U.S. Army Corps of Engineers
Regulatory Division
Attn: Mr Nat Ball
69-A Hagood Avenue
Charleston, SC  29403-5107

RE: Project # SAC-2003-13026

Dear Nat—

Charleston Communities for Cruise Control (C4) very much appreciates the opportunity to be a consulting party in the ongoing discussion regarding the SPA’s above-noted permit request.

It was well evidenced at the meeting on October 22 that there are a plentitude of groups/organizations/associations concerned about the effects a larger cruise terminal would have on the historic city of Charleston. This was highlighted even more by the difficulty speakers had restricting their comments to 5 minutes.

As the executive director of a grassroots, non-profit organization with several hundred members, C4 represents both residents and tourists alike who have experienced and are concerned with cruise impacts on the city’s historic character. Often, these views are different in focus, as they come from individual perspectives. Ultimately, however, they are the same in their concern about the long-term impacts the cruise industry will have on Charleston.

For example, Exhibit A is an unsolicited letter from tourists from Tennessee who have visited Charleston for years, and then took a cruise from Charleston. Initially, they were thrilled to be able to combine a visit to one of their favorite cities with a vacation on a cruise ship. However, they found that the location of the ship significantly diminished their Charleston “experience” and would much preferred to have driven to a location outside/away from the heart of the city to take it.

Exhibit B is comprised of two letters from longtime residents of Ansonborough who are directly impacted by the proximity of the current terminal, the extent of which will only be exacerbated by its proposed new location.

Both these examples and that from Exhibit A show, albeit in different ways, that the cruise industry impacts the setting and historic character
of Charleston for both residents and tourists.  
It appears that the SPA seems to want things two ways. On one hand their promotional materials highlight how valuable the historic character of the city is and how close cruise operations are in proximity to historic venues (Exhibit C). On the other hand they now maintain in their current permit application that due to distance, cruise operations do not and would not have any potential impact on the historic district at all. That is inconsistent with the attached letters and other evidence explaining visual, noise, and other direct impacts the cruise operations have on the District.

We are hard-pressed to understand how with such desirable venues so close at hand, those same places are not stressed nor impacted by the ever-growing influx of pedestrian and vehicular traffic.

This and the materials and statements already before the Corps proves that cruise operations DO impact the District, and thus the District should be included in the APE.

Finally, we offer Exhibit D, our Cruise Ship Code of Conduct, originally presented in 2012, as a suggested means of working with the cruise industry to off-set negative impacts and share responsibility of historic preservation and appreciation with the cruise lines. Now, as 3 years ago, we hope that the companies who work out of Charleston—and any other historic port city—will work with those cities to help maintain the character which is so obviously of mutual benefit.

As we have stated repeatedly over the years, Charleston Communities for Cruise Control hopes to work with the Army Corps of Engineers, the State Ports Authority and the City of Charleston to regain the balance between quality of residential life and tourism once so highly regarded world-wide and we hope that by all heeding the recommendations of the 2015 Tourism Planning Commission and agreed upon by the Charleston Planning Commission and Charleston City Council, we will do just that.

We thank the Army Corps of Engineers for its continued study of the wide-ranging impacts of the SPA’s application and await any calls for clarification on the points herein.

Carrie Agnew  
Executive Director  
Charleston Communities for Cruise Control  
cruisestandards@gmail.com
Encls: Exhibits A, B, C & D
EXHIBIT A

My wife and I have visited Charleston several times over the past few years. We love the walks around the Battery and the historic district looking at the beautiful homes.

When we first heard of Carnival Cruise lines coming to Charleston, we were both excited. We even cruised out of Charleston on the Fantasy in 2010 after staying at the Harbourview Inn a couple of days. We have cruised with them several times in the past and thought it was great to leave out of Charleston. We came back to Charleston in July of this year to celebrate our 10th wedding anniversary at the Harbourview Inn.

We arrived on a day that the Fantasy was in port. Meeting Street was a complete nightmare. It took over 30 minutes after getting off at Meeting Street just to get to Vendue Range. It was almost like a lightbulb turned on in our vehicle. We both agreed that while we love cruises, we love Charleston even more. When we turned down Vendue and saw the pretty fountain at Waterfront Park, it was dwarfed by the Fantasy. The ship stuck out like a sore thumb.

