

SKAGWAY PORT MASTER PLAN



JUNE 2021

Acknowledgements

The development of this plan was a collaborative effort between Municipality of Skagway (MOS) staff, the consultant team, stakeholders, and the public. Conducting the fieldwork and public outreach during a pandemic added a layer of complexity that was overcome through the hard work and determination of Municipal staff and the flexibility of the public, who attended virtual meetings, socially-distanced charrettes, and online open houses.

Special thanks go to Emily Deach, Borough Clerk, for her help getting meeting announcements, draft documents, and project updates out to the public. We also extend deep gratitude to Mayor Andrew Cremata for his enthusiasm for the project and assistance with its public outreach components. Finally, many thanks are due to the enthusiastic and highly engaged waterfront businesses, and industry stakeholders, local residents, year-round and seasonal workers, who provided their thoughtful ideas, critiques, and input to this plan.



Photo Credit: Heather Rodig (above) and David Marano (cover).



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Photo Credit: Frank Flavin

Project Background

The Municipality of Skagway's (MOS) economy is based on cruise ship tourism. The Port of Skagway annually welcomes a million cruise ship passengers. The Skagway Port Master Plan was created to mitigate the impacts of COVID-19 for both cruise ship passengers and the community.

The master plan includes several elements to that end:


- the extension of sewer and water mains for restrooms
- the siting and design of restroom facilities
- new pedestrian pathways and wayfinding elements
- improved vehicle access and loading zones
- new dock configurations and improvements
- rail access and safety improvements

The master plan provides the necessary groundwork to begin construction of the mitigation measures using Skagway's annual commercial passenger vessel (CPV) payment.

Project Goals


01

ADDRESS THE IMPACTS OF COVID-19 THROUGH URBAN PLANNING & ENGINEERING DESIGN




02

DEVELOP CONCEPTS FOR FUTURE WATERFRONT



03

ENGAGE THE PUBLIC + STAKEHOLDERS IN THE PLANNING PROCESS



The primary goal of this plan is to address the impacts of COVID-19. This includes implementing best practices for urban design and engineering that allow for social distancing through the development of new facilities and greater separation of uses. Additionally, the plan provides a blueprint for future development based on the vision and priorities of the community. Because this plan was developed during a global pandemic that halted all cruise ships to Skagway, it was an ideal time for the community to assess how they wanted the waterfront to grow and how best to accommodate the return of cruise ships.

Plan Elements

Currently, cruise ships unload passengers at four different docks in the port of Skagway: Railroad Dock, AMHS Dock, Broadway Dock, and Ore Dock. For the thousands of passengers that walk to and from the cruise ships daily, restroom facilities are either limited or nonexistent on the waterfront. There has been extensive discussion of constructing additional restrooms for these passengers closer to each of the dock facilities, however the sewer mains only extend to the Railroad Dock area, thereby preventing restrooms from servicing the other docks.

Pedestrian pathways are another area of concern with respect to COVID-19. With the current waterfront layout, there is no ability to provide social distancing for passengers traveling to and from the cruise ships. This master plan includes pathways to separate

passengers coming and going from each dock and further separate passengers as they make their way to and from their desired activities while in Skagway.

Finally, the ground transportation and access to each dock needs to be redesigned to provide more efficient operations, and allow for social distancing. Skagway's cruise passengers not only use vehicles to arrive and depart from the cruise ships but nearly 50% of them ride the White Pass Yukon Route (WPYR) railway. While some of these passengers board the train once they reach the townsite, many board at or near the dock facilities. With 500,000 passengers riding the White Pass railway in a single summer tourist season, there needs to be significant planning for passengers going to and from the train, including safety improvements.

