before you with USE2023 0010.

I am not able to attend the meeting in person due to prior commitments. That is not a reflection of lack of serious concern and opposition to this consideration before you.

On July 11, you expressed concerns about phasing approval of the the project, and yet you approved a phase at the last meeting. A very critical phase, as without the dock, there is no need for this uplands development.

Public notice for this remains inadequate. Nothing in the proposal description flags that this is for what a lot in the community know as some iteration of the Subport Cruise Dock. Both the location of SUBPORT (property address in this is the non-descriptive "O Egan Drive" and the fact of CRUISE are missing.

Staff neglects to present in key considerations:

***this project does not have a tidelands lease upon which the entire project hinges**, and the Juneau Assembly has assured the public will have meaningful say in **whether or not a lease is awarded**.

***this project could involve upwards of 1,000,000 cruise passengers, with upwards of 6,000 per day, plus crew who have their own transportation needs and impacts** (look at how Marine Park shelter area has become a defacto crew area that is no longer inviting to many of us locals with guys squatting around everywhere on their phones and two popular but smoky/polluting food trucks that primarily serve crew (not saying it isn't good to serve them or that they don't deserve food they like or internet access, just that there is clearly a need that I do not see addressed in this proposal). Why the mention of moving over 100,000 passengers out of the congested downtown is included is confusing. Those people being pulled away from those businesses and funneled into this private development should have the downtown tourism businesses screaming, but they are silent. That this purports to move only "over 100,000 passengers" with no indication of where that number comes from. ON page 20, it is refined to 120,000 passengers, again without any explanation of who that number is derived, not of the true numbers to be expected. One large ship (we should anticipate the largest at full capacity as the ship sizes continue to grow as well as efforts to fill all berths, not just lower) could deliver 6,000 passengers, yet $120,000/150 \text{ days} = \text{just } 800 \text{ passengers per day}$. Where is the analysis of the additional 4,000+/-?

***Conditions approved for the dock** are seriously flawed and out of compliance with VITF recommendations. Your choice to rush forward with that approval, with not looking at the letter from the City Tourism Manager, because you received it after a deadline, and for CDD staff and attorney to not highlight the substance of that letter from the manager for action that evening, means that you have approved a CUP that could be read as not allowing any ship that is less than 750 feet or holds 950 or more passengers. And that the dock can be used for lightering passengers from a ship of less than 750 feet or 950 passengers that is at anchor. Thus, your uplands analysis to be consistent, should include considerations for upwards of as many small cruise ships as can be anchored in the harbor with the dock (this requires a harbor traffic analysis which was not done before issuance of the permit, but is needed in order to know your uplands impacts for consideration and permitting.

The explanation of the seawalk width limit being abutment to the Coast Guard property is confusing. Shouldn't the applicant adjust their development to accommodate the full width?

How this terminal will work for non-commercial operators or others who don't have a permit from Huna Totem, who are picking up anyone from the ship is confusing and not addressed. Functionally, how does this work. Is that why the back out Whittier parking is shown? How would any backout parking work with the level of bus and other traffic to that street stub? Where do people who pulled into that blackout parking turn around to get back out and how does that clog up that street stub? The city is very clear on needing big cut de sacs for emergency vehicles to turn. When a fire truck is called to that location, how does it turn around? How does this work for the crew shuttles that we see operating in town?

Re page 12, there is no Attachment A, page 13 to reference for a detailed description of passenger flow. Attachment A is broken into many parts and I don't easily find a description. Did you? Is the passenger flow and the traffic study including crew flow and including out onto the street and across the crosswalks? A continuous stream of people wanting to cross at the closest cross walk is going to jam up traffic flow considerably as buses will not be able to make a left turn out the road when people are crossing to get to Foodland, the museum, liquor stores, and other attractions in that direction. How does that work in reality?

Public Health — in the foreseeable future, shore power will not be available for the cruise ships. Convenient that this project proposes to angle the cruise ship to block views of the channel by many, but maintain their upland development views of the harbor. This also means that the bulk of the air pollution from their ships might not impact their uplands development as much as it will impact residents in homes, schools, offices, stores, and on sidewalks and streets. Nonetheless, given that exposure to air pollution from diesel exhaust is a serious human health risk (coronary, asthma, neurological, in utero development harms, dementia to name a few), how is this studied and models and more importantly mitigated before shore power becomes available?