The black smoke coming out of the funnel didn’t help matters much. We checked in our hotel and then walked to Market Street for lunch. It was noticeably more crowded but we didn’t notice a lot of people shopping. We hope that your beautiful city doesn’t do like Gatlinburg and Pigeon Forge have done in the Smokies. Both cities started letting cheap T-shirt shops and arcades come into the city. This completely overshadows the beautiful mountains that we have.

People who cruise could care less the exact location of the port in the departure city. They are concerned about ample parking and getting through the boarding process.

Todd Shaver
Natalie Shaver
Willard Way
Blaine, Tenn.

Published in The Post and Courier, November 3, 2011, “Cruise Lessons”-
Carrie Agnew  
C-4  
PO Box 21022  
Charleston, SC  29413

Re:  Concerns About the Proposed Relocation of Charleston's Cruise Terminal Directly to Abut Ansonborough

Dear Carrie:

To follow up on the very informative meeting called by the Army Corps of Engineers and hosted by Nathaniel Ball on October 22, 2015, I wanted to write to express my serious and growing concerns about the proposed relocation of the cruise terminal to a site immediately abutting historic Ansonborough. I expressly join in all the well made points raised particularly by Kristopher King of the Preservation Society, William Cook of the National Trust, John Eddins of the Advisory Council on Historic Preservation, and Randy Pelzer of the Charlestowne Neighborhood Association. While some focused on an historical overview and the importance of preserving the treasure that is Charleston, and others focused more immediately on the personal impact of the cruise industry, all four were compelling in their comments and conclusions.

My concerns are best understood in light of the background that brought me to Ansonborough: visiting Charleston regularly since the 1970s, I subscribed to the Post and Courier for many years before buying my first home here 2001, to educate myself about the city's various neighborhoods and their wonderful residential fabric, both in terms of architecture and in terms of residential quality of life. I very specifically chose Ansonborough, filled as it is with homes dating from the eighteenth and nineteenth centuries, and felt then and for many years afterwards that I was right to do so. My first home on Anson Street was built in 1845; my second home on Alexander dates to 1812; both are subject to preservation easements held by the Historic Charleston Foundation and both are expressly recognized as “contributing” to the historic zone, thus contributing to the “flavor of an earlier era and to an earlier America.” Suffice it to say that the many, many hours of elbowgrease and dollars spent to support these homes has been an undertaking of love both for the homes and for the Ansonborough neighborhood. Recall as well that Ansonborough exists in a constrained, two-by-five-block footprint, already beleaguered by serious traffic, parking, and intensified use concerns. Moreover, unlike some neighborhoods, Ansonborough is populated by many full-time residents such as I, who live and work and raise their families within these ten scant
EXHIBIT B

blocks. The cruise presence since 2009 calls the wisdom of our choice to live here into increasingly serious question.

I completely understand Mr. Pelzer’s frustration with the noise-related impact (seven short/one long blasts of shiphorns) in his neighborhood South of Broad. Would that the impact were as limited here in Ansonborough! Already with the terminal located well south of Ansonborough, I hear at every docking not only the eight horn blasts, but also throughout each turnaround day the loudspeaker calling cruisers to revel and highly amplified music, often calypso, but sometimes with a heavy bass beat dance music. Upon departure, the Fantasy’s eight horn blasts are preceded by about an hour of loud amplified announcements, accompanied by regular amplified "ding-dongs," reminiscent of either an old style doorbell or a Macy’s elevator. I regularly hear this mashup of sounds not only if I am outside in my garden or walking in my neighborhood, but also hear it quite distinctly inside my house, even with all doors and windows shut. Indeed, many of my windows are painted shut, and even that presents no barrier to Carnival’s sound system. Were the terminal to be moved to the foot of Laurens Street as is currently proposed, the frequent, sustained, invading sounds would become even more intolerable.

The impact on the viewshed is equally offensive and inappropriate for the historic zone. I am attaching a photo I took at Society and Anson Streets, showing the Carnival Fantasy in departure mode. Mr. Pelzer and his neighbors see the ship's fluke tail from his neighborhood. I see not only the fluke tail, but also the bright yellow waterside, the orange life rafts, and no fewer than six stories of deck and portholes from my den (photographs attached). Can there be any rational doubt that this cruise presence “diminishes the integrity of the [historic] property's setting”? On a more (literally) granular level, the soot dropped onto my house is already uncontrollable. Despite best efforts to preserve my 1812 home, which is constructed of wood, it is a true challenge to keep it clean at three stories tall, when I know that with only a few more post-cleaning Fantasy visits, the soot will simply be redeposited in an endless cycle of pollution. I attach a copy of a photo this week of what I believe to be the greasy soot on my piazza windowsill.