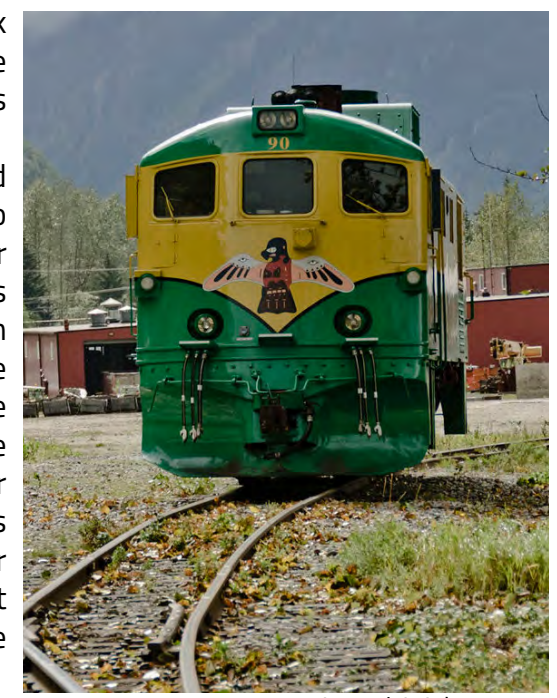


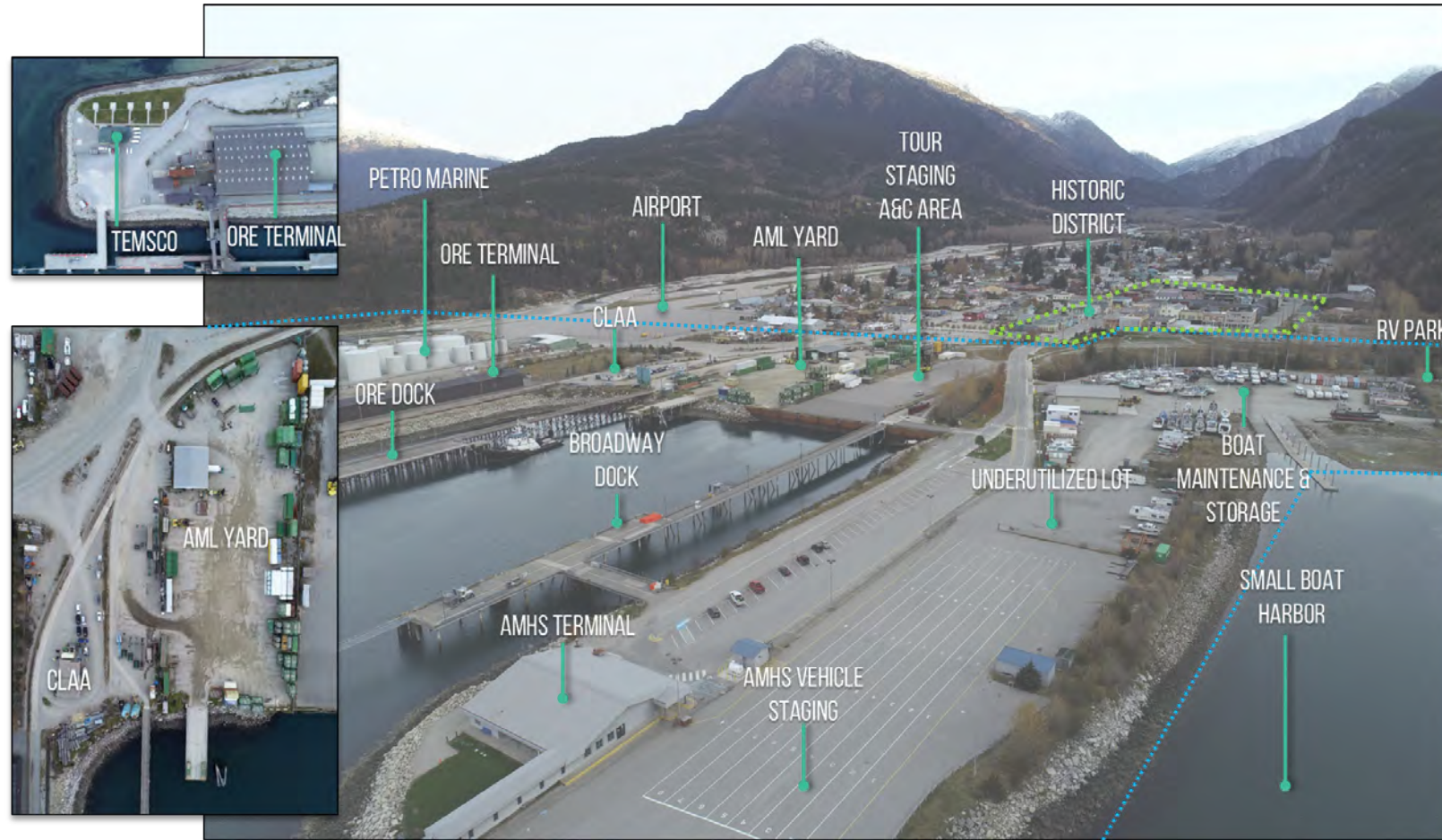
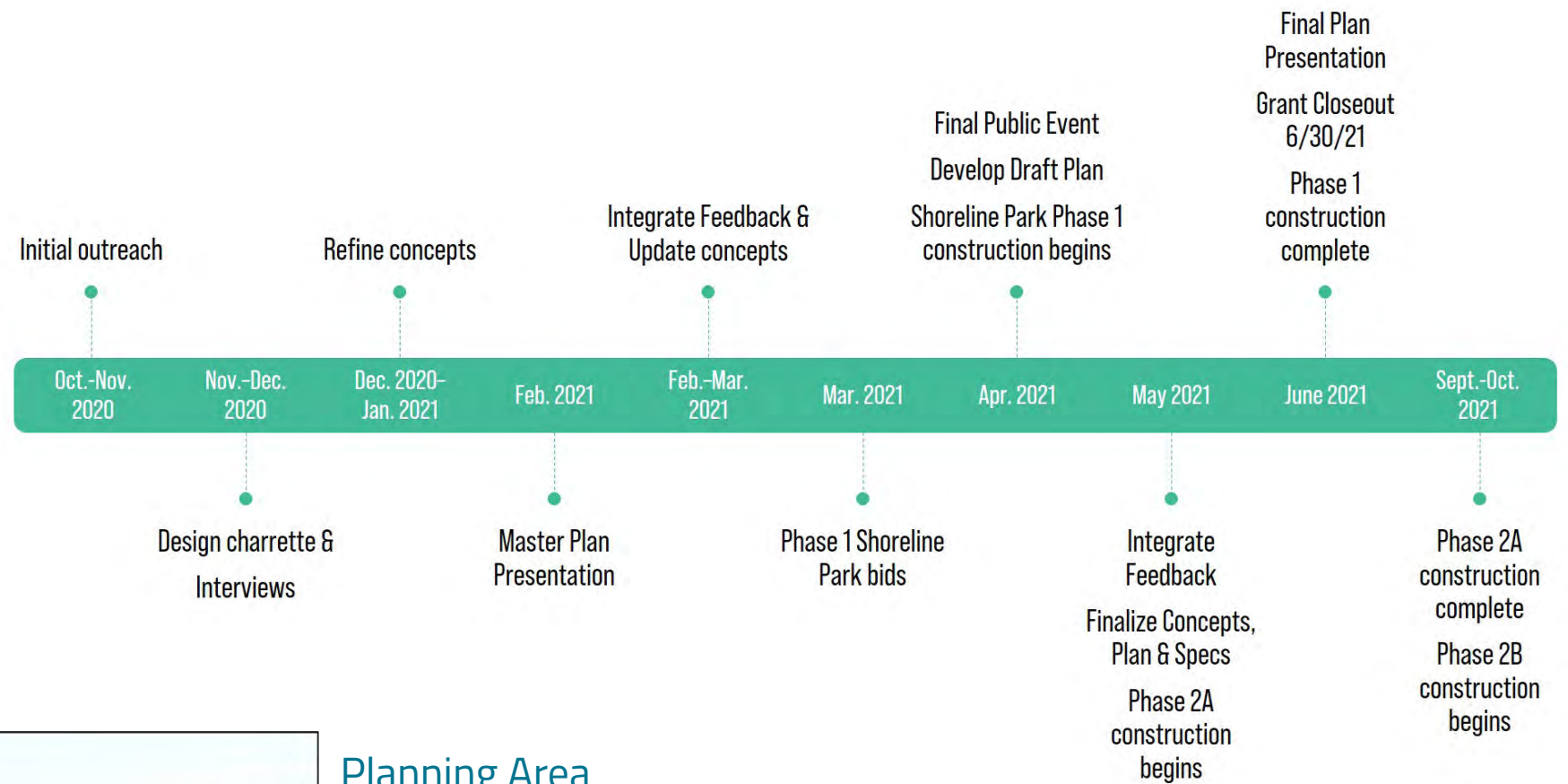
Photo Credit: Ivan Wong Rodenas (Flickr)



Project Timeline & Scope

Due to the project's funding requirements, this plan was developed under a tight schedule. The process from project kick-off to final plan was nine months - October 2020 through June 2021. Throughout the plan's development, there was continuous outreach to stakeholders and the public. A design charrette followed by one-on-one interviews early in the process helped identify issues. Initial concepts were presented in February 2021 for public feedback which was incorporated into the plan. The revised plan and concepts were presented in April for final public comment. The final plan was rolled out in June 2021 at an in-person event in Skagway.

Construction on Phase 1 recommendations for Shoreline Park began in early 2021. Phase 2 began shortly thereafter. Future phases will proceed as funding becomes available; see page 22 for the phasing and implementation plan.



Planning Area

The Skagway Port Master Plan covers the Skagway waterfront from Yakutania Point to Congress Way and the Railroad Dock. The planning area extends inland as far as State Street (where it runs east and west across the northern edge of the waterfront district) and the north side of Shoreline Park.

The waterfront is a mix of land uses, including commercial, industrial, and recreational. Ore ships and container ships use the west side of the port and adjacent uplands while the Small Boat Harbor on the east side accommodates smaller vessels. Cruise ships dock at all four primary docks – Railroad, AMHS, Broadway, and Ore. As the primary gateway to the community for cruise passengers,

this area can see up to 20,000 people a day during the height of the summer. Depending on which dock their ship disembarks, the facilities and amenities (e.g. restrooms) can be limited.

The waterfront is also a significant area for inter-modal connections. Cruise passengers will transfer from their ships to buses, vans, the WPYR train, and other ground transportation, or simply walk into the heart of Skagway. Additionally, some passengers will transfer to smaller boats for fishing and sight-seeing charters or board a helicopter for aerial sight-seeing.

The Alaska Marine Highway System (AMHS) also maintains a facility in the port that supports ferry operations between Skagway and Juneau.



Photo Credit: Nicole Goodman

PUBLIC INVOLVEMENT



Public Involvement Process

An intensive public involvement process was carried out throughout the development of the Skagway Port Master Plan from October 2020 through June 2021. The process involved 1:1 interviews and consultations with over 30 waterfront stakeholder businesses and individuals, a design charrette with both in-person socially-distanced and online versions, two presentations of revised concepts, and a final viewing and comment period on the draft plan document.

The public involvement process began in October 2020 with initial outreach to waterfront stakeholders, followed by an in-person socially-distanced design charrette in November 2020, a parallel online design charrette in December 2020, and 1:1 interviews with 30 waterfront stakeholder businesses and individuals. Forty-one (41) households participated in the in-person socially-distanced design charrette at the AB Hall from November 6th through 10th. Seventy-five (75) individuals