How will the underground parking with diesel buses (assume they are all diesel and high emissions old buses as exist now, the electric is great but there is no indication of the industry in Juneau making that transition with any haste, nor even choosing to burn the cleanest possible diesel buses) be ventilated? Where will the exhaust from this ventilation be directed? How will it be filtered (or is that possible?) How much noise will be generated by effective ventilation fans? How will air quality in this contained underground parking be monitored to ensure health for visitors and workers in this area? What are the cumulative impacts of the ship exhaust from this dock, plus other ships, when this development is directly in line with predominant winds to blow pollution into the inhabited areas adjacent, and onwards to the highlands and schools?

Where will buses that cannot fit into the garage at peak times be staged or wait? Where will they be parked when not in use? At the Rock dump where there is a lot of bus parking? So they will still be going right through core downtown? Or will they start hanging in other areas of public parking opportunity?

What about the **impact on community welfare caused by over capacity of cruise passengers and local public transit.** Listed on page 17 is proximity to transit, with a bus stop just 200 feet away. That stop is across Egan Drive (congestion issues of pedestrian crossings again). And increasing the volume of cruise passengers that can be accommodated in Juneau will increase the number of cruise passengers and crew riding Capitol Transit. Where are the analysis and mitigation solutions?

This increased accommodation will increase the number of people wanting shore excursions. The helicopter, boat, bus, hiking, and all sorts of other tours put stress and harm onto members throughout the community. They displace us. Force us to move or leave for the summer. Stress harms health. If you approve this, you are increasing the stress on the

community members and the community as a whole. You have the capacity to require detailed analysis before taking action on this proposal. I urge you to do so.

Further, increasing numbers of cruise tourists and corresponding numbers of shore excursions and gift shops will increase the number of out of town seasonal workers struggling to find housing and putting greater stress on the community housing situation that is already resulting in people with good year round well paid jobs (including medical providers that we need) to go elsewhere. Increasing cruise tourism which now starts in April is making Juneau a less attractive capital city for legislators and staff who struggle to find housing (and who also experience the congestion, noise, displacement within the community when they are here overlapping cruise).

Noise is to be below 65 db at the property boundary in day and, I believe 55 db at night. How will that be ensured, monitored? The area is already subject to a lot of noise and so there is not a lot of capacity for additional noise before that level will be reached. The law does not allow 65 db above the background noise, that is an absolute cap. What is the present noise setting to ensure that operations do not exceed 65 db? "Anticipated to be" is not an analysis or data.

Habitat. Completely blows past the fact that tidelands will be impacted and intertidal areas. Shadows from development over the tidelands is also impactful on marine life. Zero acknowledgment. Zero analysis.

Under **Welfare** is a gratuitous biasing statement relating to estimates of electric rates and Greens Creek Mine and Princess interruptible power that is irrelevant to the application since shore power will not be available for years. Similarly the statements re economic indicators and the visitor survey, without also acknowledging the conflicts, stress, overtourism, discontent, objects that exist.

There is broad awareness that Juneau may have reached a tipping point on public tolerance of impacts of the cruise industry with the numbers so far in 2023. Citing a 2022 study that tourism has an overall positive impact on households is cherry-picking what part of that survey to include and not looking at the reality of 2023. Any action on this project should be postponed until seeing how Juneau surveys on what has happened to us without a fifth dock that substantially increases capacity for cruise passengers and crew.

The review of how this development will impact the neighborhood harmony is completely missing. The visitors will not be confined to the Huna property. This project has community-wide impacts that the commission members should be empowered enough to consider even if not required by the letter of the law. In this instance, the people arriving here will go out to ride helicopters that harm

I'm out of time to prepare comments on this.

In summary

- 1) you do not have enough information to protect public interests and ensure that we are not harmed by this development.
- 2) applicant pressure to move quickly should not be a reason to irrevocably commit to this development that has community wide impacts
- 3) you expressed concern about not doing phased approvals. The public was forced into a phased approval of this from the Waterfront Plan change (to ensure we could fairly consider the project on its merits) to the five large ship limit (we can have five ships without this dock, as demonstrated by upwards of 1.6 million visitors this summer hugely stressing the community, and the public was not asked in the city survey in 2022 if they wanted other limits, such as 3 or 4, even though 4.4 was the average number from the 2021 survey).
- 4) An appeal is filed on the dock phase of this project. Without a dock there is no need for this uplands development. And the appeal is based in part on the complete lack of real analysis and information. That applies to these phases of the project as well.

Please send this project back to the Community Development Department for real data on health, noise, traffic, community-wide impacts and others that are identified as missing.

Regards,

Karla Hart