Anyone in Ansonborough could likewise testify to the traffic gridlock that regularly occurs each and every time the Fantasy is in town for a turnaround call. Making trips north or south to the grocer, hardware store, post office, vet (hand carrying my two infirm senior rescues is not an option), or egress onto I-26 or over the Ravenel Bridge are all but impossible during midday. We already have to plan our days and travel around whether or not the ship is calling. Moving the terminal to Laurens Street will plainly do nothing to ameliorate this situation; if anything, it will make the traffic gridlock dramatically worse for Ansonborough. It is not only the cruisers’ arrival and departure traffic that makes our neighborhood impassable along East Bay and on ancillary streets for hours at a time, but also the inevitable bus, carriage, pedicab, and associated vehicular traffic that clogs the historic district each and every cruise day.
It is especially important to note in this regard that the relevant inquiry at this point is whether there might be a potential effect, and in turn whether such an effect on the historic district, whether direct or indirect, is adverse, thus requiring greater scrutiny. In this, I specifically join the very good points and analysis offered by Mr. Eddins of the Advisory Council on Historic Preservation. Having lived alongside the Carnival calls since they began in 2009, I can say without reservation that there is no “might” or “potential” about it: the effect is real, significantly impacts our daily lives and the integrity of the Ansonborough historic zone, and is decidedly adverse.

Against this background, it is astonishing to hear that moving the terminal would “increase access” and somehow provide a more desirable environment. Perhaps such arguments are meant to apply only to the likely majority of cruise visitors who pass briefly through our town and our neighborhoods, with no underlying interest in livability or preservation of our historic fabric, setting, or materials. Under no stretch of the imagination could a relocated and expanded terminal benefit those of us who actually live and work here. To be offered the sleeves out of the SPA’s vest that there may exist a voluntary agreement (i.e., to “consult” with interested parties in the event cruise frequency or vessel size are increased) is insulting. Any such voluntary agreement is plainly illusory, and as Mr. Ball himself rightly noted, the current proposal is not simply to renovate a warehouse to accommodate an operation, but also with regard to accommodating "the future growth of that operation."

Thank you for your continued efforts to illuminate the many and serious adverse effects of the proposed cruise terminal on our city, our neighborhoods, and our lives.

Very truly yours,

Georgia H. Meagher
November 2, 2015

U.S. Army Corps of Engineers, Regulatory Division
Attn: Mr. Nat Ball
69A Hagood Avenue
Charleston, South Carolina 29403
Re: Permit Number SAC-2003-13026

Dear Mr. Ball,

My property is one of thousands in the Charleston Historic District that will be directly and adversely affected by moving the cruise ship terminal to Union Pier. I live more than a mile by air from the current terminal. Every five days from 3-4pm, I can hear the announcements from the Carnival Fantasy inside my home even with all doors and windows closed and with air conditioning or heat running. The noise is so loud as to be too distracting inside my house and the noise level outside causes me unable to enjoy my yard during this time. With the proposed terminal at Union Pier, the cruise ship terminal would be mere blocks from home, so I can only imagine how much louder it will be when those announcements are made just down the street instead of a mile away.

There have been occasions when the Carnival Fantasy has sailed past my home. It towers over all other structures in the area and creates visual blight (I have the pictures to prove it). While this occurs only occasionally now, if the terminal is moved to Union Pier, the visual blight will be continual. The view from my second floor piazza will regularly be the side of a cruise ship instead of the lovely Charleston harbor.

Before the Carnival Fantasy was home ported in Charleston, I had to wash my wooden sided house every few years at most. Since it has been home ported in its current location, I have to have full washings of my house every 9-12 months and spot washings regularly, otherwise the oily soot builds up on my house and ruins the paint. With the cruise terminal located closer to my home, I will have to incur additional expense to have my house washed and painted more frequently.

The Brockington Report asserts that traffic will not be a problem because currently closed streets will be opened and traffic will be routed away from historic areas. This does not take into account the significant development of hotels, condominiums, a senior living center and office and retail space in the Gadsden Green area near Union Pier that will significantly add to the traffic there. Cruise traffic will still have to exit on to East Bay Street adding to the gridlock that is already crippling the city.

The relocation of the cruise ship terminal to Union Pier will have a direct negative effect not only on my property, but on the unique character of the entire historic district. I ask that you take into consideration the negative and irreversible effects of doing so when reviewing this proposal.