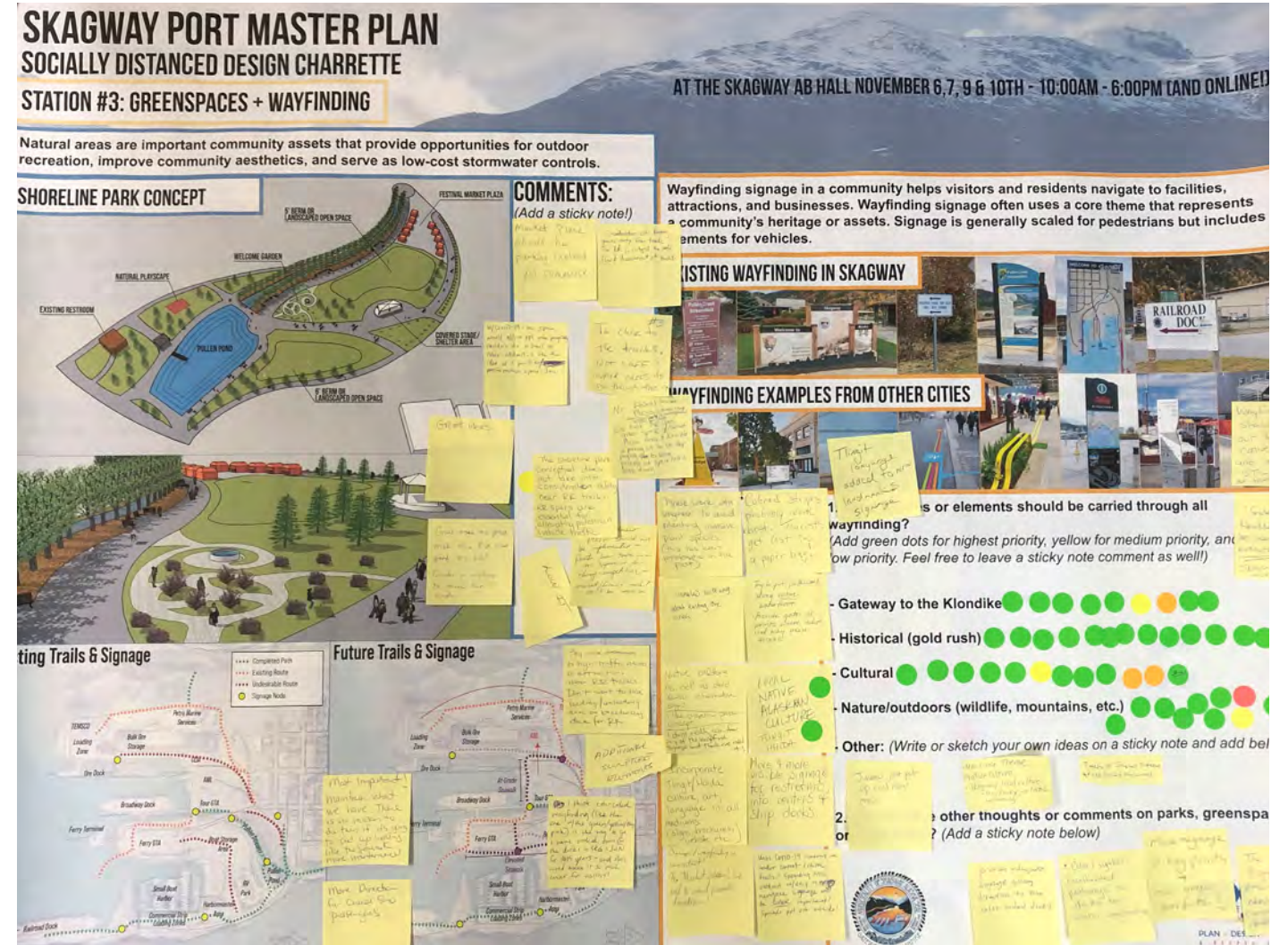
viewed and commented on the online design charrette and survey. The second phase of public involvement began in February 2021 with a presentation of revised concepts held virtually over Microsoft Teams followed by a Town Hall hosted by Mayor Cremata to discuss strategies for the 2021 cruise season in light of the COVID-19 pandemic. More than two hundred (200) people attended the February Port Plan Presentation and Town Hall event. Over 52 pages of



Above: Skagway's historic Arctic Brotherhood Hall, which served as the venue for the in-person socially-distanced Port Master Plan Design Charrette in November 2020. Photo credit: Pat Reece.

comments, questions, and ideas were submitted as community feedback to the PortofSkagway@Skagway.org email address after the February event. About forty (40) people attended the April 28th Port Plan presentation. For more on the public involvement efforts for the Port Master Plan, please see:

- Appendix A: Charrette Station Posters
- Appendix B: Public Feedback Interim Report
- Appendix C: Port Plan Event Presentations and Chat comments
- Appendix D: February Presentation Compiled Community Feedback Packet
- Appendix E: Port Plan Frequently Asked Questions List



Above: One of the posters from the November in-person socially-distanced Design Charrette for the Port Master Plan process.

Stakeholder Interview List

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> ▪ Alaska Industrial Development and Export Authority (AIDEA) ▪ Alaska Coach Tours ▪ Alaska Mountain Guides ▪ Alaska Power & Telephone ▪ Alaska Seaplanes ▪ Cruise Line Agencies of Alaska (CLAA) ▪ Coeur Alaska - Silvertip Mine ▪ Alaska Department of Environmental Conservation ▪ Holland America Princess ▪ National Park Service | <ul style="list-style-type: none"> ▪ M&M Tours ▪ Mineral Services ▪ Minto Mine (Pembridge) ▪ North Pacific Maritime ▪ Petro Marine ▪ Rainbow Glacier Adventures ▪ Skagway Development Corporation ▪ Skagway Elks #431 ▪ Skagway Streetcar ▪ Skagway Traditional Council ▪ Skagway Harbormaster ▪ Skagway Public Works ▪ Skagway Visitor Department | <ul style="list-style-type: none"> ▪ Skagway Municipal and Regional Transit (SMART) ▪ Sockeye Cycle ▪ Southeast Alaska Sea Pilots Association (SEAPA) ▪ TEMSCO Helicopters ▪ United States Customs ▪ White Pass Yukon Route Railroad ▪ Yukon Producers Group ▪ Yukon Territory Dept. of Economic Development |
|--|---|--|



Above: A ship and tugs docking at Skagway's Ore Dock facility. As a part of the Port Master Plan effort, residents, industrial operators and commercial tourism stakeholders were engaged to develop a shared community vision for the waterfront. Photo credit: Alyssa Koziol.

BE CONCEPT OF DESIGNS



Photo Credit: Frank Flavin

Future Land Use

The vision for future land use in the Port of Skagway was developed through close coordination with the MOS Steering Committee through weekly meetings, with waterfront stakeholders through 1:1 interviews, and with residents and those who work and play in Skagway through public engagement events. The original guiding principle behind the Future Land Use vision for the port was a greater separation between port industrial uses in the west basin and tourist uses east of the Ore Dock. Through public involvement, it became evident that the community desires both a greater separation of uses to improve visitor experience in the Port, while still maintaining some flexibility of use at the Ore Dock to accommodate larger cruise ships while providing the opportunity for future industrial growth.



Above: Looking northeast toward the Historic District from the Broadway Dock area. Photo Credit: Jay Galvin (Flickr)

