

SKAGWAY PORT MASTER PLAN

February Presentation | Compiled Community Feedback Packet



This packet includes all public comments submitted to the PortofSkagway@Skagway.org email address from February 5th to March 10th, 2021 as a part of the Skagway Port Master Planning and Concept Development process.

[External Email] Skagway Port Master Plan



Rachel Devine <rachelmdevine5@gmail.com>

Today, 9:31 AM

Port of Skagway

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[ATTENTION: This Email was received from outside the Municipality]

Hello Skagway,

My name is Rachel Devine. I spent the springs / summers of 2017, 2018, and 2019 living and working in Skagway. Two of those years I spent working at TEMSCO Helicopters. While I know my 3 seasons is minimal compared to many, I consider Skagway my second home.

I have reviewed the Port Master Plan and while I am very much excited for potential growth in the beautiful town, I am concerned for TEMSCO helicopters. I ask you to reconsider using TEMSCO's current base for "Future Industrial Use". The location of TEMSCO's base is vital for the company's entire operation. Being in the valley keeps helicopter traffic out of the way for fixed wing traffic and away from the town of Skagway. Keeping away from downtown keeps noise levels low, and most importantly keeps TEMSCO's helicopters from having to fly over the many thousands of tourists every day.

TEMSCO is a major tourist attraction for Skagway. Many people plan their entire cruise to Alaska because of the chance to Dog Sled on the Juneau Icefield or walk along the Meade Glacier. Keeping TEMSCO where it is contributes greatly to the success of the town as a whole.

Thank you,
Rachel Devine

[External Email] TEMSCO



Ryan Campbell <ryan@ryancampbell.co>

Today, 9:24 AM

Port of Skagway

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[ATTENTION: This Email was received from outside the Municipality]

Good Morning,

I am writing in regards to the Port Master Planning process and town hall update meeting on 2/10/21.

The plan discusses projections of a large dock off the Broadway Peninsula and 'Future Industrial Use' labelled for the current site of TEMSCO Helicopters.

As a commercial fixed wing and helicopter pilot I have experienced both departure and arrivals into both Skagway airport and TEMSCO Helicopters current base in both fixed wing and rotary aircraft.

The current layout provides separation of both fixed wing and rotary operations therefore increasing safety, a first priority for all.

This proven model also takes into account the flightpath and therefore noise abatement of both fixed wing and rotary, protecting the visitor experience of downtown Skagway.

I understand and admire the want to continuously review and revise the Skagway experience, especially in what is a tough year or two, but encourage you to take the above into consideration. You currently have a proven aviation layout that operates safely and efficiently for all, and any changes should not only be analyzed very carefully but made with the advice, experience and insight of those who operate in and out of Skagway daily.

I hope to see you all soon in Skagway.

Regards,

Ryan Campbell

[Ryan@ryancampbell.co](mailto:ryan@ryancampbell.co)

www.ryancampbell.co

(615) 574 1739

FW: [External Email] RE: Port Master Plan/ welcome garden



Emily Deach

Today, 8:39 AM

Brad Ryan; Port of Skagway

Reply all |

Inbox

FYI.

Emily Deach, CMC
Borough Clerk
Municipality of Skagway
[P.O. Box 415, Skagway, AK 99840](mailto:Emily.Deach@skagway.org)
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-----Original Message-----

From: Natalie Lyon <NatalieLyon@pdceng.com>
Sent: Tuesday, February 9, 2021 12:42 PM
To: Kim Burnham <frilosite@icloud.com>
Cc: Orion Hanson <O.Hanson@skagway.org>; rsolfisburg@gmail.com; Emily Deach <e.deach@skagway.org>
Subject: [External Email] RE: Port Master Plan/ welcome garden

[ATTENTION: This Email was received from outside the Municipality]

Hi Kim,

Thank you for reaching out and I hope you are doing well, too! I am happy to provide clarification on this.

The Welcome Garden is still planned to be in the Shoreline Park- nothing has changed there. In the presentation for Wednesday, we are showing only the first 2 phases (Phase 1 & Phase 2A) of construction in the park, for which the MOS has already secured funding and will be kicking off soon. As you saw in the presentation, this includes doing the groundwork of extending utilities into the park for the restroom, adding grass and an additional gravel path, and adding safety improvements along the train tracks. The ground disturbance of the utilities extension provides a good opportunity to get these baseline park upgrades rolling. So yes, the Welcome Garden is included in a later phase of the project, beyond what is shown in Wednesday's presentation. I'm sorry for any alarm that not noting the future garden location may have caused during this round (!), and I do want to assure you that all concepts developed for the Shoreline Park and garden thus far will be included in the final Master Plan document. That includes updated versions of the more detailed park and garden concepts shared at the November Design Charrette and online charrette.

I hope that clarifies! Please feel free to reach out if you have any other questions or feedback. Thank you,

Natalie Lyon
Planner

PDC ENGINEERS
A RESPEC COMPANY

office 907.452.1414 x 831 | cell 248.421.9940
1028 Aurora Drive, Fairbanks, Alaska 99709

Sent: Tuesday, February 9, 2021 11:29 AM

To: Natalie Lyon <NatalieLyon@pdceng.com>

Cc: Orion Hanson <o.hanson@skagway.org>; rsolfisburg@gmail.com; Emily Deach <e.deach@skagway.org>

Subject: Port Master Plan/ welcome garden

CAUTION: This email originated from outside of the organization. Exercise caution when viewing attachments, clicking links, or responding to requests.

Hi Natalie.

I hope 2021 finds you well. I just took a look at the Port Master Plan Presentation for Wednesday. I didn't see any mention of the Welcome Garden, nor most of the other ideas that were included in the Shoreline Park part of conceptual plan that was presented earlier this winter. I was hoping you could fill me in as to why these elements were omitted. Will there be later phases that will include these? There is a city resolution for the Welcome Garden to be located in Shoreline Park, and I have received no correspondence (as Co-Chair of Oasis) indicating any intent to change that, so I would think at the very least, it's location would still be noted in the Master Plan.

Thanks,
Kim

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[External Email] Master Plan and Railroad



Pete Griffard <pg223griff@yahoo.com>

Yesterday, 3:23 PM

Port of Skagway

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[ATTENTION: This Email was received from outside the Municipality]

Greetings,

Thank you for all of your hard work. I think you really need to look at the impact of the trains concerning this plan. It appears that the tracks no longer go to the ore dock which makes sense since there won't be a ship there. Broadway has always been a source of congestion when the train is involved. Will the Broadway tracks now be servicing 2 ships? If so there will be a traffic jam most of the day. For the train to fit it must make a split at Broadway This takes a lot of time and also has safety factors. I see for the Broadway staging area the exit is northbound onto Broadway. This is good as long as the bus traffic going to the ferry terminal dock leaves room to exit. But when a train is blocking Broadway it is going to back the southbound Ferry dock busses up Broadway. For instance when the train is blocking Congress Way busses going to the railroad dock are baked up almost to Broadway. My point is that the amount of traffic is being underestimated and with the train in the way makes the plan almost unusable.

So my solution is this. Reroute the tracks along the east side of the Broadway dock. Extending the tracks all the way to the south walkway exit of the dock. I think a full train could fit. This would mean the trains would not have to split. The only time they would impede traffic would be when they are moving. They would also then be able to service both ships more functionally. I believe there would be many traffic flow benefits for both busses and pedestrians. You would need your sea walk signage to simply direct people around the north end of the train when there is a train sitting there. Or if there is room split the train for the pedestrian sea walk.

Sincerely,

Pete Griffard

Sent from my iPad

To whomever this may concern,

I have lived in Skagway for sixteen years, met my wife here, started a family, built a house and fortunately I am still employed by TEMSCO, currently, one of the largest employers in town. I have invested much of my life in this community, so I hope my words carry weight while you read this.

I would strongly encourage the Mayor, the Borough Manager, members of committees, or anybody who is playing a part in the development of the Skagway port to really consider the timing of port master plan. I don't believe I need to go into great detail about the struggles this community is facing. We all know and feel deeply the effects of Covid, a complete loss of revenue for the city, loss of amazing jobs, etc. Maybe the most important one to consider is the feeling of uncertainty of our future as a community. Knowing this and feeling this, one must ask themselves if moving forward with this port plan is actually a wise move in this moment. Must we test our luck? Personally, I believe the undertaking of a project of this scale at this time is completely irresponsible on many levels. Financially, it doesn't make sense at all. I think most people in this community are quietly scratching their heads while trying to understand the logic in the timing. Sure, parts of this may be paid with bonds or Covid relief money but as they say in aviation; "buying the airplane is the cheapest part of the deal". You will pay through your teeth for maintenance, inspections, insurance, hangar fees and fuel so yes, the airplane is cheap. The port master plan is an airplane. I have read the letter received from the DOT commissioner and was shocked that these details are just now coming through from the State. Even if some of the state's required responsibilities are reduced in order to have a joint, commercial/state, ferry dock, the burden on the municipality appears to be huge. I do understand that by delaying the master plan we may miss out on revenues created from new and improved industrial infrastructure, but I believe it can wait two more years.

I agree with the mayor, that jobs are crucial. Creating jobs and retaining jobs. When the port master plan depicts the location where TEMSCO sits to be re-purposed, thus removing TEMSCO, it's easy to feel betrayed. Why remove full time jobs and remove an important asset for this community when, according to the plan, there is no immediate plan for that property? As we have discussed in the past and recently, the relocation of TEMSCO to the airport raises many safety and noise concerns so I don't see that as a viable option. I have looked over the port master plan thoroughly and, with the exception of TEMSCO and its fulltime employees and community members disappearing, it really does look beautiful.

Now zoom out and look back down from a thirty-thousand-foot perspective for a minute. Let us, as a community, recover, recover from the blow that we have received from Covid. Let us *hopefully* see the return of smiling faces stepping off cruise ships or busses or RVs in 2022. Nothing is a given. We have tasted the bitter fragility of our economy. Let us ease back to where we were in 2019 with a familiar infrastructure and familiar systems in place. Let us ease into a role of much greater responsibility in 2023 with the transfer of power over the port. The takeover will be a great challenge in and of itself. With the added layers of complexity and extra responsibility we would feel with the implementation of the port master plan, our knees may buckle under that weight. Finally, let us remember what an absolutely beautiful port town we are. A town that is in very high demand by the cruise industry and a town that can and will make this community lots of money, just the way it is. Just because you have come this far with a port master plan doesn't mean that it's still a good idea. Let's revisit this in two or three years. Now is not the time. It is far too risky.

Thank you for listening.

Sincerely,

Jesse Dominick

[External Email] Port Plans



Lucy Frank <lucy_frank@temscoair.com>

Yesterday, 2:55 PM

Port of Skagway

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Inbox

[ATTENTION: This Email was received from outside the Municipality]

Hello,

I first want to congratulate everyone on all their hard work and want to say how impressed I am with a lot of the beautiful and logistical planning that has gone into this. I must admit, however, that I have a very large concern with the use of "future industrial use" at the current TEMSCO site. In our current location, we are able to keep our distance from most people and everyday operations that exist in town, which namely means our noise level. During a normal cruise ship season day, this begins at 6:45am with constant traffic back and forth every 15 minutes or so for 13 hours. In a new location, it would be impossible to not fly over town for any of our tour operations. The noise is not something you can ignore. For business operators that shouldn't have to deal with this, if TEMSCO is moved from our current location, this will become an everyday norm and disruption which will dramatically reduce quality of life as well as visitor experience.

In addition to the noise, safety of air traffic between the helicopters and fixed wing aircraft will become strained. I'm sure we can all appreciate that flying in and around the mountains is incredibly beautiful but makes things much more dangerous, especially in a small valley like our own. To move TEMSCO from the waterfront would greatly diminish the integrity of safety we in Skagway can and have been so proud of.

This may seem like a less important element in a much bigger puzzle, but I cannot implore to you enough how much this will affect the town, the people residing here and the people visiting, if TEMSCO is moved from its current location.

I appreciate allowing voices to be heard on all of these issues and hope we can come together to make Skagway the best it can be!