Respectfully,

Juliana Falk
Welcome to the Port of Charleston. Cruising in and out of this historic port city is a joy for travellers as well as our carrier customers. The same qualities that made Charleston an attractive maritime destination more than 300 years ago remain so today: easy access to the thriving, historic culture of downtown Charleston and the ease of navigational access to our passenger terminal.

For those visiting Charleston, the sites, shops, and restaurants that have made this beautiful city world renowned are but a short walk from the ship. The city is famous for its historic charm dating back to the early 1700s. Much of the original architecture has been preserved, giving streets an old world charm. That elegance blends gracefully with Caribbean colors and a unique melding of English, French, Irish and German influences. There are cobblestone streets, grand public parks, hundreds of historic points of interest, and world class cuisine. Those qualities, along with Charlestonian’s trademark politeness, have won the hearts of travellers the world over. In fact, the readers of Conde Nast Traveller, Travel+Leisure, and Southern Living, have consistently rated Charleston as one of their favorite U.S. destinations.

Charleston’s 2011 Distinctions:
Ranked by readers of Conde Nast Traveler as their #1 Favorite U.S. City and #2 North American City by Travel & Leisure readers.
As a point of embarkation and debarkation, the Port of Charleston provides excellent facilities to make for a smooth and secure transition between air, ship and shore. Charleston has a beautiful airport that welcomes visitors from all over the world. Our terminal is only a short distance from I-26. The cruise terminal features on-site vehicle storage, free shuttles, luggage services, and experienced staff; plus, passengers will have the added benefit of access to the same lodging, food, shopping, and fun in the downtown area as other visitors. This makes their free-time all the more pleasant. Both passengers and cruise operators will appreciate that the open sea is only one hour away. With a clear vision of Charleston's future in the cruise business, the S.C. State Ports Authority is making major investments to continually improve service to passengers and lines. A new FMT gangway has recently been installed and a new cruise terminal is being developed with an anticipated opening in 2013.

Charleston is a port city of historic beauty and charm. We look forward to hosting you and your passengers in Charleston soon.

Porthole Cruise Magazine ranked Charleston one of the top 10 most romantic ports of call...the only continental U.S. port on the list.
### Navigation & Terminal Specifications

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
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<tr>
<td>Entrance Channel</td>
<td>47 ft. MLW</td>
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<td>Entrance Channel (M)</td>
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<td>Main Channel</td>
<td>45 ft. MLW</td>
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<td>Main Channel (M)</td>
<td>13.7 m MLW</td>
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<tr>
<td>Depth Alongside</td>
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<tr>
<td>Depth Alongside (M)</td>
<td>12.8 m MLW</td>
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<tr>
<td>Turning Basin</td>
<td>42 ft. MLW</td>
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<tr>
<td>Turning Basin (M)</td>
<td>12.8 m MLW</td>
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<tr>
<td>Tidal Shift</td>
<td>5.2 Feet</td>
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<tr>
<td>Tidal Shift (M)</td>
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<tr>
<td>Tidal Range</td>
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<tr>
<td>Tidal Range (M)</td>
<td>1.3 m - 1.8 m</td>
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<tr>
<td>Open Sea</td>
<td>1 Hour</td>
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<tr>
<td>Air Draft Restrictions</td>
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<tr>
<td>Harbor Operations</td>
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<tr>
<td>Local Pilot Required</td>
<td>Yes</td>
</tr>
<tr>
<td>Tugs Available</td>
<td>Yes</td>
</tr>
<tr>
<td>NOAA Charts</td>
<td>11524 &amp; 11526</td>
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<td>Cruise Ship Berth</td>
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<td>Cruise Ship Berth (M)</td>
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<tr>
<td>Mooring Dolphin</td>
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<td>Mooring Dolphin (M)</td>
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<td>Dock Height</td>
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<td>Water Available at Dock</td>
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</tr>
<tr>
<td>Hose Size</td>
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<tr>
<td>Harbor Master</td>
<td>843/577-8192</td>
</tr>
<tr>
<td>Harbor Pilots</td>
<td>843/577-6695</td>
</tr>
</tbody>
</table>