New Uses

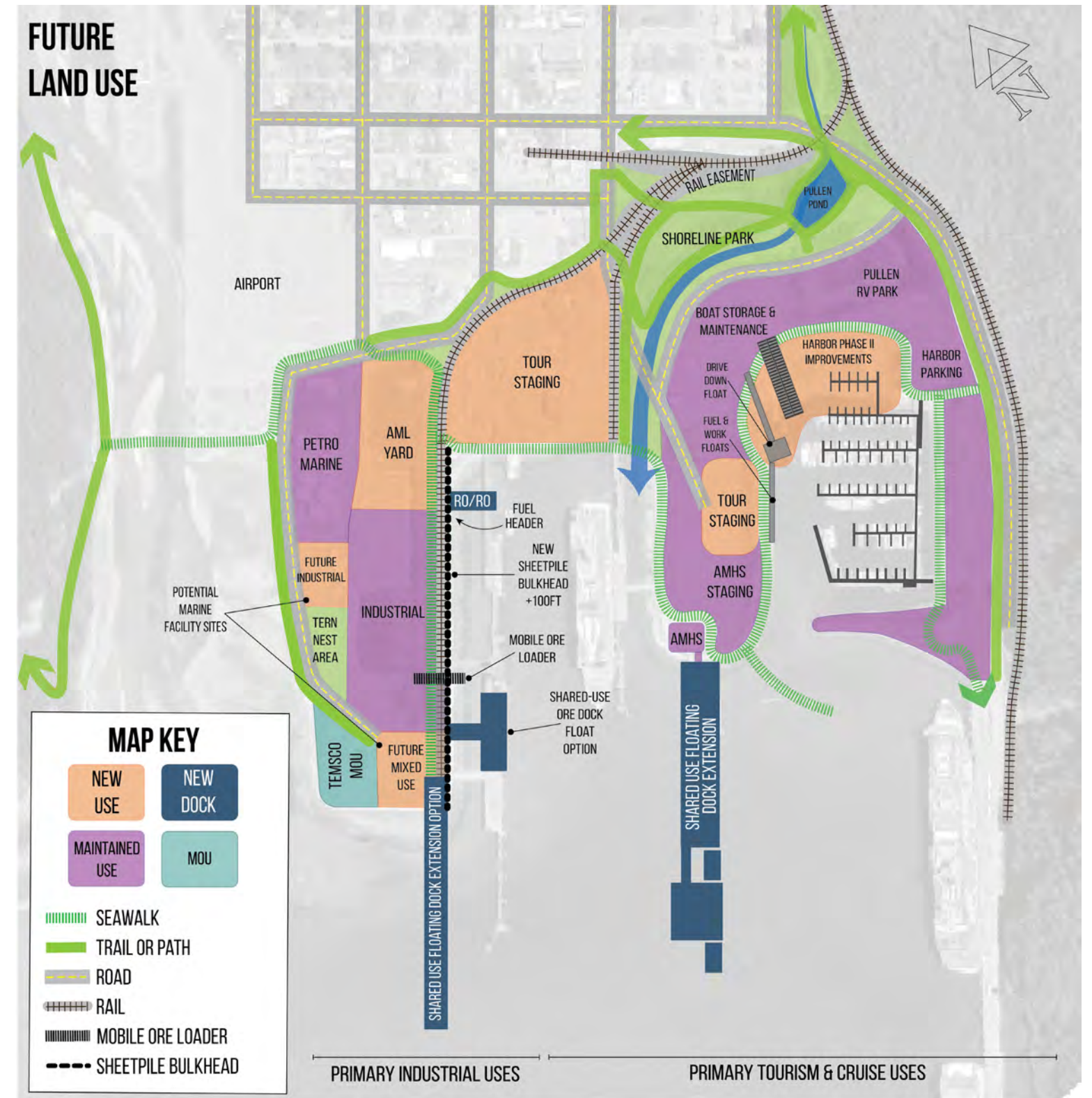
The Alaska Marine Lines (AML) yard is proposed to be moved from its current location to the parcel north of the Ore Terminal and east of the Petro Marine facility. The move will allow for development of the new Broadway tour staging area on the former AML site and existing staging area. A new future industrial use parcel is identified just west of the Ore Terminal on the Ore Peninsula, as well as a new mixed use area adjacent to TEMSCO on the southeastern tip of the Ore Peninsula to accommodate both cruise and industrial operations. A new tour staging area is proposed on the shared-use Ferry Peninsula to accommodate cruise and tour passenger operations as well as a new restroom and passenger waiting shelters. Additionally, the Small Boat Harbor Phase II Improvements including dredging of the northern portion of the harbor to support additional slips and a new drive-down fuel and work float are integrated into the Master Plan.

Maintained Uses

Maintained uses include the Ore Terminal, Petro Marine facility, AMHS terminal and parking areas, harbor boat storage and maintenance yard, Pullen RV, Shoreline Park, and Railroad Dock commercial/pedestrian and tour loading areas. The Skagway Assembly has issued an MOU for negotiation of a new lease for the TEMSCO facility at the south end of the Ore Peninsula.

Dock Upgrade Options

A shared-use dock extension is proposed off of the existing AMHS Ferry Pier that would allow for both cruise ships and the AMHS Ferry to dock simultaneously. Additionally, a shared uplands concept has been developed. A Roll-on Roll-off dock facility is proposed adjacent to the new AML location at the northwest corner of the Ore Peninsula. Sheetpiling is proposed at the Ore Dock facility to gain approximately 100 feet of space in the



Above: The proposed Future Land Use map for the Skagway waterfront.

west basin once the existing Ore Dock is deconstructed. An additional industrial/cruise shared-use floating dock is proposed as an option near the south end of the Ore Dock to accommodate both industrial and larger-class cruise ships in the short- to mid- term. A larger shared-use floating dock extension is proposed as an additional option off the end of the Ore Peninsula to accommodate larger cruise ships in the long-term time horizon.

Restroom & Shelter Locations

Currently, there are limited restrooms and passenger waiting shelters available to visitors along Skagway's waterfront. Three existing restrooms are located on the eastern-most side of the port at the Railroad Dock passenger pick-up area, Small Boat Harbor, and Pullen Pond Park. Five additional restrooms are proposed, including at the southwestern corner of Shoreline Park adjacent to Broadway Street, on the eastern side of the AMHS Peninsula, on the Broadway Dock upland area, and at the southern tip of the Ore Peninsula. A smaller additional restroom facility could also be added at the end of the Ferry Peninsula near the ADA SMART transit pick-up area to minimize visitor walking distance.

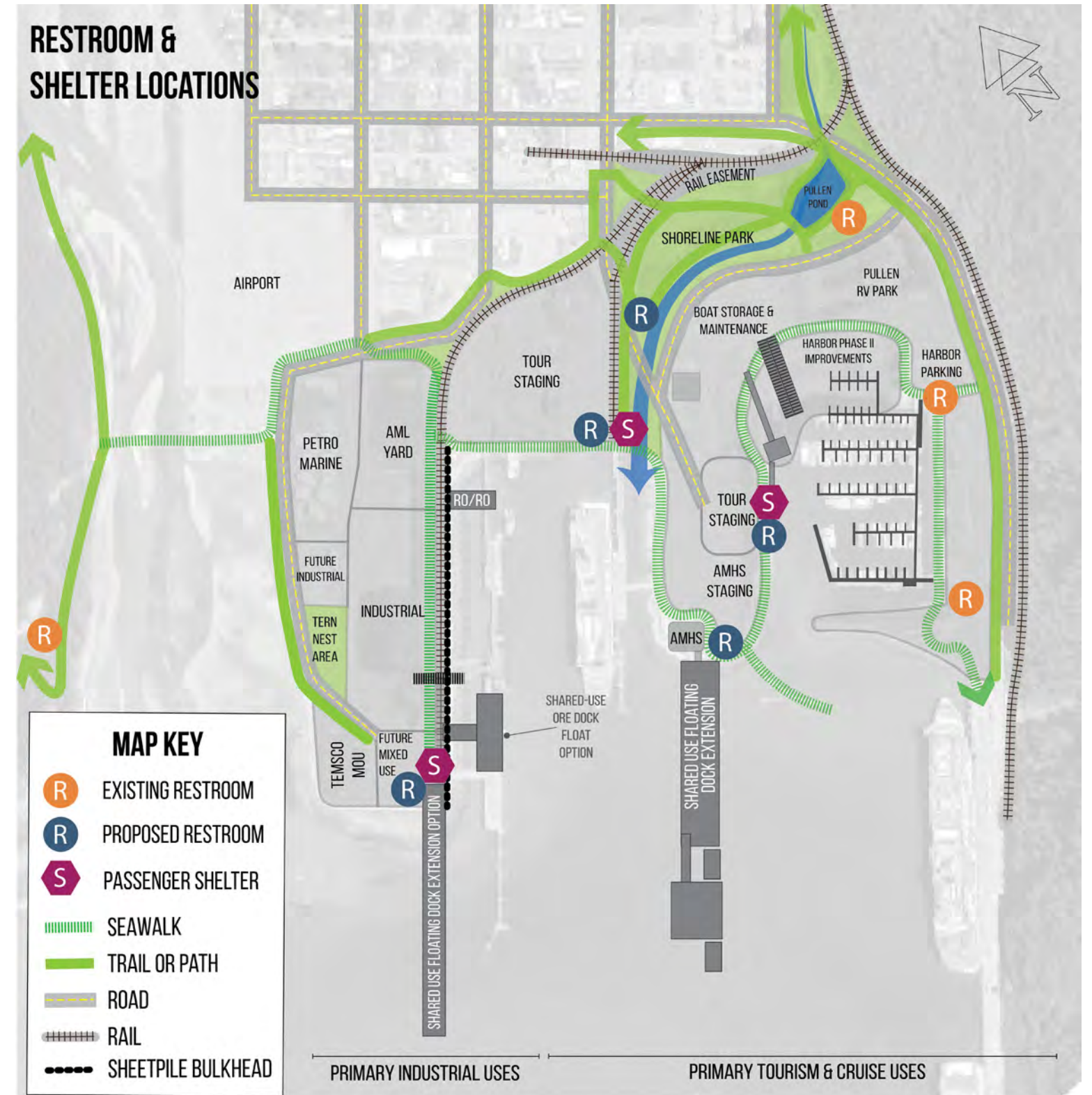
Three passenger waiting shelters with windbreaks, interpretive signage, and staffable visitor information stations are also proposed for the AMHS Dock, Broadway Dock, and Ore Dock. The continuous Seawalk provides pedestrian access to all proposed dock restroom facilities and waiting shelters.