Kind Regards,

Lucy Frank

[External Email] Skagway Air Traffic



Paul Swanstrom <paul@mtnfly.com>

Yesterday, 2:47 PM

Port of Skagway ▾

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[ATTENTION: This Email was received from outside the Municipality]

Dear Sirs,

Hi, there. As a current Air Taxi that operates in and out of Skagway every summer since 1992 multiple times a day. I would like to say that the current location for Temsco Helicopters really is the best place for them. This location enables the best and safest traffic separation between fixed wing and helicopters in the confined Skagway area.

Your other improvements look quite nice. Please keep the traffic pattern the same.

Thanks

--

Paul & Amy Swanstrom
Mountain Flying Service
Haines & Skagway Alaska
907.766.3007 Land Line
907.314.0071 Summer time Amy's cell & text.

To: Mayor and Assembly

17JUN19

From: Tom Cochran, Port Commission

On Friday, June 14, 2019 the Petro Marine fuel barge was forced to cease fuel transfer operations and leave its berth at the Ore Dock. The transfer of petroleum products was not complete; however, the disruption was caused by the arrival of the Norwegian Jewel cruise vessel. The [Southeast Alaska Marine Pilots Association](#) has determined that docking a vessel at the Broadway dock during fuel transfer operations at the Ore Dock is a safety hazard and no longer permissible. The US Coast Guard supports this determination. Once the Norwegian Jewel was all fast at the Broadway Dock the fuel barge re-berthed at the Ore Dock and resumed offloading.

The [Southeast Alaska Voluntary Waterway Guide](#) was established June 8, 1996. Although it has been revised numerous times, the main takeaway in this instance is on Page 13 Item 7. Skagway part d. *The MSTF recommends that vessels scheduled for the Broadway Dock be the first to arrive in the west harbor.* Furthermore, SEAPA draft guidelines For Skagway West Harbor, Broadway and Ore Dock dated 6/17/19 state *“The SEAPA BOD has reviewed the VWG, which contains language addressing scheduling for the West Harbor in Skagway. SEAPA believes that no distinction should be assumed to exist between differing vessel types in the West Harbor which includes barge traffic. **All vessel interactions for the west harbor should be scheduled as Broadway Dock vessel first in and last out.**”*

Prior to this year the use of the Ore Dock in general has not been a hindrance to Broadway Dock vessels. Or more accurately, in the past scheduling has been able to avoid such conflicts. The size of the newer larger cruise vessels and the increased frequency of port calls is most likely the determining factor in this new development. The size of the fuel barges also contributes to this conflict. The Ore basin which houses the two docks is only so big and has a finite capacity. As the cruise industry continues to grow such conflicts will most likely increase.

We all want safe operations in the Port of Skagway. Steps to mitigate potential risks to life, infrastructure and the environment are top priority. We appreciate the steps taken and the recommendations from SEAPA, Coast Guard, and the industry. We should endorse the recommendations in the tractor tug report and the draft guidelines for Skagway West Harbor recently brought forward.

The question that comes to mind is, “Who has priority? Who decides who has priority?” and more importantly “Who pays demurrage?” Demurrage is defined as “Detention of a ship, freight car, or other cargo conveyance during loading or unloading beyond the scheduled time of departure.” It is further defined as “Compensation paid for such detention.” Demurrage is a common well-known term in maritime commerce and marine terminal operations. It is usually

not inexpensive. The disruption of offloading operations as was the case last Friday is a classic example of [demurrage](#).

There are only 10 two cruise ship days between June 18th and September 15th. All the rest are a minimum of three and most with four. We have a very busy port, and this will not be the last time this issue comes up. We already see challenges with congestion in the port with our weekly AML barge service. In the past, ore ships wishing to dock in the summer had to schedule precisely in order to avoid conflict. Hamilton construction has also had challenges docking its barge as well.

If the ore terminal were to open for operations the current and future cruise ship schedules will negate any loading without interruption during the summer months. The ore ships that were calling over the past few years require a minimum of 24 hours to load. That will not be possible between May and September due to increased cruise traffic and ore basin traffic guidelines.

The cruise ship industry is the lifeblood of the Skagway economy. The cruise ships calling at our port bring hundreds of thousands of passengers to our community contributing to our Municipal revenue stream. That being said, we have other customers that need to utilize our port. We all depend on weekly barge service for our groceries. AML, Petro Marine, AIDEA and the Alaska Marine Highway also require use of the port. It is incumbent upon the community to address these concerns and ensure all stakeholders have equitable use of our port facilities.

I believe this underscores the Port Commission recommendation for a Port Manager or Port Director at the Municipal level. We currently don't seem to have any lines of communication with the industry. A Port Director should and would have a relationship with our local Coast Guard, Customs and Border Patrol, Marine Pilots Association, and port stake holders. A Port Director would also have lines of communication with regulatory agencies, AIDEA, and state and local government. As we move forward, I believe the Municipality will see more and more the need for an active role in port operations.

<https://seapa.com/>

<https://en.wikipedia.org/wiki/Demurrage> , <https://legal-dictionary.thefreedictionary.com/demurrage> ,
<https://shippingandfreightresource.com/difference-between-demurrage-and-detention/>,
<https://www.shiplilly.com/blog/understand-avoid-demurrage-detention/>

[External Email] Skagway Port Master Plan comments



Tom Cochran <tom.c@aptalaska.com>

Yesterday, 10:57 AM

Port of Skagway

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Skagway West Harbor 1...
18 KB

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[ATTENTION: This Email was received from outside the Municipality]

In looking over the updated design concepts for Skagway’s waterfront I have a few questions/comments.

Overall, I like the presentation and the concepts. I think the new RO-RO for AML should be at the south end of the Ore peninsula as opposed to the design location. That way the ore dock can be replaced in the future with a sheet pile dock closer to the west side of the ore basin. That is really the only way we are going to be able to expand the width of the basin. That being said we could probably nix the restroom on the west side as well. We would still be doubling the restroom capacity with the other three in the plan.

I like the concept of the Broadway Dock access & circulation overview however, I am skeptical on your scale. It seems that when it comes to traffic and parking, designs always cram way more into a small space than actually works in reality. We have seen this in past projects. One only has to look at the south Small Boat harbor parking lot. It looked great on paper but is very small, with tight quarters, and not efficient at all. We definitely need more restrooms and waiting shelters but waiting shelters in Skagway need walls. This has been proven again and again, over and over and nauseum. The wind blows extremely hard here. To put it in layman’s terms, “If it ain’t got walls it ain’t a shelter, period.”

I really like the Ferry Peninsula shared use dock extension. With that said I see only two breasting dolphins for a 1080’ ship. I am not an engineer but that does not seem realistic, especially considering you show four breasting dolphins for the ferry. The depiction of a 1080’ cruise ship at the Broadway dock shows nothing to tie up the stern. That cannot be possible. The port of Skagway is going to have to seriously consider how many cruise ships it will allow at the Broadway dock in the future as we have begun seeing conflicts within the ore basin. The concept presented is quite appealing but we can no longer afford to allow a cruise ship to dock at Broadway every day. See attached correspondence from June of 2019.

Also, let’s not forget that we have another final phase to the Small Boat Harbor expansion project. I think that needs to be accommodated in any future waterfront design.

I look forward to attending the presentation on Wednesday

Regards,

Tom Cochran

[External Email] Comments: Skagway Port Master Plan

Reed McCluskey <mcc.reed@gmail.com>

Tue 2/16/2021 5:51 PM

To:Port of Skagway <PortofSkagway@skagway.org>;

[ATTENTION: This Email was received from outside the Municipality]

Dear Port Commission and/or Skagway Assembly Members:

My name is Reed McCluskey. I'm a former permanent resident of Skagway (1998 through 2013), and retired Nat'l. Park Service Chief Ranger and Administrator. I and my wife, Marlene, now live in California but continue to own a Skagway rental property, a duplex apartment building, and have generally visited town for a month or more each year since moving south in 2013.

I've just made my first review of the graphics for the "Skagway Port Master Plan, Updated Design Concepts for Skagway Waterfront", and have some initial comments which I'd like to share. The draft plan covers a very wide range of issues and to a very wide range of detail, which makes it an enormously challenging undertaking, especially with the uncertainties facing tourism businesses.

One thing that leapt out on my first review was the apparent displacement of the existing helicopter operations base (*helibase*) from the south end of Terminal Way without identifying its new intended location. This is a critical facility for supporting a wider variety of air operations than the air tours for which it is principally known. Supplying backcountry facilities, servicing remote radio sites, providing critical search and rescue responses, flying in lumber for backcountry trail maintenance, flying out human wastes and trash are several activities that come to mind. Perhaps I've mis-interpreted the label "Industrial Use" as exclusive of a helibase, however I understand that alternative locations are being considered including the existing airport grounds or even somewhere up-valley off of the South Klondike Highway.

Therefore, I'd like to strongly commend the helibase at its current location as safer and as having far lower potential for noise impacts on residents and visitors alike than any other possible alternate location.

For safety reasons helicopter and fixed-wing flight patterns must be clearly separated to the greatest extent possible. To do otherwise risks catastrophic mid-air collision. Temsco's current helibase location provides acceptable separation of operations in a way that other locations in the valley, whether on or off the airport property, cannot.

Safety considerations are also paramount in flying sling or cable-suspended loads which have their own unique risks. Staging cable loads into or out of the current helibase location minimizes these special risks by making the approaches and departures entirely over water thereby eliminating risks to buildings, roads, and power lines.

Noise generated by frequent flights should be a considerable factor in weighing the possible benefits and drawbacks of relocating the current helibase. In 1998 Temsco's helibase was located at First Avenue and Broadway. My office was then in the NPS headquarters at Second and Broadway. The "rotor-chop" of dozens of take-offs and landings each summer day actually rattled the windows in my office and sometimes made conversations difficult even INSIDE the building for brief periods. It was hailed as an enormous improvement when the base was relocated to its present site as the sound was very much reduced.

While the goal of separating industrial and tourism infrastructure is perhaps conceptually desirable, safety and public health should take precedence in decision making. Thank you for the opportunity to comment and good luck with your continued meetings and deliberations. Sincerely,

Reed McCluskey

21220 Apple Valley Dr

Sonora, CA 95370

mcc.reed@gmail.com

cell 209-768-8612

Mayor and Assembly, PDC Engineers, PHAB

At the local, regional, and global levels, the coronavirus pandemic has knocked the cruise industry to its knees if not flat on its back. This has shown us the true danger of having “all of our eggs in one basket.” An economy dependent solely on one single industry is a precarious if not irresponsible thing. We have heard voices throughout the years pleading for diversification and variety in the Skagway economy.


Unfortunately, these voices were in the minority and seldom heard or taken seriously. The original goal of the Yukon Gateway project started back in 2008 was precisely that, to diversify the economy by enhancing and expanding industrial uses at the port while continuing to accommodate the cruise industry. That project was stymied and morphed over the subsequent years into something quite unrecognizable from its original intent.

I think that prior to 2018 we all still at least had some hope in the back of our minds that the railroad could at some point become a freight hauler in addition to its summer tourist rail excursion. Thereby creating a regional transportation hub and opening job opportunities for more year-round residents. This hope of course was dashed with the purchase of the railroad by a cruise company, most likely securing its future as a summer only tourist rail excursion.

The most recent Skagway Port Master Plan presented by PDC Engineers comes a long way in organizing and planning our port for the future. I believe that phase 1 as presented in the Master Plan is good first step. We have the funding and the time however short that time window may be. Phase 1 - Shoreline Park Utilities & Basic Upgrades should be aggressively pursued at this time. It also lays the foundation for further future improvements.

With that said, in looking over the rest of the document and future phases I think it necessary to re-iterate that we can no longer be a single use waterfront. The separation of tourist vs industrial is a great concept but we must also strive for dual/multi use in any future development. The finite space available insists this be the case. We know we have conflicts in the ore basin. In our efforts to free up the industrial side of the port we must make sure we can still dock a cruise ship and accommodate its passengers when the industrial dock is vacant and needed for this purpose. With the separation of industrial vs tourist, my attention is particularly drawn to the Broadway Dock Access area as presented in the Master Plan. This area which is to be the demarcation between uses if you will.