### Landside Operations & Security

**Passenger Terminal:** 18,000 sf  
**Passenger Terminal (M):** 1,672 sm  
- Climate controlled heat and AC.  
- Indoor check-in and Customs area.  
- Dedicated information desk available to assist passengers and crew as-needed.  
- Private office and telephone for agents and shipline use.  
- Pay telephones inside and outside the terminal building.  
- Elevator. Fully handicap-accessible.  
- Moveable check-in counters.  
- Public address system for announcements/music.  
- Hand trucks, carts and wagons for portage of passenger luggage.  
- New FMT gangway system is safe, efficient, and climate controlled.  
- Dedicated pierside access for supply delivery.  
- Landside and waterside security provided by SCSPA Port Police, U.S. Coast Guard, and U.S. Customs and Boarder Protection.  
- Passenger vehicle storage is available for a fee paid by the passenger at embarkation.  
- Vehicle storage is in a controlled access area closed to the general public.  
- A complimentary shuttle service to the Passenger Terminal, including handicap accessible service.  
- Luggage service is provided between the parking area and the vessel.  
- A large variety of restaurants and lodging are located in close proximity to the Passenger Terminal.

### Passenger Information & Parking

- Website: www.SCSPA.com  
- E-Mail: Cruises@scspa.com  
- Passengers should check the SCSPA cruise website for information specific to their cruise.  
- Vessel schedules, detailed embarkation/debarkation, parking, Customs, and other information is available 24/7 online.  
- Passengers are invited to use the resources available from the Charleston Area Convention & Visitors Bureau and the Charleston International Airport in planning a cruise vacation.  
- Passenger vehicle storage is available for a fee paid by the passenger at embarkation.  
- Vehicle storage is in a controlled access area closed to the general public.  
- A complimentary shuttle service to the Passenger Terminal, including handicap accessible service.  
- Luggage service is provided between the parking area and the vessel.  
- A large variety of restaurants and lodging are located in close proximity to the Passenger Terminal.

### Key Contact & Information Resources for Charleston Cruises

**Charleston Area Convention & Visitors Bureau**  
Suzanne Wallace  
Director of Sales  
(800) 868-8118, ext. 3057  
swallace@charlestoncvb.com  
Website: www.CharlestonCVB.com

**Charleston International Airport (CHS)**  
Rebekah W. Beamon  
Director of Public Affairs  
Charleston International Airport  
(843)767-7000  
Website: www.chs-airport.com

**South Carolina State Ports Authority**  
Peter O. Lehman  
Vice President, Cruise & Real Estate  
(843)577-8603 / PLehman@scspa.com  
Suzanne Kaiser  
Manager, Cruise Development  
(843)577-8107  
Cruises@scspa.com  
Website: www.SCSPA.com  
New Terminal Website: www.UnionPierPlan.com
EXHIBIT D

CHARLESTON CODE OF CRUISE SHIP CONDUCT

The Charleston Tourism Ordinance states that the purpose of tourism regulation is “to maintain, protect and promote the tourism industry and economy of the city and, at the same time, to maintain and protect the tax base and land values of the city, to reduce unnecessary traffic and pollution and to maintain and promote aesthetic charm and the quality of life for the residents of the city.”

Cruise lines must realize that in Charleston their cruise ships docking at Union Pier literally sit at the doorstep of residential neighborhoods and significant historic districts. These neighborhoods and communities deserve to have all visiting cruise ships adhere to the following standards:

1. Cruise ships should respect the traditional height, mass and scale standards of the city. No ships with passenger and crew capacity above 3,000 should regularly visit the city.

2. Cruise ships add to congestion, pollution and visual obstruction. There should be no more than two cruise ships in Charleston during a single week.

3. Charleston is an old city and the air quality impacts not only those living and visiting, but also the buildings themselves. Ships running hotelling engines constantly while in port should connect to onshore power or, if onshore power is not available, should burn low sulfur fuel and request that onshore power be made available to them.

4. Charleston waters deserve respectful treatment. Cruise ships should not discharge gray water or black water or incinerate garbage within twelve miles of shore.

5. Residents of the peninsula area are sensitive to loud noise because it reverberates between buildings. Cruise ships should avoid making external announcements and playing music via external speakers while in port. Cruise ships should not use horns or PA systems more than required by International Maritime Organization safety.
6. **Cruise lines are not currently required to pay accommodation or passenger taxes in Charleston unlike other port cities. Cruise lines should voluntarily pay an impact fee of $5 per passenger into a fund for community improvement as a show of respect and appreciation for the maintenance required for upkeep.**

7. **Cruise ships should support the local Charleston/South Carolina economy by purchasing provisions from local vendors.**

8. **Trust, but verify. Cruise lines should provide quarterly data about fuel used, discharges made and local purchasing to allow measurement against these standards.**