Above: Proposed concept design for passenger waiting shelters at the AMHS Dock and Ore Dock. Sliding transparent windbreak panels are moveable, allowing the shelter to be enclosed during various weather and wind conditions or to be used for events during the off-season.



Above, left: A rendering of the proposed restroom facility design for all restrooms on the waterfront, each featuring different artwork from a local Native artist. Above, right: Concept design for the Broadway passenger waiting shelter with windbreaks and visitor information station.



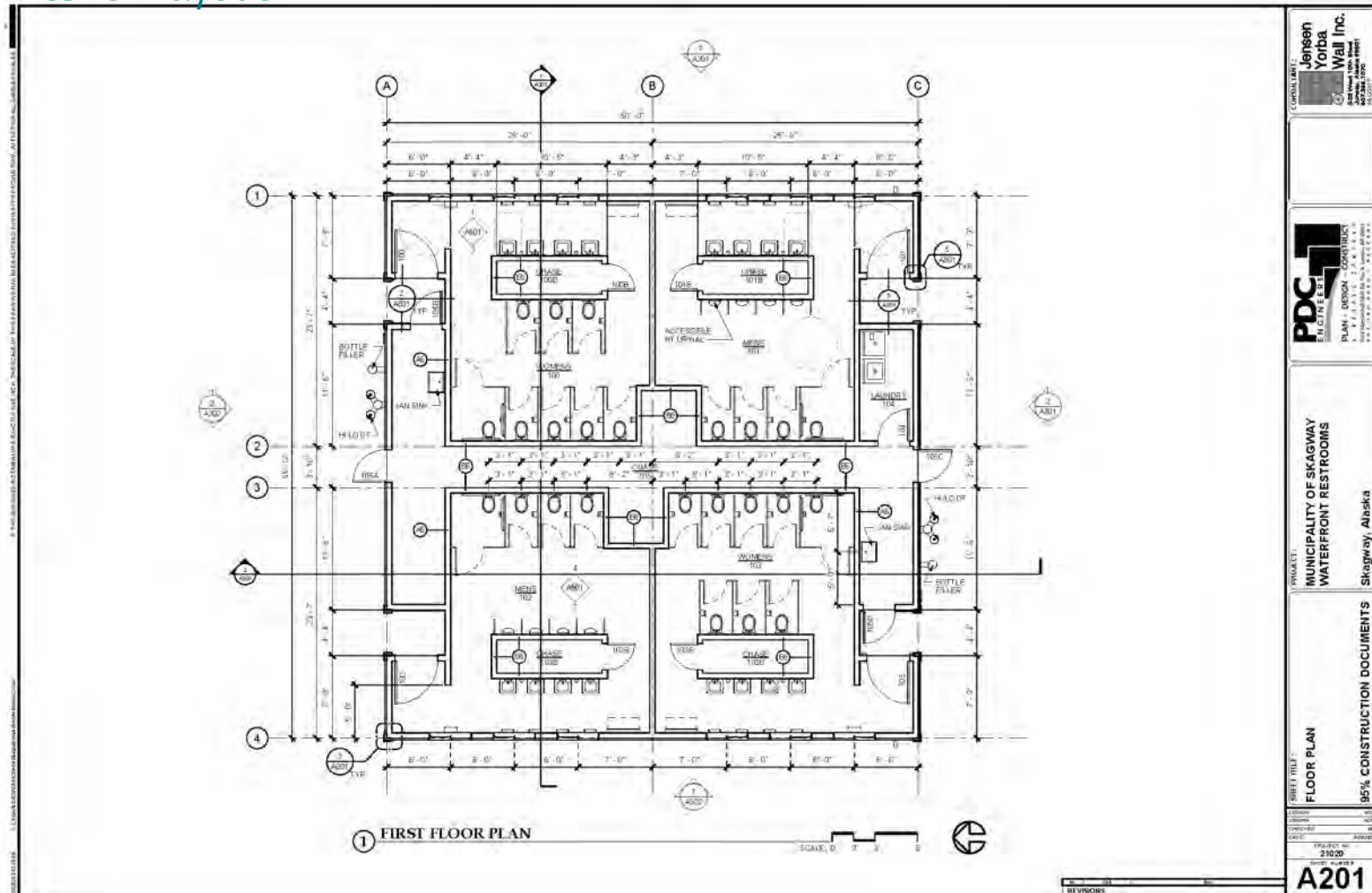
Above: Restroom and Shelter Locations map showing existing and proposed restroom facilities and passenger waiting shelters along Skagway's waterfront.

Restroom Facility Design

The restroom facility design was developed to be replicable for all proposed new restroom locations across the Skagway waterfront. The design allows for social distancing movements, provides ample custodial storage and laundry facilities with maintenance access within a central breezeway, and integrates unique Native Alaskan artwork from local artists onto each building's exterior design.

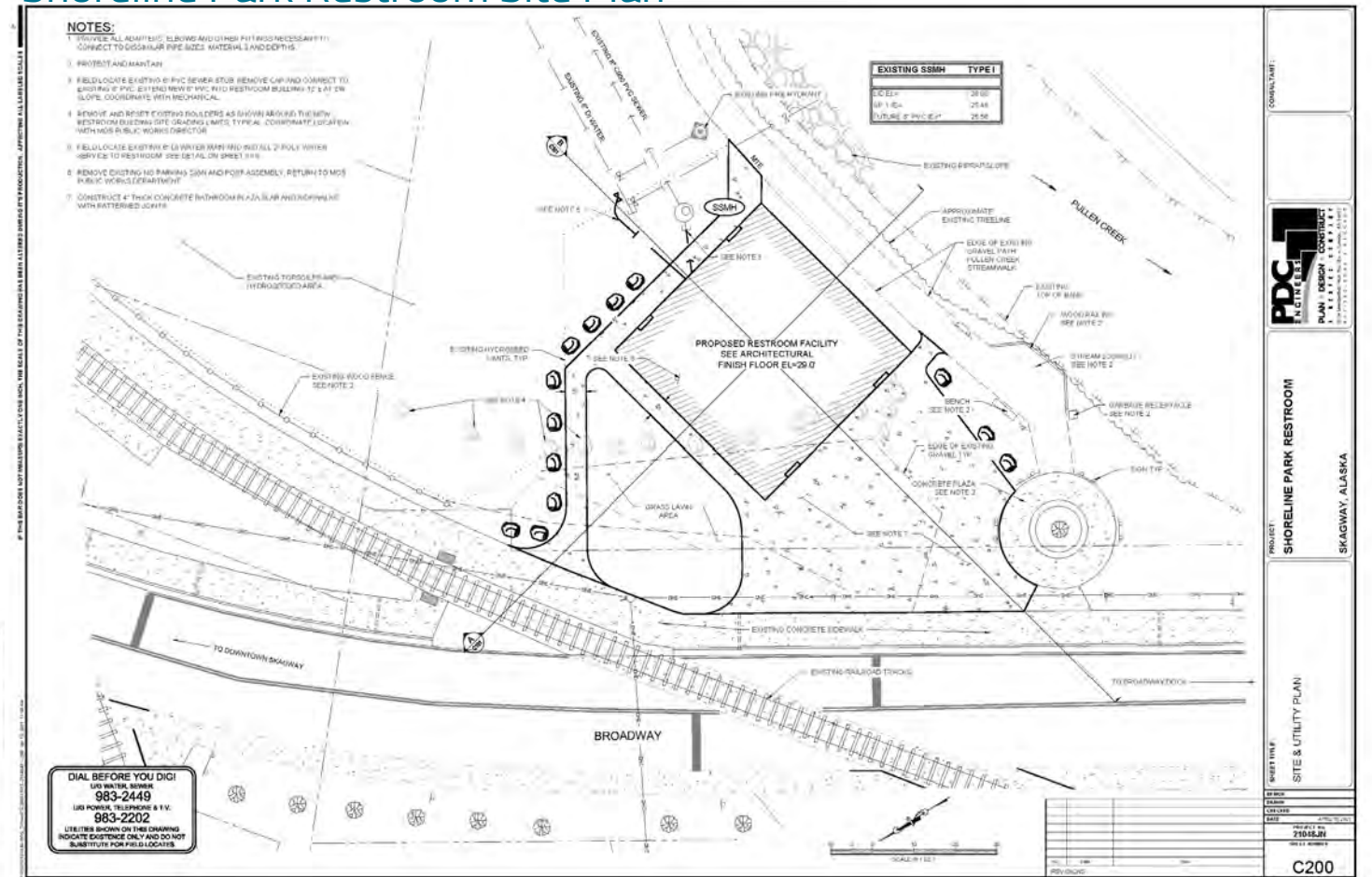
The restroom facility design is proposed to be implemented at the AMHS Dock uplands, Broadway Dock uplands area, Ore Dock, and in the southwest corner of Shoreline Park. The site plan for the new Shoreline Park restroom aligns the restroom building with the existing Pullen Streamwalk path, provides upgraded paving and landscaping elements, and maintains views to the historic downtown district.