From what I can tell this design will only accommodate tourist related transportation in the summer months while effectively negating any other use during the remaining 7 months of the year.

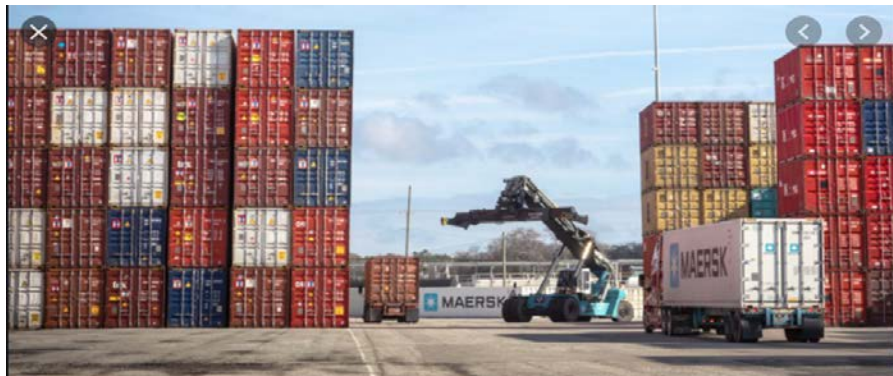


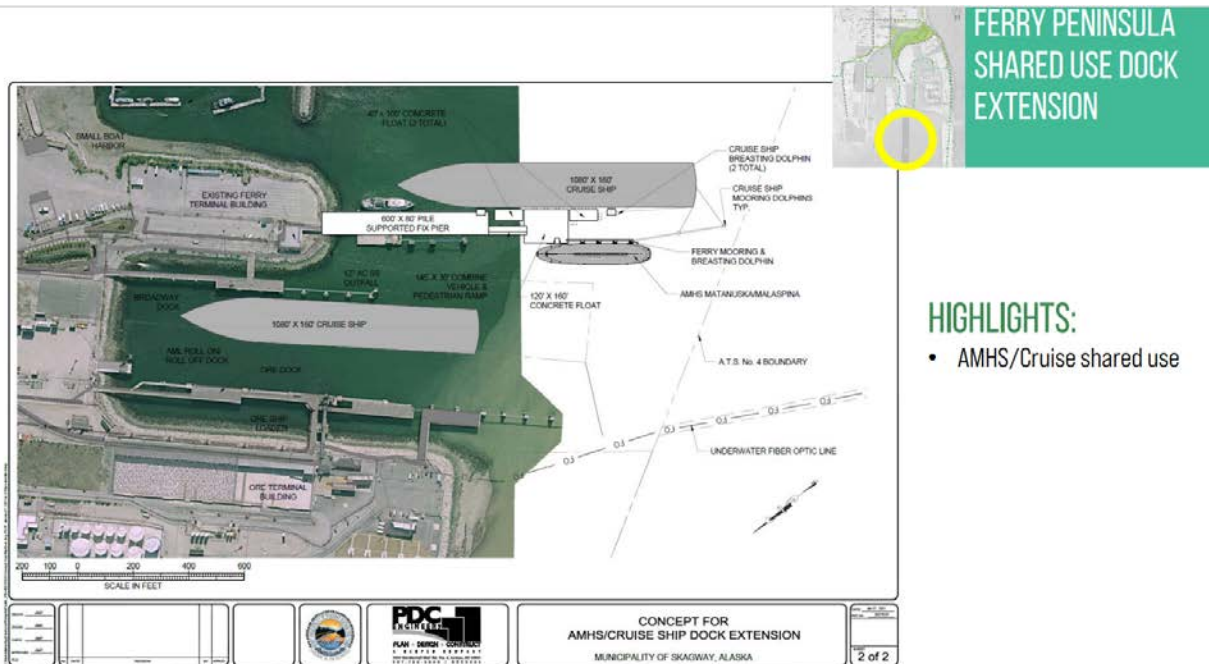
BROADWAY DOCK ACCESS & AND CIRCULATION OVERVIEW

HIGHLIGHTS:

- No backing out vehicle movements
- Enter from State, exit onto Broadway
- Vehicle & pedestrian capacity for 2 large ships
- Designated motorcoach & small tour vehicle staging areas
- Improved turning movements
- Additional tour staging area to north
- Improved pedestrian routes
- Pax waiting shelters
- Restrooms
- Visitor info station

The future Port of Skagway requires dual/multi use functionality. The days of one sole purpose are gone. We have to move people/cruise ship passengers efficiently and effectively while also being able to handle cargo operations in the off season. When the last bus leaves we need the ability to start stacking containers. Something that can easily be converted to this:





I don't believe we can dock a 1080' cruise ship at the Broadway Dock. I don't think it's possible. We are pretty much tapped out with the 965' vessels like the Norwegian Jewel, Pearl, etc. The proposed Ferry Peninsula dock while providing a much needed alternative to accommodate the new larger cruise vessels will most likely require more than two breasting dolphins. Let's not forget that the Municipal sewer outflow pipe discharges south of the Ferry peninsula as well.

I believe that the big picture concept is that with a new dock off the Ferry peninsula and the Broadway dock Skagway can host 4 large cruise vessels while freeing up the Ore dock for industrial use. The problem with this misconception is that, as we have already witnessed, a large cruise ship at the Broadway dock is not possible with industrial fuel operations or ore loading at the ore dock. So even with a new dock you have a net loss of one berth taking you down to three large cruise vessels only. That is not to say we can't use these docks for cruise vessels, we most certainly can. We just have to scrutinize the schedule and make sure that the Broadway and Ore docks are both free of cruise vessels when industrial uses are required. In other words, we will most likely have to block out a couple days a week for non-cruise operations in the ore basin. Maybe a no cruise ship Monday, Tuesday, or something to that effect.

Some other comments regarding the Master Plan. We should consider the placement of a new Ro-Ro facility at the south end of the industrial peninsula. That way we can establish a sheet pile dock once the existing ore dock and ship loader are removed. That is the only way we can effectively widen the ore basin. In moving AML to the west do not forget there is a 34,500 volt electrical overhead transmission line between the current location and the proposed location.

Any shelter for tourists/cruise passengers MUST have walls. While aesthetically pleasing, these designs are not practical. We all know how much the wind blows and how strong it is. Any shelter without walls is a waste of money.

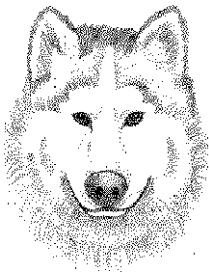
The Ferry Peninsula Revised Concept worries me. I think that the scale is problematic and if that is built, it will not be as free flowing and efficient as it looks on paper. The seawalk design should also have a tie-in with the road to the ferry terminal. All the tourists come back towards the waterfront on this road. They need to be able to get over to the rail dock. The northern border of the new bus round about, basically between it and the existing staging area fence would work.

I do not support expansion of the Pullen RV Park. Everyone I have talked to says that Skagway is one of the best places to dry dock a boat in the winter because of our dry climate. I can understand the desire to better utilize this space, but not with RV park expansion. RV park revenue is seasonal only and single use. It seems we would be trading flexible year round revenue for single use summer revenue only. Along those lines, have we abandoned our third and final phase of small boat harbor expansion? If so, when was that decision made? If memory serves, that was all engineered and just waiting for funding.

In conclusion, once again I thank all of you at City Hall for all your efforts. I appreciate the town hall meetings and public involvement. I look forward to the responsible development of our port with a bright and DIVERSIFIED future. Thank you.

Respectfully,

Tom Cochran



Alaska Icefield Expeditions, Inc.

February 16, 2021

Municipality of Skagway
PO Box 415
Skagway, AK 99840

Dear Mayor and Assembly,

We appreciate the opportunity to participate in and comment on the Skagway Port Master Plan. Taking the time to develop a concept for the waterfront as well as engaging all of the current stakeholders in the planning is imperative.

The Stakeholders along the waterfront have been the backbone of Skagway's industry. Tourism. It is clearly an oversight by planners that TEMSCO's current location is now labeled for future industrial use. This point of land is already occupied by a primary stakeholder who is and has been engaged in Skagway's Industry of Tourism. TEMSCO Helicopters is a proven partner who provides professional world class tourism and essential services to the community.

TEMSCO has carefully and with much thought crafted their tour portfolio. The primary consideration has been the safety of operations as well as minimizing impacts on the community. It is important to note that TEMSCO provides 5 full time, year-round, professional positions. These positions have been maintained by the company throughout the pandemic. In a typical year an additional 40-50 seasonal staff live, work and support the community of Skagway. TEMSCO is an integral part of the lifeblood of the Skagway community.

Alaska Icefield Expeditions works with TEMSCO Helicopter providing glacier dogsledding tours. We have operated in Skagway for 21 years. TEMSCO/AIE's glacier dogsledding tours are world renowned and a huge attraction for visitors to Skagway. We employ an additional 3 full time year round employees and 25 seasonal staff. Our seasonal staff lives on the Denver Glacier but when they come to town they spend all of their money in Skagway. Our business is entirely dependent on TEMSCO's ability to continue to operate in their current location.

Helicopter safety is our primary concern in Skagway as well as on the glacier. We not only fly visitors to the remote dogsledding camp on the glacier we also do a considerable amount of slinging. The glacier camp is completely assembled each year requiring numerous sling loads in the spring and fall. Support slinging continues throughout the season. The current location on the waterfront ensures that slinging operations are conducted in the safest manner for all involved. Alaska Icefield may not be a leaseholder but we are a stakeholder in the decisions being made.

The current location of the helicopter base is essential for this business operation. Kelly Healy, TEMSCO's Base Manager, has already clearly explained with great detail why the current location provides the safest location for helicopter operations in his letter dated March 5, 2020. Mr. Healy also included a packet of information detailing TEMSCO's interaction with the port planning committee. He has also clearly identified that the stakeholder's operational concerns have not been addressed in the planning process and more work is necessary before moving forward.

TEMSCO and AIE are both established, viable and proven operators in Skagway's tourism industry. We consistently provide professional, world class tours that are a calling card to Skagway. Our tours have required significant investment in the community and make a considerable and reliable contribution to the economy every year.

The Area now designated as Future Industrial Use has already found its highest and best use for Skagway's Industry of Tourism as well as the highest and best use for the community of Skagway. This property is already generating numerous full-time year round and seasonal jobs. The operator is a proven professional company with a considerate and vested interest in the community.

TEMSCO Helicopters must be included in the Port plan in their current location. The alternative is a vacant lot and the loss of valuable established businesses and a community asset.

Sincerely,

Dan and Chris Turner
Owners/Operators
Alaska Icefield Expeditions, Inc.

[External Email] Port comments.

Donna Griffard <donnagriffard@gmail.com>

Sat 2/13/2021 1:12 PM

To: Port of Skagway <PortofSkagway@skagway.org>;

[ATTENTION: This Email was received from outside the Municipality]

I am wondering why there is now talk of an expanded RV park on the port plan and why the RV park even still exists on the plan when there was talk about wanting to move it out of town to the other side of the bridge? It is a bit of an eyesore in the present location. Also I am not in favor of it being near 7 pastures and Dedman stage events.

I would like to see the Small Boat Harbor still have potential to grow in the future if there is a need for that to happen.
Thanks.

Donna Griffard

February 13, 2021

Skagway Mayor Andrew Cremata and Assembly,

25 plus years ago a small Skagway operation took a chance and hired me via snail mail correspondence. That company was TEMSCO. At the time they were a little building on Broadway trying to fly 2-3 choppers daily but mostly doing just a few days a week. Working there wasn't a big money maker as most of us didn't get full time work but it was still one of the best jobs I ever had. There were 3 full time (paid but not year round) employees and less than 12 seasonals. Over the years TEMSCO has grown and now offer 5 year round benefited positions and around 50 seasonal workers and provide well maintained housing. Some of these are local hires. Many of us are still here although we have moved on to other jobs.

