

Skagway Port Master Plan

FREQUENTLY ASKED QUESTIONS

Aesthetics

1. *The entire port sits inside the Skagway and White Pass District National Historic Landmark; is there any chance of incorporating the historic and traditional character of Skagway in the building design?*

Yes, the engineering and design team is currently working with the Skagway Traditional Council to incorporate elements of native Alaskan art and culture into the design of the new restroom facilities and potentially additional buildings, such as passenger waiting shelters, proposed in the Plan.

2. *There seem to be several different fencing styles in different places in the plan; can you clarify what each fence will be constructed of?*

The three-foot tall safety fence adjacent to the train tracks on the northern edge of Shoreline Park is proposed as cedar fencing. MOS and the consultant team have been in communication with WPYR to determine the railroad's needs regarding the fence design and materials to protect parkgoers from the tracks while maintaining sightlines for train operators. The proposed Seawalk guardrail is planned to match that of the built portion of the Seawalk that runs upland from the Railroad Dock.

Configuration + Uses

3. *Is the wave barrier going away?*

No, there are no plans to get rid of the wave barrier. In fact, the continuous Seawalk proposed in the Plan would provide a paved and ADA-accessible sidewalk for residents and visitors to access the wave barrier more easily for sightseeing, fishing, and crabbing.

4. *How does the Plan accommodate future growth?*

The Plan accommodates future growth in several ways:

- **Dock upgrades:** Transitioning the Ore Dock to primarily industrial use, adding a Ro/Ro dock, and a mobile ore loader will support future growth in the industrial side of the port. The proposed Ferry Peninsula shared-use dock extension will accommodate an additional cruise ship and the AMHS Ferry, while prioritizing the Ore Dock for year-round industrial use. Sheet-piling at the ORE peninsula and a proposed floating dock extension on ORE dock will open up more space for larger OASIS-class cruise vessels.
- **Improved Tour Staging Areas:** The tour staging and pick up areas proposed in the Plan are designed and simulated using a 50-ft motorcoach, which many tour agencies are moving toward. The Broadway Dock tour staging area is also designed to accommodate the number of motorcoaches and smaller tour vehicles needed to support two new larger-class ships.

→ **More public space:** Development of the continuous Seawalk and Shoreline Park will provide additional outdoor public space for visitors and residents to spread out, relax, and enjoy views of the Lynn Canal and the historic district.

5. *Is there a plan that shows how different areas could be utilized during the off-season?*

The MOS is considering different ways that the tour staging area at Broadway Dock and the Pullen RV Park could be better utilized during the off-season, including as port laydown areas, for boat storage, and as additional space for local events and gatherings.

6. *Could you provide more details for the future of the Ore dock and if it will have multiple uses?*

There was strong community and stakeholder support throughout the port planning process for continued flexibility and mixed use at the ORE dock. Taking this into consideration, the Plan's long-term goal for the Ore Dock is to remain mixed use, while supporting growth in its industrial uses. This would be implemented post-2023 and dependent on the development of the shared-use dock extension on the Ferry Peninsula that could accommodate some cruise traffic shifted away from the Ore Dock.

7. *Has the plan consulted the Coast Guard and Marine Pilots Association to ensure docking, tie-ups, breasting dolphins, and all other accommodations are in alignment with standards and ship sizes now and in the future?*

Yes! The MOS and consultant team have been working with the Southeast Alaska Pilots' Association to study the feasibility of the shared-use AMHS/cruise dock extension at the Ferry Peninsula. So far, preliminary simulations of the proposed design have been positive, and more in-depth simulations are planned as the project moves forward. Representatives from the Coast Guard have attended Port Plan events, have been in contact with the Harbormaster regarding the Plan, and will be more directly engaged as the shared-use dock extension project moves forward.

8. *Does the plan accommodate the new 50' coaches?*

Yes, the tour staging areas at the Broadway Dock and on the Ferry Peninsula were designed and simulated based on the new larger 50 foot motorcoaches.

9. *The visitor center is developing live, online kiosks; will the plan have accommodations for those on every dock?*

The consultant team is working closely with the MOS and the Visitor Department to ensure coordination with the online kiosk project. If the 'online kiosks' are accessed by visitors via QR code or app, the code or access link can be easily displayed on the wayfinding signage developed through the Plan.

Industrial Uses

10. *Has the City considered the option of containerized ore? Offsite storage?*

Yes. The MOS is considering different options for upgrading the industrial port, including containerized ore transport systems. Through the port planning process, current and potential

industrial operators have been engaged to better understand the benefits and costs of containerized systems, and what the best options for Skagway may be going forward.

Costs

11. *Is there a document that details cost estimates and a funding plan for all phases of this project? Feasibility?*

The Waterfront Master Plan takes a high-level approach to planning for the future of the port. Flexible phasing of projects can be implemented as funding is identified. The Plan will lay out the general order and scope of each phase. As the MOS identifies and secures funds for a particular phase of the Plan, more detailed cost estimates will be developed.

The MOS is coordinating with stakeholders such as SEAPA to evaluate the feasibility of plan elements such as the Ferry Peninsula shared use dock extension. SEAPA conducted an initial simulation of the proposed dock that had positive results. As conversations with AMHS move forward, more detailed feasibility studies will be conducted.