Interior Layout



Above: The restroom layout design provides space for social distancing and includes ample custodial storage and maintenance facilities.

Shoreline Park Restroom Site Plan



Above: The Shoreline Park restroom site plan aligns the new restroom building along the existing Pullen Streamwalk and maintains sightlines for train operators as well as visitors heading downtown.

Exterior Building Design



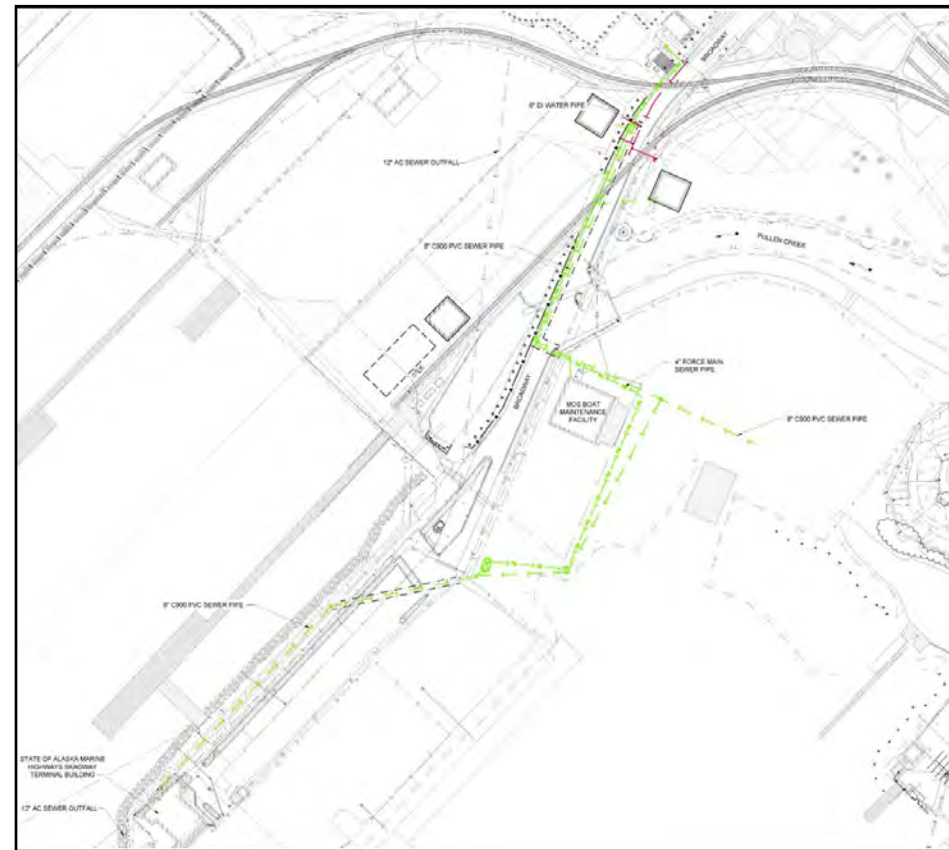
Above: The restroom facility exterior architectural design by Jensen Yorba Wall Inc. takes Native Alaskan art and culture as its inspiration. Each restroom facility will feature artwork from a local Alaska Native artist.

Small Boat Harbor & Utilities Extension

The Skagway Port Master Plan includes implementation of the Small Boat Harbor Phase II Improvements as well as water and wastewater utilities extension to the new Shoreline Park restroom, AMHS Terminal, and Small Boat Harbor boat maintenance facility.

Small Boat Harbor

The small boat harbor plan was developed in 2013. The Port Master Plan recommends implementation of phase II of that plan which includes the addition of new floats, stalls, launch ramp, and fuel floats. Phase II also includes expansion of the north end of the harbor and removal of the eastern-most launch ramp. Upon completion, the expanded small boat harbor will accommodate 148 vessels with 1595 feet of total side tie/linear moorage.



Above: Utilities extension plan to provide water and wastewater service to the AMHS Peninsula and Small Boat Harbor areas.



Above: The Skagway Small Boat Harbor Improvements Phase II Concept No.1, developed by PND Engineers in 2013.

PRELIMINARY

SKAGWAY, ALASKA
SKAGWAY HARBOR IMPROVEMENTS
PHASE II

CONCEPT NO. 1
DEVELOPMENT PLAN

Scale: 1" = 100 FT

Utilities Extension

The first phase of the plan recommends extension of water and sewer mains to the AMHS Peninsula. This allows subsequent development of restroom facilities at Broadway Dock, and the AMHS Dock. Underground utilities are typically developed before other infrastructure because their installation requires significant ground disturbance and can be difficult to install after a building or other facility has been

constructed. The utility extensions will connect to utilities along the south end of Broadway at State Street and run adjacent to Broadway to the MOS Boat Maintenance Facility before turning east and south across the small boat harbor storage area. From there the extensions head southwest to the west side of the AMHS Peninsula and continue south to the AMHS Terminal building.



Above: Skagway's Small Boat Harbor. Photo Credit: Radha Bommakanti

Broadway Tour Area

Given the array of requirements for the safe and efficient flow of a high-volume tour passenger parking & loading facility, a unique transportation design was selected that combines two-lane, one-way streets (with parking on each side) into a grid of consecutive arcs intersected by through-lanes. This design allows for vehicles and loading passengers to spread across the facility. Pedestrian crossing lanes connect the interior plazas to the surrounding infrastructure.

Tour vehicles using the facility enter from State Street on the west side and exit from the east side on to Broadway. On the north side of the parking area there is a tour vehicle overflow area suitable for staging up to fifteen (15) motorcoaches that may transfer visitors to the train or to other docks for tour pick-ups.