In the mid 1990's, TEMSCO was growing quickly and needed more space but a big question on everyone's mind was "where could they go?" As a newcomer, I didn't know how these kinds of decisions got made but was astounded at the heated debates taking place for a couple of years. A lot of the arguments were about noise...which was louder, train brakes, helicopters landing or taking off and which noise was worse-the shorter very loud sudden blast of a train whistle or the continuous window rattling helicopter blade whap whap whap overhead?

Round and round the discussions went and the one thing everyone agreed on is that no one wanted helicopters flying over town for safety sake and of course for noise abatement.

Allowing TEMSCO to move to their current location was one of the best decisions Skagway has ever made. The building they constructed is visually pleasing, and has always been one of the best maintained business properties in town. The view from Yakutania point of green grass with landscaped clean lines, is favorable for locals and visitors alike as opposed to what a proposed industrial site might look like.

Over the years TEMSCO has aided in many search and rescues and at times was the ONLY option that was available. They have medivaced locals when planes and ferries were unavailable and other options didn't yet exist. One time a quick thinking pilot with an employee even hovered over the ocean and pulled passengers from the freezing water when the plane they were in went down. Lives have been saved due to skilled fast actions of TEMSCO employees that were in the right place when they were most needed.

The TEMSCO management and employees are also very community minded. I have been in Skagway for over 25 years and while office management has changed a few times, their commitment and generosity to Skagway has always been consistent. They always step up when a charity asks for a donation, they offer flights during the annual Box of Rocks race to upper lake, they have allowed the use of the building for Skagway Arts Council events and recently loaned us power for our Halloween shows. They are a kind, giving, visually appealing company who are good land stewards, good for Skagway and deserve to stay where they are on the waterfront. It is the best place for them and for the residents of Skagway.

Donna Griffard

[External Email] Comments to meeting



Karl Klupar <Owner@skagwayinn.com>

Fri 2/12, 5:00 PM

Port of Skagway

Reply all |

Inbox

[ATTENTION: This Email was received from outside the Municipality]

1. The normal highway coach utilized in the Carnival cruise family has extended from 44 pax to 50 pax. I believe the newer MCI highway coaches are 50 ft long versus the older 40 ft long. This is fine on the interstates in and around Miami, in Skagway the new turning radius is a challenge. This change in vehicle size will affect the design of the load zones as the turning radius of the coaches will be larger than the historic norms. The proposed design, while a nice improvement over the current situation, it needs to take this future in mind. Designing for loading/unloading coaches is an important aspect of any successful plan.
2. There will be a lot of open space in the design alternatives. It might be interesting to consider designing for large tents (in the parking areas) so that during time periods away from the cruise season, the space could be utilized for other crowd gathering events. Alaskans and Yukoners are likely to fancy a more rugged venue. It's taking a limitation and making it into a competitive advantage.
3. One of the solutions for mitigating the pollution in the harbor is to mix the seabed contaminants with paving material. Working a lot of pavement into the port development project could feed two birds with one stone.
4. I don't see any need to maintain the campground within the waterfront project. The space could be better used for other activities. As for the campground, there are already plans to move the larger park north of the Skagway river bridge...just make the new park bigger. It's easier to manage one big park than 2 little parks. Having visitors near the water brings doesn't bring quality of life value to Skagway residents and is of little tax benefit to the municipality. RV Park patrons could ride the smart shuttle in and out of town.

The proposal is a plan that improves upon many important issues within the harbor area. I wish you the best.

--

Karl Klupar
Historic Skagway Inn
Lynch & Kennedy
cell: 610-745-1859
fax: 215-754-4611

FW: [External Email] Dock Proposal



Emily Deach

Fri 2/12, 2:12 PM

Port of Skagway

Reply all |

Inbox

FYI.

Emily Deach, CMC

Borough Clerk

Municipality of Skagway

[P.O. Box 415, Skagway, AK 99840](#)

(Phone) 907-983-2297 op on 6

(Direct) 907-983-9706

(Fax) 907-983-2151

www.skagway.org/clerksoffice

PUBLIC RECORDS LAW DISCLOSURE: This e-mail and responses to this email are subject to provisions of the Alaska Statutes and may be made available to the public upon request.

From: Paul Swanstrom <paul@mtnfly.com>

Sent: Friday, February 12, 2021 1:07 PM

To: Emily Deach <e.deach@skagway.org>

Subject: [External Email] Dock Proposal

[ATTENTION: This Email was received from outside the Municipality]

Dear Sirs,

Hi, there. As a current Air Taxi that operates in and out of Skagway every summer since 1992 multiple times a day. I would like to say that the current location for Temsco Helicopters really is the best place for them. This location enables the best and safest traffic separation between fixed wing and helicopters in the confined Skagway area.

Your other improvements look quite nice. Please keep the traffic pattern the same.

Thanks

Paul & Amy Swanstrom
Mountain Flying Service LLC.
907.766.3007
907-314-0071 Amy's cell & text
mountainflyingservice.com

[External Email] Port Expansion Comment



Ashley Call <akshred@yahoo.com>

Wed 2/10, 7:01 PM

Port of Skagway

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[ATTENTION: This Email was received from outside the Municipality]

Thank you for the great information!

I feel that it is imperative that any new shelters being built must have a south wall to protect from the wind. Without this protection the shelters will be useless. I noticed in the conceptual drawings that some of the shelters were open air and I feel strongly that this would be a major error considering the consistent 20-30 knot south winds that blow all summer.

Thank you for your consideration,

Ashley Call
Owner- Ocean Raft Alaska here in Skagway

[External Email] ore dock remediation question--- and phase three timeline



sherry corrington <skagwayprivatetours@gmail.com>

Wed 2/10, 4:14 PM

Port of Skagway

Reply all |

Inbox

[ATTENTION: This Email was received from outside the Municipality]

Hello-- I did have a couple of questions but was traveling and now have had a chance to catch up for the meeting tonight.

1- what is the status with the environmental clean up White Pass had committed to as any RO/RO or dock changes must have this clean up happen first.

2- The phase 3 changes to Broadway dock parking is going to be a big job and is there any chance that can happen this summer to take advantage of the lack of big ship traffic? Can this job take priority over the park area that could happen during a busy tour season without really impacting traffic flow?

Mahalo/Gunalcheesh!

Sherry

TEMSCO **HELICOPTERS, INC.**

PDC Engineers
Municipality of Skagway

Good day,

TEMSCO Helicopters would like to comment on the draft presentation scheduled for 2/10/21 on the Port Master Plan.

TEMSCO is strongly opposed to the distinction of "Future Industrial Use" for the land on which we have successfully ran a commercial heliport for two decades. Furthermore, the lack of proposed alternative site for TEMSCO is problematic and needs to be addressed.

TEMSCO has operated in Skagway for over 35 years, and has been a staple of this community. TEMSCO's use is congruent with Waterfront zoning, and the Waterfront is the best location for us. We safely provide a world-class experience to visitors, and we limit our impact on the residents and businesses of Skagway.

In addition to a seasonal crew around 40 people, TEMSCO even during the pandemic has five full time residents working year-round in Skagway. This level of employment is what helps drive Skagway's year-round economy, and is what the Municipality should be striving to keep a hold of in an uncertain fiscal environment. To erase these jobs with no alternative is troubling.

Regarding the Port Master Plan, TEMSCO proposes the following edits:

- Edit the "Future Industrial Use" area on the Ore Peninsula to remain within the current boundaries of the Ore Dock parking lot. This lot, in addition to the new RO/RO dock and added industrial space on the north side of the Ore Terminal will provide a sizeable improvement in usable industrial space on the Ore Peninsula.
- Under "Future Use," draw TEMSCO into our current location. Industrial use is not prioritized over commercial use in Waterfront zoning. TEMSCO's long standing operation has fully utilized its waterfront location in a way that benefits the community as well as TEMSCO and our visitors.

TEMSCO has proven to be an asset to Skagway. We provide world-class experiences for our residents and visitors. Our stable presence helps the economy by providing jobs, and revenue for countless local businesses.

In this time of uncertainty, maintaining jobs for residents is at the fore front of the public discussion. It is inappropriate and duplicitous to suggest throwing away the jobs and business of a long successful, responsible, and safe local company and their employees.

Thank you for the opportunity to comment, and please reach out if you have any questions.

Sincerely,

Kelly Healy
Base Manager
TEMSCO Helicopters, Inc

[External Email] port presentation questions / comment



mp.schaefer <mp.schaefer@protonmail.com>

Wed 2/10, 2:51 PM

Port of Skagway

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Action Items



[ATTENTION: This Email was received from outside the Municipality]

To: Port of Skagway master plan.

Questions.

What is the bond cost estimate and bond repayment source for phase two?

What is the timeline for design, permit and build plan for phase three and and current cost estimates?

Comment.

With the economic engine for Skagway compromised and unknown at this time we have to consider weather or not the overall project is feasible from an economic cruise industry perspective. The residents of Skagway must not be financially burdened. Revenue agreements will need to be executed and guaranteed prior to project commencement.

Thank you, MS
Mark Schaefer

Sent with [ProtonMail](#) Secure Email.

[External Email] Port Plans



Taylor Champion <taylor.champion@campspot.com>

Wed 2/10, 12:31 PM

Port of Skagway

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To always show content from this sender, [click here](#).

[ATTENTION: This Email was received from outside the Municipality]

Hello all,

I first want to start by saying how impressed I was by most of the outlined plans for the revamp of this beautiful SE Alaskan Town. The community of Skagway continues to amaze me for its support of it's local and seasonal residents, businesses, and visitors alike.

I do believe that most of the port developments outlined in the plan will not only improve visitor experience, but will also create a safer environment for the heavy amount of foot traffic, large vehicles, and bicycles that populate the few busy blocks of Skagway during the tourism season.

I do however have one major concern whilst viewing the plan. The complete write off and disregard of the current location of TEMSCO Helicopters for "Future Industrial Use", not only confuses me, but also brings up a huge safety concern. The outlined development plan does not provide any information as to what would happen to the current TEMSCO, and it is virtually erased as if the Ore Dock was already an empty lot.

The small valley of Skagway is already congested with air traffic. TEMSCO is currently far enough away that pilots can ensure the safety of themselves and visitors, regardless of familiarity of the region. I think we can agree that flying in Alaska is incredibly beautiful, but inherently dangerous. Would we not want to continue to mitigate these risks?

Moving TEMSCO will impact guest experience, operations for the company, and daily residential lives. I believe much of the plan will improve this little town, but let's not take away from the parts that already make Skagway a special place.

Thank you for taking the time to hear our concerns.

Taylor

--

Taylor Champion

Account Manager

p: 616 -226-5500

e: taylor.champion@campspot.com





WHITE PASS & YUKON ROUTE

THE SCENIC
RAILWAY OF THE WORLD

P.O. Box 435
Skagway, Alaska 99840
Phone: (907) 983-2214
Fax: (907) 983-2017
wpyr.com

February 18, 2021

Manager Brad Ryan & the Skagway Assembly
Municipality of Skagway
P.O. Box 415
Skagway, Alaska 99840

RE: Follow-up on the Port Master Plan Presentation

SENT VIA EMAIL

Dear Manager and Assembly Members,

Thank you for your efforts with PDC to present the Port Master Plan to the public on February 10, 2021. Though it was unfortunate that the event could not be held in person the on-line attendance and those calling in highlighted the community interest on this important issue. We look forward to continuing our conversations with PDC, all stakeholders, and yourselves as the upcoming phases progress. We appreciate you recently making the charrette comments public and hope to add to that conversation with some additional points for your consideration.

White Pass has compiled questions submitted by our staff in hopes of addressing their concerns and identifying operational issues from the railroad's perspective.

Questions and Comments

- What is the timeframe on moving forward with the ferry peninsula acquisition?
- Is there an order of magnitude cost for the new dock on the ferry peninsula?
- How do you intend to fund the project(s)?
- If this proves unfeasible what are the alternatives?
 - Have considerations been made to add a floating component to the Broadway and/or Ore docks to maintain flexibility in the port and accommodate larger vessels coming in the near term?