Environmental

12. *Has the tern nesting area been considered in the Plan?*

Yes, the plan considers the tern nesting area on the Ore peninsula. The land use map indicates the locations where terns typically nest on the peninsula. Should any future development be proposed in these areas, the appropriate steps would be taken to facilitate relocation of the terns to an acceptable alternative nesting area.

13. *What is the status of the ore basin environmental clean-up?*

The MOS is working to move the ore basin environmental clean-up forward. Additionally, environmental assessments have recently been conducted at the proposed future AML location to determine feasibility of the move and related future development of the Broadway tour staging area.

Ferry Dock

14. *Will there be train access to the Ferry dock in the future?*

The MOS is working with WPYR to determine the feasibility of extending rail service to the Ferry Peninsula, and what a concept design could look like.

15. *What is the timeframe on moving forward with the ferry peninsula acquisition and associated upland projects on the Ferry Pier (passenger shelter, restroom)?*

The municipality is in conversations with AMHS about shared use of the Ferry Peninsula for a dock extension and associated upland improvements. As these conversations move forward, we will have a better idea about project feasibility and timeline.

RV Parks

16. *Does the plan consider capacity across both of Skagway's RV parks? What changes are proposed to each?*

The plan does consider guest capacity across both of Skagway's RV Parks. The MOS is hoping to transition Garden City RV Park to short-term guests as opposed to long-term or seasonal stays. Pullen RV Park is proposed to remain in its present location and MOS is considering how the area could be utilized for additional boat storage in the off-season. Additional upgrades may be considered in the future.

17. Is Pullen RV Park the highest and best long-term use for this waterfront property?

Pullen RV Park offers independent visitors a desirable location with waterfront views, easy access to restaurants and shops in the historic district and ample open space to enjoy at Shoreline Park. While there are certainly other potential uses for the Pullen RV site, it is likely that there will be increasing demand for RV spaces in Skagway as COVID restrictions ease and more independent travel is possible. Supporting accommodations for independent travelers is another way to diversify Skagway's visitor industry, so there is value in maintaining an RV Park along the waterfront. There are currently no plans to relocate or remove Pullen RV Park from the waterfront.

Seawalk

18. Does the Plan include a continuous Seawalk that traverses the entire waterfront from the Railroad Dock to the Yakutania footbridge?

Yes! This is the concept laid out in the plan. The Seawalk will provide visitors and residents alike greater access to the waterfront, improved walking routes and wayfinding for visitors, and improved connections to the Yakutania Point and Dewey Lakes trail systems for locals.

19. How will the Seawalk be routed through the Small Boat Harbor and boat maintenance yard area? How will conflicts between pedestrians and boat launch users be managed and/or mitigated?

The Seawalk is proposed to be routed through the Small Boat Harbor area along the water's edge so that users can view harbor operations and the Lynn canal beyond. Design elements including signage, hardscape/landscaping, and bollards will be used to provide a clear delineation between the pedestrian path and the boat maintenance area, and to alert pedestrians to high-conflict areas such as the boat launch ramp. The Seawalk will provide a safe connection for visitors walking from the Ferry Pier to the Railroad Dock.

Small Boat Harbor

20. What is the status of implementation of the Small Boat Harbor Master Plan? Will the SBH still be expanded?

Harbor expansion and improvements remain a top priority. Implementing the full Small Boat Harbor Master Plan is dependent on securing the necessary funds.

21. Is there a more detailed plan for the future of the Small Boat Harbor, boat maintenance, and launch area?

Yes, planned improvements for the Skagway Small Boat Harbor can be viewed on the MOS website, here: <https://www.skagway.org/harbor/page/small-boat-harbor-improvements>.

TEMSCO

22. *What is the status of the discussion about TEMSCO relocating?*

The Skagway Ports and Harbors Advisory Board considered the question of TEMSCO's MOU at their March 10, 2021 meeting and forwarded their recommendation to move forward with the MOU to the Assembly. TEMSCO's draft MOU was considered by the Assembly at its March 18, 2021 meeting, amended, and approved. The MOU states that "the Parties [MOS and TEMSCO] will work cooperatively, beginning as soon as possible, to explore options for inclusion of TEMSCO in the Municipality's port development plan, and an updated tariff structure to include both port and upland leases or user agreement and user fees..."

Timing

23. *Is there a chance construction could occur this summer while cruise traffic is down?*

Yes, the MOS has been working hard to make the most of limited visitor traffic in 2020 and 2021 to get some waterfront projects into construction before cruise ships fully return. Construction has already begun for Phase 1: utilities extension into Shoreline Park and basic park upgrades.

Waiting Shelters

24. *Is a new passenger waiting shelter planned for each dock?*

New passenger waiting shelters with windbreaks and integrated tour info stations are proposed for the Ferry Pier, Broadway Dock, and Ore Dock.

25. *Will the waiting shelters have wind breaks or walls to protect passengers from the elements?*

Yes, the waiting shelter concepts are designed with windbreaks and walls to protect guests from strong winds and inclement weather common along the waterfront.

26. *Will shore excursion and tour sales staff be accommodated in the waiting shelters?*

Yes, the waiting shelter concept designs all feature a tour sales/information station that can be staffed by excursion and tour sales staff.