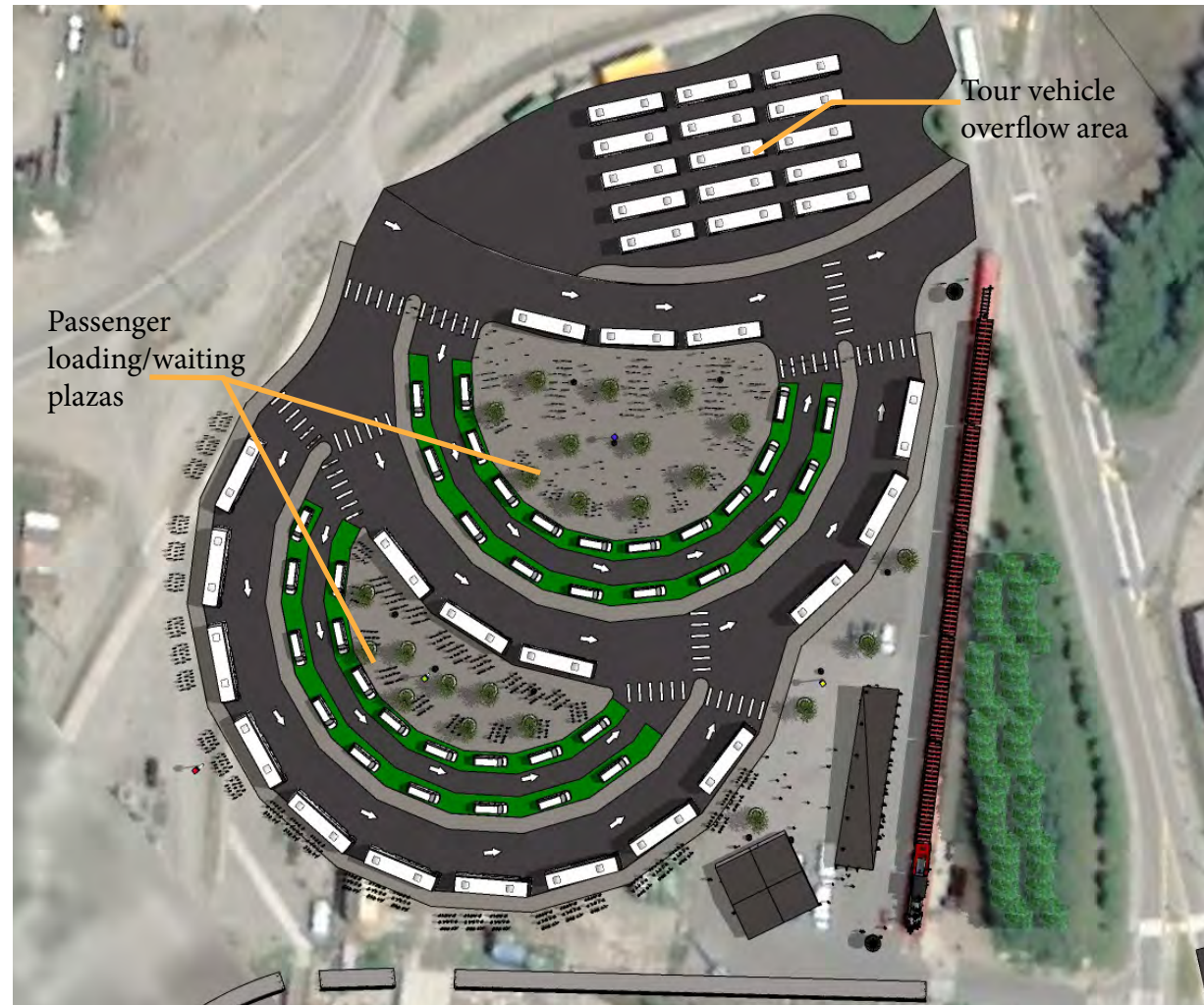
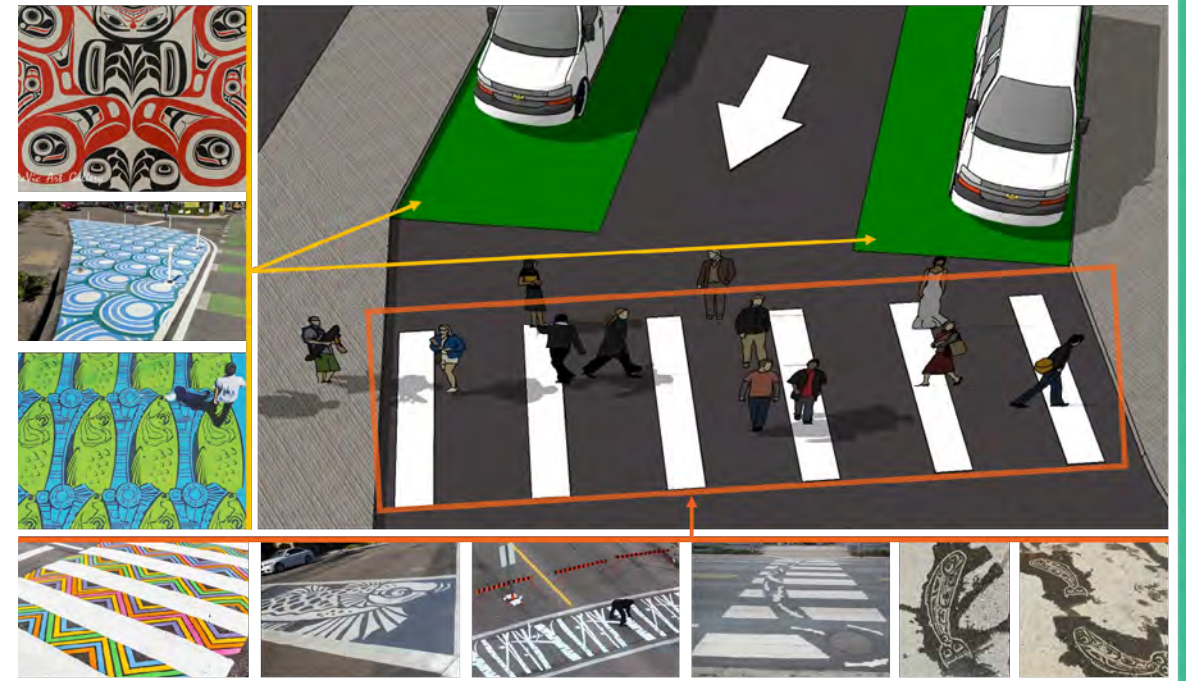
The images below show the parking facility at peak capacity with thirty-seven (37), 12-passenger vans, and nineteen (19) large motorcoaches.

Maximum capacity may occur as tour operators wait for passengers to disembark from their cruise ships. Under all conditions, the concept provides plenty of

space for visitors to spread out and for tour operators to handle vehicle loading and unloading activities.

The green painted pavement areas surrounding the passenger vans dedicate space for loading and define the edges of the middle travel lanes. The pavement design can feature various works by local or Native Alaskan artists (see examples at right), and indicate the beginning and end of each parking space.

In the shoulder seasons, the two plazas can be used as community spaces, for waterfront seating, group activities, recreation, or outdoor concerts and events.



Above: Various views of the Broadway Tour Staging Area Concept. The proposed concept can easily handle the peak demand capacity of two large cruise vessels, docked at Broadway Dock and Ore Dock, and also provides additional overflow staging space for tour and train transfers.

Broadway Dock Shelter

A semi-enclosed shelter structure is needed to protect visitors from wind, rain, and sun while they wait for their train or tour vehicle. This shelter design uses 8 ft ceilings at 3 corners, and raises the 4th corner to 16ft, creating a sloped triangular roof that continually lowers from north to south.

The west and north sides of the roof are supported by large wooden pillars reminiscent of railroad ties, while the east and south sides of the roof are held up by columns connected to non-contiguous curved walls.

The non-contiguous curved wall design allows for open air flow and ease of movement for visitors in and out of the structure at many locations, while still blocking strong winds and weather coming from the south.

The shelter is equipped with a tourist information kiosk (yellow), trash receptacles, and space for additional amenities such as vending machines. Flexible seating can be placed in and around the shelter, if desired.

The double-sided restroom facility is sited such that minimal wind and inclement weather affect the year-round use of the building. For more on the restroom facility design, see page 10.



Above: Broadway waiting shelter looking south from the Broadway Tour Staging Area, with windbreak panels opened.



Left: Broadway waiting shelter and restroom looking northeast, with windbreak panels closed.



Above: Detailed view of visitor movements around the Broadway Dock passenger waiting shelter and restroom facility, looking north from the Broadway Dock ramp.

AMHS Peninsula Concept

Shared-use concepts are proposed for the AMHS Dock and adjacent uplands area. Shared-use at these facilities between the AMHS Ferry and cruise vessels will allow for a greater separation of uses along the entire waterfront, freeing up the Ore Dock for future expansion in industrial operations.

The Shared-use AMHS Dock concept replaces the existing Ferry Float with a 600' by 80' pile-supported fixed pier with a 120' by 160' concrete float, two smaller 40' by 100' concrete floats, and breasting and mooring dolphins for both cruise vessels and the AMHS Ferry. Cruise ships would dock on the east side of the new dock, with AMHS docking on the west.