Operations on the Ferry Peninsula

- With the close proximity of two large vessels and the ferry what will be the congestion effects into Broadway?
- Will train access be considered on the ferry peninsula?
 - Without access, this could lead to increased rail excursion tour times due to transfer timing to alternative boarding sites.

- If there is not a consideration of train access will that lead to increasing bus traffic in town – 400 guests (9-10 buses), mobility challenges, guest experience difficulties and congestion in the bottleneck from the ferry float to Broadway?
- With dual uses and timing with a cruise ship and the ferry, what will security barriers and procedures look like?
- What size vessels will be able to use each side of the dock?
- Will the westside of the dock be exclusive to AMHS or can cruise ships utilize it with AMHS priority?
- It was said that a future simulation was planned. At what phase of design is the project at?
- How will berthing procedures work with ships on Broadway and Railroad Dock?
- **Broadway Dock**
 - Will there be consideration for cruise line shore excursion staff and shelters for them?
 - Would you consider double track to Ferry Peninsula and eliminating the track to Broadway?
 - The Concave traffic design is intriguing. Is this design being used elsewhere?
 - Do you anticipate additional company staffing on the dock for tour operators depending on how tours are loaded?
- **Future Industrial Use on the Ore Dock**
 - Will the Ore Dock be maintained for use as a cruise dock or strictly industrial use?
 - Opportunity for future growth should be considered as the potential for new vessel builds could require increased ship berthing capacity.
- **Shoreline Park Space**
 - What materials are being considered for fencing along the rail easement?
 - Restroom at the proposed Broadway location may present, visibility issues for train crews and guests.

In addition to the questions listed, White Pass would like to comment on the absence of TEMSCO in the master plan and consideration of their 20-year lease on the Ore Dock property. The current location of the helicopter base is in the right place for the community. Moving forward, we ask they are included in the short and long-term plan for the waterfront.

I realize that this is a lot to consider, but I believe addressing some of these things early in the process can help with the efficacy of planning in the future. Thank you for your consideration of these questions and comments. We are available and request a future meeting with you and PDC to address some of the above concerns at your convenience.

Sincerely,



Bob Berto
President

[External Email] Port And Harbor comments



keng russo <kengrusso@yahoo.com>

Mon 3/8, 12:27 PM

Port of Skagway

Reply all |

Inbox

[ATTENTION: This Email was received from outside the Municipality]

Hello,

Thank you for the opportunity to comment on the port plan. I listened to the presentation last month , but did not comment at that time.

I have a few concerns and the most important to me under a general heading is a lack of a harbor voice on the Port & HARBOR commission. Everything I heard at the presentation was aimed at port development with no thought or concern to the small boat harbor. More specifically :

1. What happened to the phased harbor enlargement , improvement plan that was already in place?
2. On the conceptual drawings, the area of the harbor near the old launch ramp was labeled " dredge or fill " I strongly oppose filling in any harbor space , unless there is a plan to create more dock space with a sheet pile wall that can be used for harbor amenities such as a crane.
3. I believe the conceptual drawings also showed a continuation of the " seawalk " across or through the harbor parking lot. How and where ? It then shows it continuing through the staging area and across the top of the launch ramp. How is that going to work with people walking back & forth across the ramp and the harbormaster and individuals trying to launch and load boats?? It then shows it continuing out to the end of the ferry peninsula , which totally limits any harbor improvement on that side. I think the above mentioned improvement plan called for moving the fuel float over there with a drive down loading ramp.
4. The conceptual drawing also showed the R V park expanding into the harbor parking lot. I am strongly opposed to this and believe those spaces that are already on the parking lot side should be eliminated. I think the existing RV park should remain as it makes a nice buffer into town , but should not be expanded in any direction. While the R V park on the waterfront is popular , more R Vs don't need to be there on limited land that has higher waterfront related uses. It was also brought out that a lot of the containers etc. in the storage area don't need to be there and I agree with that. I think that all storage and leases in that area should be reevaluated as to their waterfront necessity , and if they don't meet that requirement be relocated. Possibly out to the area near the new composter site. Wasn't there a plan for a new R V park out there also? I think Mr. Hamilton's proposal for a new building in that area makes much more sense than any R V park expansion.
5. The conceptual drawings did not have the existing harbor wave barrier shown. Was this an oversight or was this on purpose because it was felt it would interfere with docking cruise ships on the new proposed dock ? If the latter , I feel it would be a huge mistake to remove it and strongly oppose that.
6. Last but certainly not least : What ever happened to the ore basin clean Up ??? White Pass , under old and new owners have paid a lot of lip service to committing to the clean up and yet nothing gets done. There are continual excuses and delays and nothing happens. What a perfect time for this work to happen without cruise ships in port. I am concerned that it is just being postponed until the lease expires and then will be a big legal mess that will be very costly to the municipality.

Thanks again for your attention to these comments. Ken Russo

[External Email] comment on ore peninsula development - arctic terns



Furbish - Klensch <snowshoes@aptalaska.net>

Tue 3/9, 5:41 PM

Port of Skagway

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Arctic Tern colony at Or...
696 KB

Show all 1 attachments (696 KB) Download



Action Items



[ATTENTION: This Email was received from outside the Municipality]

Thank you for your presentation on concepts for development of the Skagway Waterfront. I am a member of the Skagway Bird Club with a long-standing interest in Arctic Terns in Skagway.

I want to submit the following information about the Ore Peninsula as a nesting site for Arctic Terns, which have at times used parts of the Ore Peninsula for their breeding colony. Please consider management options for the Arctic Tern colony when designing options for the Ore Peninsula.

From the 1990s until 2016, a small Arctic Tern colony used parts of the Skagway Ore Peninsula. When they nested in active commercial use areas, conflicts developed that damaged the terns and interfered with commercial operations. A technical report recommending options for managing the terns on the Ore Peninsula was released in January 2017 (see attached).

In 2017, the majority of the colony moved to a gravel bar in the Skagway River, adjacent to the airstrip. Terns nesting at that location attracted gulls to use the same location, which increases the danger of gull-airplane collisions that can cause damage to aircraft. Arctic Terns are smaller and more nimble flyers than the gulls, and do not threaten flying aircraft. From 2017 to 2019, the local Alaska DOT crew had to spend many labor-hours and use loud boomers and whistlers to haze terns and gulls away from the airstrip, disturbing the local community.

In 2020, the Skagway Bird Club coordinated with Skagway DOT to see if other methods could be used to manage the terns and gulls at the airstrip bar. Volunteers and DOT workers walked through the site a minimum of 6 times a day, creating more constant agitation among the birds than in previous years. That effort was successful in decreasing the numbers of terns and gulls using the airstrip bar, greatly decreased the number of loud hazing rounds fired to scare the birds, and showed that the terns would start using the Ore Peninsula again when the airstrip bar had too much disturbance.

I propose that creating some accommodation for nesting Arctic Terns on the Ore Peninsula can be arranged that would not interfere with commercial operations, and that would be beneficial to Skagway to achieve airport safety without loud hazing and as a tourist attraction. Some of the concepts in the 2016 report are no

include design elements to discourage terns nesting where they are not wanted, and perhaps could provide a few relatively low, flat roofs that could be used as nesting sites.

More information about Arctic Terns in Skagway can be found at

<https://sites.google.com/site/skagwaybirdclub/bird-monitoring-activities/arctic-tern-colony-monitoring>

Thank you,

Elaine Furbish
Skagway, Alaska

Recommendations for Management of Skagway Arctic Terns Ore Peninsula Breeding Colony, January 2017

by C. E. Furbish } technical advisors to the former
and Jami Belt } Migratory Bird Working Group

Arctic Terns, a protected migratory bird, reproduce every spring at Skagway's Ore Peninsula. The terns occupy the grounds of commercial businesses, which complicates business operations and leads to disturbance of nesting terns. The authors offer management recommendations designed to maintain the Arctic Tern colony while reducing, then removing impacts to businesses. Short term solutions work with businesses to minimize the time period that Arctic Terns spend in their current nesting areas and mitigate disturbance to the colony. Long term solutions move terns out of conflict areas by developing alternative nesting habitats, including one which would serve as a new tourist attraction.

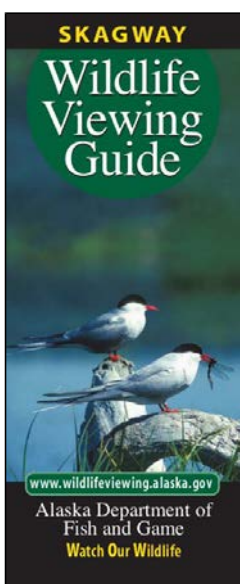
Value of Ore Peninsula industrial area to Skagway

In the late 1960s, the municipality of Skagway leased a waterfront area to PARN [WP&YR] corporation in order to develop harbor and port facilities. Construction projects included building the uplands that comprise the Ore Peninsula. This area was designed from its inception to improve commerce and strengthen Skagway's economic potential.

Tourism is the primary component of the Skagway economy, and Ore Peninsula businesses are a significant part of that economy. Cruiseships tie up to the Ore Dock and are supported by longshore/harbor operators and other service businesses. WP&YR railroad maintains tracks on the Ore Peninsula and brings excursion trains up to the docking area. Temsco Helicopters offers flightseeing and enhanced aerial excursions.

Other commercial businesses on the peninsula operate partially or wholly outside the tourism sector. Petro Marine receives, stores and transports fuels not only for the borough of Skagway, but also for Whitehorse, Yukon Territory. AIDEA operates the industrial Ore Terminal, which provides storage and ship loading facilities to the Yukon mining industry.

Skagway seeks to diversify its economy by increasing industrial port capacity on the peninsula. In particular, improvements to industrial port infrastructure in anticipation of future Yukon mining booms have been identified as a high priority for the borough.



Value of Arctic Terns to Skagway

Arctic Terns travel all the way from Antarctica, year after year, to return to the place where they hatched and raise their young here. During their lifetimes, they will migrate a distance equivalent to traveling from the Earth to the Moon three times over.

A small breeding colony at the Ore Peninsula is the only place in Skagway Borough where people can easily watch these charismatic birds raise chicks from fuzzy balls into elegant adults. The Arctic Tern is one of our most reliable wildlife viewing opportunities, the front page feature of the state's Skagway Wildlife Viewing Guide.

The Skagway terns are a popular, but unpromoted, attraction to birders, nature lovers, and tourists. Birders are a growing demographic nationwide. In addition, many birders are in the same age and economic brackets as most cruise ship patrons.

The Skagway Ore Peninsula is the most accessible location in Southeast Alaska where visitors can be guaranteed a good, close view of Arctic Tern chicks - a rare and valued sighting for many birders. Mendenhall Glacier Visitor Center has an Arctic Tern breeding area; but people are kept at a distance and must use binoculars, spotting scopes and zoom lenses for good viewing.

In Skagway, there is the potential to allow people intimate viewing access to tern nests and chicks. By marketing this special birding opportunity, Skagway can increase it's variety of local attractions and strengthen it's reputation as the premier tourist destination in Southeast Alaska.

The Problem: Arctic Terns and commercial business areas overlap

Historically, Arctic Terns nested on shores and gravel bars along the lower Skagway River. They were displaced to the Ore Peninsula by modifications to the river channel and banks. The peninsula is a heavily used commercial area, where the breeding terns impact operations for three commercial businesses: Petro Marine, AIDEA and Temsco Helicopters.

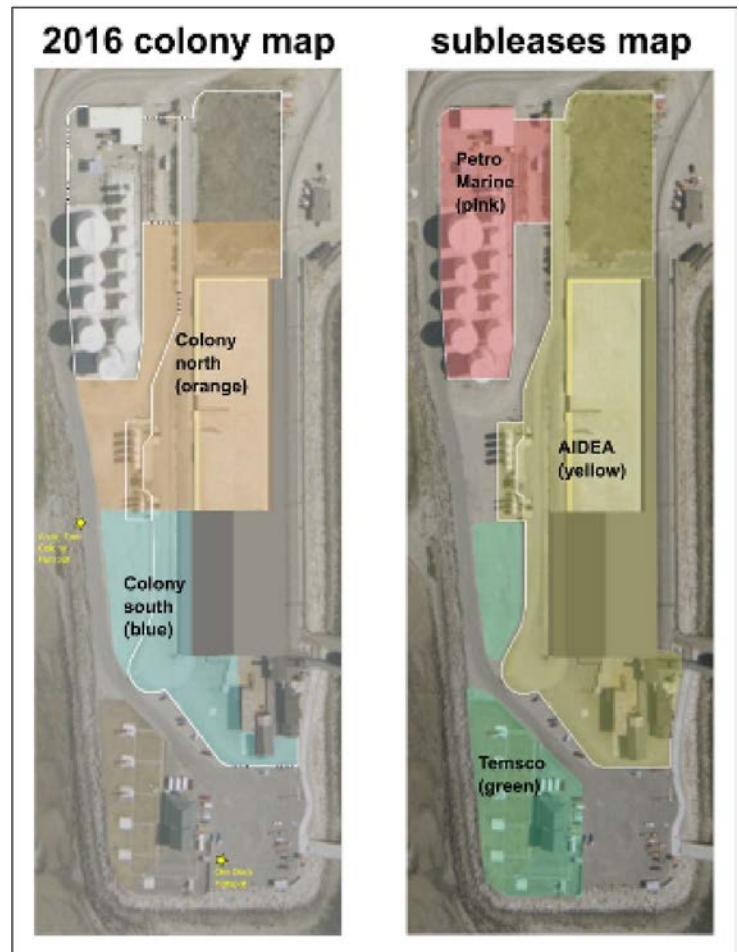
All Arctic Tern nesting sites seen in 2016 were located in areas of high-conflict with commercial businesses.

Breeding terns scatter their nests (scrapes) on the ground, sometimes in the same places that vehicles travel. As soon as chicks hatch, they can move about and will often run around the nest area. Adult terns fly and swoop at anything entering the nesting area that they perceive as a threat.

Breeding terns complicate commercial operations when drivers must take extra care to avoid running over scrapes or chicks, when workers walk into areas where adults swoop at them, and when terns occupy ground needed for other purposes.

Pedestrians, pets and private vehicles can enter the Temsco staging area adjacent to the AIDEA fence, and may cause disturbance by approaching too close.

Arctic Terns are protected under the Migratory Bird Treaty Act (MBTA) which prohibits harming the birds or their nests when they are breeding.



excerpt from Figure 1 in Skagway Arctic Terns - 2016

2016 Arctic Tern Monitoring Project

In 2016, the Skagway Bird Club coordinated a citizen-science monitoring project to better understand the Ore Peninsula Arctic Tern breeding colony. The results of this project are described in detail in the report, "Skagway Arctic Terns - 2016" available on the Skagway Bird Club web site (sites.google.com/site/skagwaybirdclub).

The monitoring project developed valuable information about the Arctic Tern colony. The terns' nesting habitat preferences were determined from descriptions of nesting locations and characteristics of surrounding areas. Timing and duration of reproductive development stages at the Skagway colony showed that under favorable conditions some terns can complete breeding and leave the area in as little as 2 months. Other terns showed signs of stress and/or early nesting failures, and took as long as 3 months before leaving the area.

The Skagway Arctic Tern colony showed a high level of tolerance to human disturbance, something quite unusual for breeding terns. There were also indications that nesting terns were protected from land predators by the human structures and activities in the area. Taking all monitoring information together, evidence points to the present colony location as preferred because it is near good feeding at the mouth of Skagway river, has good physical habitat characteristics, and the impacts of direct human disturbances are outweighed by protection from land predators.

Management Goals and Opportunities

Information from the 2016 Monitoring Project can be used to develop management practices tailor-fit to Skagway conditions. The following recommendations should immediately reduce negative impacts between commercial businesses and terns. Longer term, commercial businesses would be freed from the hassle of working in areas that overlap with breeding Arctic Terns. At the same time, these management recommendations would provide Arctic Terns with high quality breeding habitat, and create a new tourist attraction.

SHORT-TERM GOAL: Manage the present Arctic Tern colony to minimize the time period terns spend in their current nesting areas.

The 2016 Tern Monitoring project showed that some terns occupy nesting areas for as little as 2 months, while others take up to 3 months. Stress from disturbances can cause extended laying and incubation times. Failure of early nests can lead to late season mating and nesting. Signs of both influences were seen at the Ore Peninsula colony area in 2016.

Reducing disturbances and early nest failures should lead to reduced breeding time periods.

- 1) Time activities that occur only early in the season (April) and which overlap with tern nesting areas, so that the activity is completed before the last week in April, when the terns arrive.
- 2) Assure that commercial drivers are aware of terns, and do not deviate from regular travel lanes/tracks when terns are present.
- 3) Brief employees that must walk or work near terns, so that they are aware that minimizing disturbance to the colony will lead to the shortest time period that terns are present and must be accommodated.
- 4) Use symbolic fencing and/or signs to keep pedestrians and vehicles from impinging on the Ternsco staging area.



adult Arctic Tern with 2 chicks (M. Konsler)

LONG-TERM GOAL: Arctic Terns do not nest in commercial business areas, but have ample high-quality breeding habitat in the area, with at least one easily viewed nesting area as a new tourist attraction.

The 2016 Tern Monitoring project showed that all of the current nesting sites were in areas of high-conflict with commercial businesses. The Ore Peninsula is very favorable habitat, Skagway's terns are unusually tolerant of human activity, and terns keep returning to the peninsula colony area despite a high level of human disturbance. Therefore, they should be receptive to moving into new breeding environs on the peninsula as long as the new habitat has the same or better favorable characteristics as the existing colony area.

Creating new habitat and moving terns from conflict areas into the new habitat has been successfully accomplished at other locations. This goal should be attainable in Skagway by modifying established methods used elsewhere and by developing site-specific methods adapted to the Ore Peninsula locale.

The best chance for long term success is a double strategy: simultaneously "create alternative augmented habitat" and "make conflict areas unattractive". Both must be accomplished together to move the breeding colony as desired. In particular, making current nesting areas unattractive without offering alternative favorable habitat would likely displace terns into other high conflict areas, such as the airstrip or other commercial workyards.

Permitting from wildlife protection agencies will be required at several stages: developing and testing, encouraging the move, and keeping the terns from re-occupying formerly used areas. By using the double strategy, Skagway may be able to obtain permits to use easy methods to persuade the terns to leave existing nesting areas. Most importantly, Skagway will also be able to make a strong case for permits to indefinitely dissuade terns from re-occupying conflict areas.

The authors can assist with information on Arctic Tern biology, preferred habitat and behavior; and interpretation of the Migratory Bird Treaty Act and associated permitting requirements.

CREATE ALTERNATIVE AUGMENTED HABITATS

At least three areas on the Ore Peninsula have potential as alternative augmented habitat: a portion of the AIDEA vacant lot, flat shed roofs, and the west side of Terminal Way (Ore Peninsula access road). If possible, all three should be explored so that Arctic Terns will have the maximum opportunity to move out of nesting areas that conflict with human activities. Characteristics of preferred nesting habitat obtained through the 2016 Tern Monitoring project can be applied to make the most attractive alternative augmented habitats.

1) PORTION OF AIDEA VACANT LOT

The quickest and easiest option to implement. A part of the AIDEA vacant lot on the north end of the peninsula, to the east of Petro Marine, could be modified into enhanced tern nesting habitat without heavy construction, permitting or other delays. Modifications would include vegetation removal, additional substrate (sand, pebble, cobble mix), refuge and protection structures, fencing and signage.

recommend: create alternative habitat in part of AIDEA vacant lot; use to apply for permit to test and use dissuasion methods and to exclude terns from selected high conflict areas.



AIDEA vacant lot

2) FLAT SHED ROOFS

Least Terns in southeast U.S. (see photo) have adapted to nesting on roofs. Skagway's terns may utilize this habitat, if available. Any flat or nearly flat shed roof may be used (eg. shipping container roofs, storage sheds). Removable edge barriers and refuge structures would be placed on roofs during breeding season.

recommend: test on shipping container or other existing roof. If successful, incorporate into design for new/rebuilt industrial buildings, and add to permit request for permanent dissuasion methods.



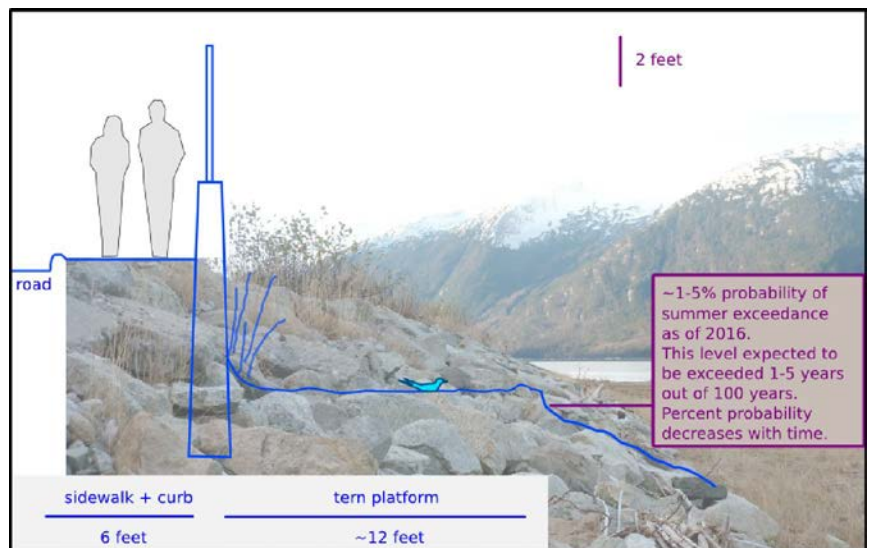
Least Terns nesting on warehouse roof

3) WEST SIDE OF TERMINAL WAY

The western edge of the Ore Peninsula could become the most favorable habitat for Arctic Terns. This habitat could also be configured to provide a new tourist attraction for Skagway featuring an accessible platform for easy viewing of terns and chicks.

One conceptual design for this area is shown here. Full development would include survey, design, permitting and construction.

Note: the Migratory Bird Working Group discussed a highly-engineered, cantilevered design for this area. Tidal data show that there is sufficient area above highest extreme tides to allow a simpler design. (technical data available upon request)



Terminal Way access road augmented habitat concept

recommend: incorporate into port redevelopment program; incorporate into to permit request for permanent dissuasion methods.

MAKE CONFLICT AREAS UNATTRACTIVE

As alternative augmented habitats become available, Arctic Terns may spontaneously move into those areas. However, tern relocation projects in other locations have sometimes found it necessary to use additional methods to dissuade terns from returning to their former nesting areas. Skagway's new and old tern nesting areas will be very close together, therefore dissuasion methods may be required indefinitely to prevent terns from re-occupying high conflict areas.

1) OPEN-FORM HIGH PROFILE STRUCTURES

Investigate permanent or semi-permanent open-form and non-load-bearing structures large enough for vehicles, equipment and people. Construction must be done prior to nesting season and be in place when terns arrive. Structure must withstand wind forces, but will not experience heavy loads.

The 2016 monitoring project indicated that Skagway's terns will avoid areas that do not supply a clear, open flight path from potential nesting sites. Building on this premise, open-form structures with openings matched to tern wingspans and flight behaviors may be effective at deterring tern use of such areas.

Various shapes could be effective, but a loop tunnel may be the most efficient shape for vehicle lanes. Permanent structures would require little attention after initial construction. Semi-permanent structures could include designs such as seasonal netting placed over a permanent skeleton.



example of loop-tunnel structure (loops only, no fabric would be used)

recommendation: test at selected locations. Integrate open-form structures into commercial operations and/or new construction where appropriate. Should not require permit if all work completed before terns arrive.

2) PORTABLE LOW PROFILE STRUCTURES

Investigate portable on-site structures designed to be quickly deployed and removed. These passive dissuasion structures would be effective in areas with infrequent commercial use; or for areas that might be vacant when the terns arrive, but may be needed for industrial uses sometime later during the breeding season.

Portable structures could include temporary netting elevated 1-3 feet from ground level on temporary supports. Another option could be movable, stackable, light-weight mesh forms. In all cases, openings must be adjusted to tern foot and egg dimensions to make the surface unacceptable for nesting.

recommendation: test at selected locations. May require permit depending upon when and how deployed. Use to help persuade terns to move to augmented habitat when ready, and to keep terns from attempting to re-occupy former habitat..



concrete pad staging area

3) UNPREDICTABLE ON-SITE DISTURBANCE GENERATORS

Investigate on-site active dissuasion techniques designed to harmlessly persuade terns to reject high-conflict areas as nesting habitat. These methods will be the most valuable for awkwardly shaped areas, and to react quickly in any areas that terns attempt to re-occupy after alternative augmented habitat is available.

Low-tech and high-tech methods are available. Some possibilities include motion-activated water sprays; bright + noisy streamers (eg. metallic ribbons) with random motion inducers (fans, swirling or flapping motors).

recommendation: test at selected locations - will require permit. Use to help persuade terns to move to augmented habitat when ready, and to keep terns from attempting to re-occupy former habitat.

March 10, 2021

Dear Manager Ryan and PDC Planners:

Thank you for the opportunity to comment on the Skagway Port Master Plan as presented at the town hall meeting in February. The power point was informative and well-illustrated. It was a useful tool to assist the public in its understanding of complicated waterfront development issues.

Seawalk:

I was pleased to see the plan include extension of the existing seawalk. Skagway sits at the head of the longest, deepest fjord in North America. The scenic beauty of our waterfront is a part of our community heritage and should be accessible for visitors and residents alike. During this long, pandemic winter, the docks were visited by many locals (walking and driving) every day. When mountain trails are inaccessible because of ice and snow, it is important that the waterfront be accessible to the people who live here.

A seawalk with some accompanying green space makes sense in a town with a visitor-based economy and does not preclude industrial development. Skagway has the unique opportunity to re-envision its port. Any new dock developments should incorporate a **continuous seawalk** that would allow us to traverse the entire waterfront from east to west, from the railroad dock all the way to the Yakutania footbridge. Thoughtful and creative planning can provide an opportunity for people to stroll through a variety of land use designations whether industrial or cruise ship related, without compromising the economic viability of our various industries.

Juneau Seawalk:



Above is a picture of the recently constructed Juneau seawalk (slightly over a mile) which allows people to stroll all the way from the downtown docks to the spectacular whale sculpture at the Gastineau Bridge. Skagway, which is a much smaller town, experiences approximately the same number of visitors as Juneau and our waterfront is as spectacular Juneau's. A **continuous seawalk**, in addition to being a source of joy for people who live in Skagway, would offset some of the huge impacts of our visitor industry while at the same time enhancing the visitor experience. It is my understanding that the Juneau seawalk (not the whale) was built with Commercial Passenger Vessel (CPV) tax funds.

The following link provides aerial footage of the Juneau Seawalk.

<https://www.youtube.com/watch?v=Er4ZEtiZD1c>

Temsco and the Continuous Seawalk:

The east bank of the Skagway River, currently occupied by Temsco Helicopters, is one of the most spectacular viewsapes in our valley. Traditionally, a place where a river meets the sea is considered sacred or a place of special significance. For more than twenty years, the view of the mouth of the river across to the promontory of Yakutania Point has been blocked from view by a chain link fence. Summer and winter, the people who live in this valley are prohibited from accessing the river bank. For this reason I believe the Temsco facility should be moved off the riverbank and relocated to elsewhere in the industrial zone. Temsco is a valued member of our business community and I understand that moving will be an expense and inconvenience. However a port plan should not be developed in a piecemeal fashion in order to accommodate a single business entity. The highest and best use of the river bank is as a viewscape. Temsco helicopter pads could be reconfigured and relocated off the river bank to a location on the parking lot side of the building or elsewhere in the industrial area or at the airport.

Ore terminal and Ore dock:

As planning moves forward for the area earmarked in your drawings as "future industrial development" I hope the Municipality will give due consideration to switching to containerized ore shipment system. The ore terminal takes up an inordinate (no pun intended) amount of space on the waterfront. It is an outdated and likely very contaminated facility that needs to be replaced. For the purposes of planning, conceptually removing the ore terminal, would allow analysis of how much land could be freed up on the waterfront and used for other purposes and would allow Temsco to relocate off the riverbank but still remain at the south end of town. Off-site storage of containerized ore between ore ships would be a more efficient use of precious sea front property. Per square foot financial analysis of the ore terminal footprint may prove that dollar for dollar this use of the land does not bring the Municipality the best return on investment.

New Ferry Peninsula Dock Concept: While in theory, dedicating an entire portion of the harbor solely to industrial use seems to make sense, a versatile design for the western portion of the harbor may be the way to move forward. There are many unknowns about building a cruise ship dock off the ferry terminal peninsula. Depth of the water, proximity to the Broadway dock and the wave barrier, turning radius for large ships and state ownership of the property are all issues that have not been resolved. This may be time to do a “high-level” concept analysis with geotechnical and maritime assistance to determine the feasibility of developing the Broadway peninsula for additional cruise ship traffic. Given the uncertainty surrounding the new concept, it makes sense to me to envision a flexible plan for replacement of the old ore dock.

Alaska Marine Highway System (AMHS):

In many ways, ferries are the heartbeat of our year-round community. They provide access to medical appointments and opportunities to travel during the long dark winter months when weather and short daylight hours often preclude flying. In the spring, summer and fall the ferries bring the highly valued independent visitors to town who often spend more money per capita in our local businesses than the cruise ship visitors. I am pleased to see that the ferry terminal and ferry dock will remain in its current location. Foot passengers (folks traveling without vehicles) are a large percentage of the AMHS traffic. Proximity to the business district is a distinct advantage to these visitors.

Small Boat Harbor Expansion vs. Pullen Park RV Park Expansion:

Obviously, boat harbors must be on the water but RV Parks can be located elsewhere in the valley. An expanded small boat harbor has always been planned and will bring business to the community. Skagway now, more than ever, should work to encourage its independent visitor market and RV spaces should be expanded but not on the waterfront.

Terns:

Please make nesting spots for terns one of your priorities in waterfront planning. They fly 15,000 miles to get here and they were here long before we were.

Security:

During the Town Hall Meeting in February the issue of security was raised. Security needs to be considered but not at the expense of public access to the waterfront.

Thank you,

Jan Wrentmore,
Skagway Resident and Business Owner
jan@redonion1898.com

Questions & comments on Port Master Plan



Wendy Anderson

Wed 3/10, 3:49 PM

Port of Skagway

Reply all |

Inbox

Thanks for all the hard work that went into this design work! My questions & comments are as follows:

- Is the information kiosk shown at the Broadway dock intended to be staffed by Municipal staff or is it for the ship tour sales reps? If for MOS staff, a self-serve information kiosk would work better for the services we are developing. At the visitor center, we explored having dock locations, but ran into issues with staffing. We often face challenges staffing our Broadway location. To counter that challenge, we are in the process of developing a live online visitor assistant. With this option, we could have information kiosks at each dock with a QR code to our visitor guide and a “call or text your question to a staff member” info. This way, one person could serve visitors at multiple locations and we could provide service for longer hours.
- The waiting shelters are a great idea. They need to be closed off on the North & South ends to protect from wind & weather or they will not be of much use.
- What is the building by the sea walk, next to the AMHS terminal. I don’t see a description for it.
- I like the signage shape & colors.
- I like the color patterns that feature greens & blues, with a bit of gold or orange. Green & blue are the colors of our landscape. I don’t see red as being part of our color scheme. It is not really representative of anything in our area.
- Double sided signs are a good idea
- Given the traffic patterns from Pullen Pond to Centennial Park, it seems there should be a 2nd path through Shoreline Park to Centennial Park
- The 3 ft fence by the tracks is a good idea. It would be nice if it matched the split rail fence featured around Pullen Park, rather than the solid wood shown in the drawing.

Wendy Anderson

Visitor Information Specialist I

Municipality of Skagway Visitor Department

[P.O. Box 1029 ~ Skagway, AK 99840](mailto:info@skagway.ak.us)

907-983-2854

www.skagway.com

PUBLIC RECORDS LAW DISCLOSURE: This e-mail and responses to this email are subject to provisions of the Alaska Statutes and may be made available to the public upon request.

[External Email] Port of Skagway Draft Master Plan Comments



SDC Director <sdccommunitydevelopment@gmail.com>

Wed 3/10, 4:17 PM

Port of Skagway

Reply all |

Inbox

[ATTENTION: This Email was received from outside the Municipality]

Hello,

I would like to provide the following comments regarding the current Draft of the Port of Skagway Master Plan. I appreciate the time and new ideas, concepts and layouts this plan suggested but I feel it is far from a final plan and disregarded many public comments and the work of past port development plans. Based on the current draft, I offer the following comments on the short-term goals that must be addressed with the CPV grant funds as well as the long-term layout and development plans that dramatically impact the operations of current businesses and the potential to attract new industries.

Short-term/ phase 1:

I don't understand why we need to go through the expense of serving shoreline park with water and sewer from both spring street and Broadway, why not just Broadway?

The rail has a 50ft right of way on either side of the tracks. This should be used in our favor since they need it to be a road to service their train cars, why not use it as a road for them and into a parking lot that could take up part of the field area. This would be a wonderful addition as it would provide more off street parking near the downtown area, it is right next to the shoreline park and water feature as well as the stream walk. So people could park and access these amenities easily. And most importantly, it would save our community over \$18,000 each year as perhaps we would no longer need to lease the parking areas half a block away.

I think the bathrooms are located in an area that would prevent any other future use of the field to be anything other than a field or a park. But I would also suggest bathroom designs and materials are run by Chris Valentines. He has cleaned bathrooms down at the port for years and can make sure the bathrooms are the quickest and easiest to clean and the less likely to spread diseases.

This money is being offered to reduce the spread of communicable diseases in the cruise dock areas, other than a bathroom, I don't see how this is accomplished. Where are the sanitizing stations, wider sidewalks, better people separators or even UV disinfectant stations or testing areas?

Long-term:

Ideally, I still am a much bigger fan of the the Ferry dock and Terminal not being attached to the dock expansion and could be moved to the Ore peninsula so that Skagway can have a Cruise Terminal area and not create a complex, passenger nightmare by having the ferry and its loading area in the middle of a giant cruise ship operating area. If this is not possible, engineers need to be sure that a ferry can load and off load without closing the cruise dock. This is an issue double docks have in St. Kitts.

Other major concerns I have with the long-term plan is:

The tour staging and pick-up area is massive, it does not need to be that size, I would say that it can creep into some of the area of AML yard but definitely does not need to extend from Broadway to the Ore Terminal. By doing so it displaces businesses, reduces opportunities, and cuts off & reduces rail service and access for a parking lot that only sees major use during certain times of the day in the summer, especially when you have another bus pickup and staging area on the ferry peninsula. Plus bus drivers already saw major problems with the roundabout design.

Leave AML and the RORO dock where they are and instead shift the AML yard from primarily east of the AML building to the West side of it.

Make the area titles AML new location to be the future industrial use unknown area.

Complete Small Boat Harbor expansion and use dredged material to expand the land space on the Ore Peninsula.

Add another rail line to service the new cruise dock

Don't just replace the Ore Dock with a RORO dock but replace the Ore dock with a multi function dock that's primary use and capabilities are designed for heavy industrial loads but can be used as a cruise dock if need be.

The Cruise Line Office should be closer to the Cruise facilities

Maintain the area at the southwest corner of the ore peninsula for helicopter service.

Side note as you get comments on the topic: Of all of the shoreline that is part of the Skagway Borough, commercial activities can occur on a very small portion of it. Most of Skagway shoreline is accessible to private individuals and designed to provide green space and private usage. Infact from the Temsco terminal all of the way east to the end of what is Skagway's shoreline has no commercial infrastructure and allows for very little commercial activities. We also have the stream walk, the seawalk, pullen pond, the small boat harbor, the wave barrier and now shoreline park as areas within the only commercial allowable space for residents to access and enjoy the scenes. I am against any further reduction of commercial activity areas that are utilized only for the private citizens to enjoy more views and I highly discourage moving the helicopter pad or integrating major walkways in the industrial area and on the industrial docks just so people can have views. The more we restrict our ability to accommodate commercial activities, the further we get away from diversifying our economy as a port town. Who wants to invest in a place that doesn't work with and support its businesses?

Where does the public transportation service have a pickup spot at each dock location?

Where are the Cruise Ship's Shore Ex shelters at each dock?

How do these layouts mitigate the transfer of communicable diseases?

I hope these comments are not taken as criticism but rather constructive feedback. This area makes or breaks Skagway's future, so its very important we do it right. Thank you.

Kaitlyn

[External Email] KLGO NPS comments on draft port plan



Wetz, Angela J <Angela_Wetz@nps.gov>

Yesterday, 3:48 PM

Port of Skagway 

 Reply all | 

Inbox

[ATTENTION: This Email was received from outside the Municipality]

Greetings-

Below are the park's comments on the port plan. If you would like clarification on any of these items, please let me know. Thank you for allowing us to participate in commenting during this planning process.

Angela

Plan page reference	Comment
general	Entire port (water, piers, and land) sit inside the Skagway & White Pass District National Historic Landmark boundary
general	If using federal or state funds, or needing federal permit for work along waters of the US, will need to consult with the State Historic Preservation Office, federally recognized tribes, and the National Park Service regarding impacts to cultural resources
general	Consider designs for the structures that fit within the historic character of the place. Steel & glass would not be appropriate nor would circular structures. The historic characteristics seen within the National Historic Landmark are wood structures, wood siding, wood multi-light window sashes, boardwalks, gable roofs or false fronts, small scale buildings designed for pedestrian access and at pedestrian scale. Proposed structures (restrooms, shelters, kiosks, covered walks) could also be opportunities for artistic expression. Consider working with the Skagway Traditional Council for Tlingit art and form line possibilities.
Slide 21	Consider a Tlingit formline for the Broadway Dock icon
general	National Park Service has a collection of historic photo essays that could assist designers with the look and feel and scale of the built environment during the historic period. Designers could also look to Carcross Commons for the scale, design, material, and artwork used there.
Signage design	The AMHS dock sign will need space for two changeable signs; one for the cruise ship (as pictured) but a second for the AMHS ship name as well
Pedestrian Kiosk	Add city transit stops to map? Also, remove "SMART" branding; Visitors don't know "Smart" stands for "Skagway Municipality Area Rapid transit". The busses look like every other private tour. "public transportation" is much more universally understood.

Sidewalk symbols	General support of option 2. It would be great to see distinct Tlingit designs.
Trails & Signage	Each Dock Gateway element should be paired with a Pedestrian guide. the Dock Gateway elements are where people find themselves after getting off the ship. They will want to orient themselves to walk to downtown

Angela Wetz

Superintendent
 Klondike Gold Rush National Historical Park
 291 Broadway Street
 Skagway, AK 99840
907-983-9216
 907-973-0156 (cell)



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WWW.Safety4pilots.com

February 24, 2021

Skagway Assembly
P.O. Box 416
Skagway, Alaska 99840

Skagway Assembly,

My name is Keith M Cianfrani and I am an aviation safety consultant for International Business Aviation Council, (IBAC), the Helicopter Association International (HAI), the Tour Operators Program of Safety, and Airbus (VOOM) and have completed a TOPS audit on TEMSCO and their helicopter operation in Skagway. I am also certified by the Federal Aviation Administration (FAA) to conduct Heliport Safety Surveys.

I'm a retired Army Aviator and Safety Officer who served in aviation positions to include the U.S. Army Safety Center. I also worked on many Heliport projects for various hospitals and heliports through-out the country with a focus on safety, noise control, and operational effectiveness.

The current location of the TEMSCO Heliport is ideal for the number of helicopter operations on an hourly and daily bases for the following reasons:

- Noise abatement: (the current base was established where it is, due to noise issues and ops too close to the city 20 years ago)

- Safety. The current location provides separation of Rotary and Fixed-wing aircraft since there is no control tower.
- Established Routes provide additional separation
- The helicopter base was built specifically to function as a Heliport. (pad separation, walkway, passenger areas, fuel supply, etc.)
- Community Support:
- TEMSCO is a huge supporter of the Community including hosting Arts Council events at our Base, contributing to local events and charities.
- Countless support to the Community in the form of airborne search and rescue, as well as MEDEVAC support to sick and injured persons when no other option was available.

The risk factor for helicopter operations located on the airport will increase dramatically. Flight routes will change, visual separation will decrease and helicopter operations will conflict with fixed-wing operations. Upon visual inspection of an aerial view of the Skagway Airport, it is clear that relocating the helicopter on to the airport property will also increase the noise signature of the aircraft.

In my professional opinion, relocating the current helicopter operation to the airport location will increase safety hazards and overall safety will be compromised.



Keith M Cianfrani, MAS, CISM, CFI
Aviation Safety Consultants, LLC

* Masters in Aviation Safety (ERAU)

* Certified International Safety Manager (ISSP)

* Certified Flight Instructor (FAA)

From: Joel Kain
Sent: Friday, February 26, 2021 8:39 AM
To: Emily Deach <e.deach@skagway.org>
Cc: Kelly Healy
Subject: RE: Skagway Heli Port

Good Morning Emily,

The letter from Mr. Cianfrani is for the Ports and Harbors Board meeting next Tuesday, Mar 2. Could you please ensure it gets added to your packet for the assembly, and also the Ports and Harbors board? Thank you.

Joel
Joel Kain
Director of Safety
(907) 228-0858 office
(907) 821-2212mobile
TEMSCO Helicopters

From: Keith Cianfrani
Sent: Friday, February 26, 2021 6:14 AM
To: e.deach@skagway.org; Joel Kain
Subject: Skagway Heli Port

[EXTERNAL] Please do not click links or open attachments if you do not recognize the sender.

Hi Emily,
I'm enclosing a letter supporting the current location of the TEMSCO Heliport.

Sincerely,

Keith M Cianfrani

--

Keith M. Cianfrani, Ed.D (abd), MAS, CISM, CFI
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CISM – Certified International Safety Manager – International Society of Safety Professionals

MAS – Master of Aeronautical Science: Aviation Safety Systems & Human Factors



February 26, 2021

From: Dan Cerkan, Balefire Safety Systems, Inc.
To: Municipality of Skagway, P.O. Box 416, Skagway, AK 99840

Subj: TEMSCO HELIBASE

Dear Assembly,

I am writing to you in regard to the TEMSCO helibase located in your community. It has come to my attention there is discussion on moving the base, possibly to the local airport. This would be a mistake and make air travel more dangerous in the Skagway area and negatively affect the community environmentally. Please let me explain myself below.

I am a rotary wing and fixed wing aviator with 30 years of experience, over 20 of them flying in the United States Marine Corps. I have been an Aviation Safety Officer and Accident Investigator for 24 years. I am currently the lead safety, operations and maintenance auditor for Balefire Safety Systems. I am a certified International Standard for Business Aviation Operations (IS-BAO) check auditor, Helicopter Association International Program of Safety auditor, Tour Operator's Program of Safety and Wyvern auditor. Why am I telling you this? It is because I see 15-20 flight departments each year where I conduct full systems audits (safety, operations, maintenance, environmental, security, etc.). I see the good, the bad and the ugly and it is my intention to identify and put safety controls into areas that are hazardous to reduce the risk to as low as reasonably possible. We all want everyone to get home in the evening in the same or better shape than they arrived for work!

I had the pleasure of auditing all of TEMSCO tour operations bases in July, 2019. Mr. Joel Kain escorted me to these bases and gave me unfettered access to their operations. I actually flew many of their tours. The audit of Skagway was a large part of the scope of the audit. When I arrived, I was impressed with the planning of the base, keeping it away from the town (I love your town!), away from the airport – fixed wing and rotary wing find it difficult to live together – and the planning for the helipads, fueling storage and processes, passenger handling, environmental planning, noise abatement, and many other aspects of the base. The positioning of the helibase gives it good clearance from fixed wing tour routes and general aviation traffic into and out of Skagway Airport. The airport is an uncontrolled field so pilots can't rely on Air Traffic Control for deconfliction. I thought the planning of the base, the thought behind just

Balefire Safety Systems
1760 Yada Place, Carlsbad, CA 92008
Phone: 760-846-0207 E-Mail: danc@balefiresafety.com



about every aspect of helicopter operations and the reduction on their impact to the community was top notch. Just about every helicopter company I have audited that operates out of an active mixed-use (helicopters and airplanes) airfield always has medium to high risk safety concerns. Most of these have been taken care of with the planning and location of the TEMSCO Helibase.

Aviation is a dangerous business! Let's not make it more dangerous for TEMSCO and the community by relocating them. I implore you to allow TEMSCO to continue working out of their current location. It is the best and safest option for TEMSCO and your community!

I am available for any questions or comments you may have. Thank you for allowing me to address this subject. My contact information is as follows:

Dan Cerkan

danc@balefiresafety.com

760-846-0207

Dan Cerkan

President

Balefire Safety Systems, Inc.

From: Mark larsen
Sent: Tuesday, March 2, 2021 2:44 PM
To: Emily Deach <e.deach@skagway.org>
Subject: Shoreline Park Public restrooms

Honorable Assembly and Mayor:

Thank you again for your service to our community in this trying time.

Looking at the agenda for this months' meeting, I noticed the proposal from PDC Engineers for the design of new public restrooms to be built at the junction of Broadway and Pullen Creek. The design looks very nice, and I recognize the need for more public restrooms in our community, but I question the wisdom of the location. The Port Master Plan conceptual drawings show four new public restrooms within one square mile. Is that really necessary? I would think that one per cruise ship dock should suffice, and with the existing restroom at Pullen Pond Park, a new one less than 200 meters away seems superfluous. Do we really need to spend this money right now? I can think of better places to put another restroom, and better ways to spend that money.

Thank you

Mark Larsen

March 4, 2021

Sent via e-mail only

Municipality of Skagway
e.deach@skagway.org

RE: Port Planning Reflection

Dear Mayor Cremata & Skagway Assembly,

I'm so proud of Skagway's constituents for engaging in local planning and process! Writing letters to your elected officials is the correct and transparent process to ensure your voice is heard. I hope it continues.

I understand that cruise visitor maximum daily limits could be headed to discussion in committee. While it never hurts to have a conversation, I'd like to remind everyone that cruise passengers are the main source of revenue for the Municipality and everyone in it. While you are currently conceptualizing an expensive waterfront development with more space for ships, I'm confused as to why we are talking about envisioning fewer?

The mayor's report indicates that there will be a path forward with legal counsel to determine process, code and value of tidelands. I respectfully request that you keep current tideland users engaged as you move ahead so that you understand, without assumptions, what effects your decisions will have on this community. If you increase the cost of doing business in aviation, fuel and freight, you likely increase the costs to everyone who utilizes those services.

Regarding potential for restarting cruise, the Center for Disease Control (CDC) has some very stringent proposed protocol in place before cruise ships can sail again, including limited shore excursion and community interaction. But it is a starting point. Even if cruise ships came to port and were only allowed limited interaction within the community, it still creates jobs for some, which is better than none.

Kudos to the Skagway Tourism Department and the business community for their work on the Tourism Best Management Practices (TBMP) Program! It's a well thought out plan and I believe it will be an important mechanism in reopening for visitors. You have my support to repeal Resolution No. 20-44R and Resolution No., 21-04R to lift the mandate for COVID-19 testing or strict social distancing for all travelers arriving in Skagway. Thanks for the mountains of work you are tackling each and every day!

Gunalchéesh,



Jaime Bricker
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