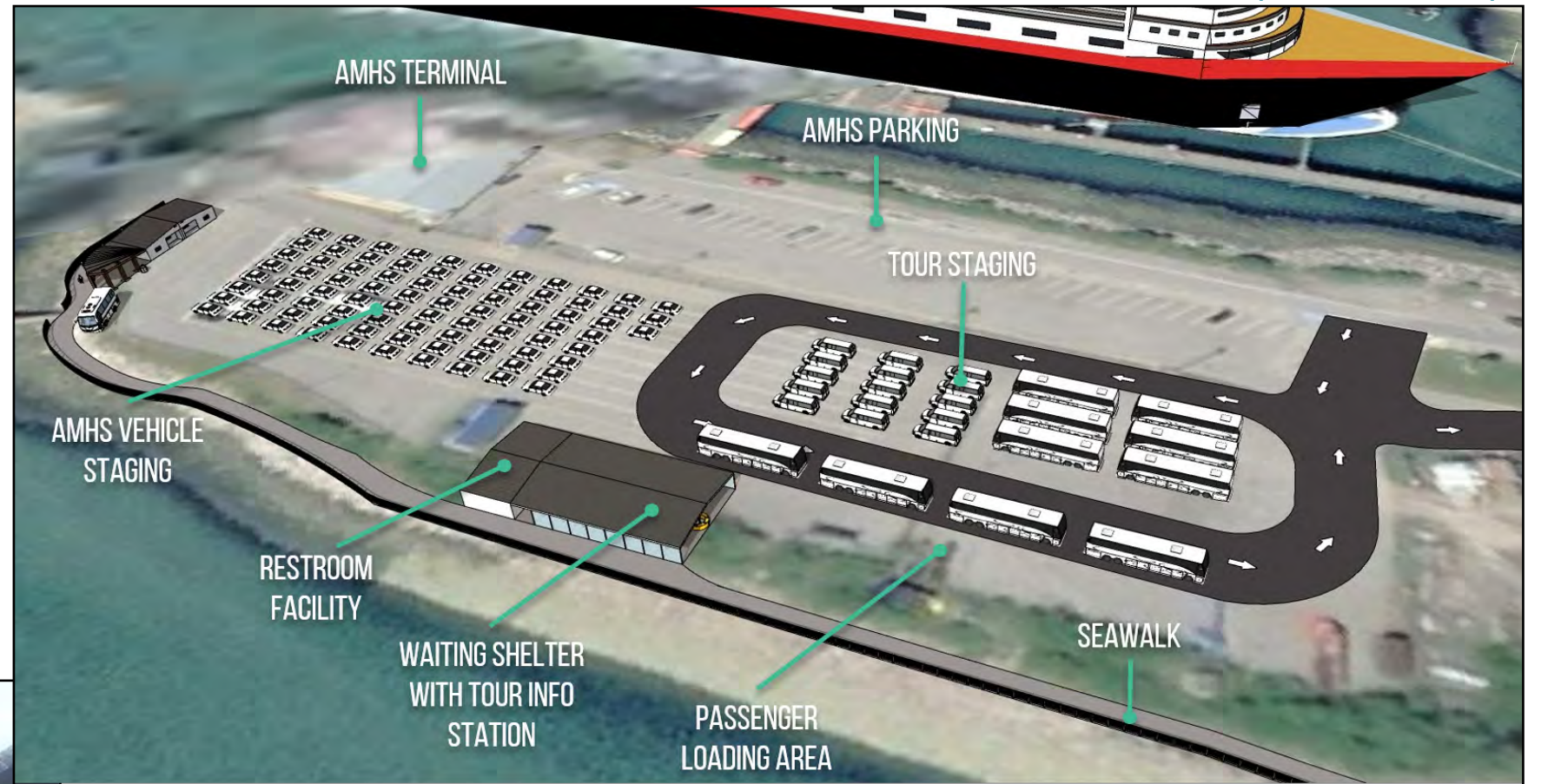
The Shared-use Uplands Concept allows for continued AMHS parking, loading, and unloading operations while adding tour loading and circulation facilities to the peninsula.

AMHS Peninsula Existing Conditions



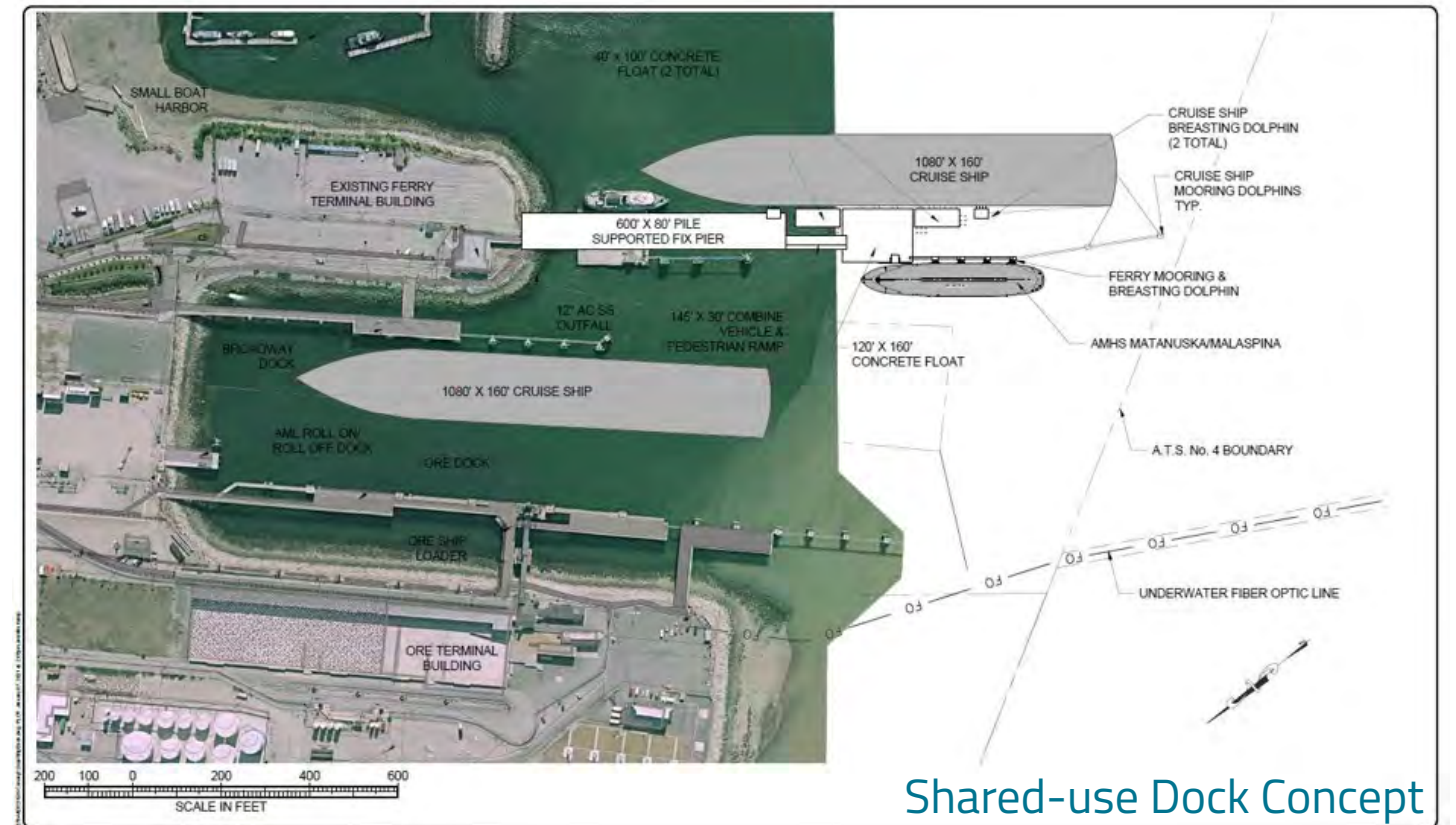
Above: The AMHS Peninsula currently accommodates parking, loading, and unloading operations for the AMHS Ferry.

Shared-use Uplands Concept



Above: The shared-use uplands concept accommodates both AMHS Ferry and cruise operations.

Right: The shared-use cruise and ferry dock concept for the AMHS Peninsula allows for the AMHS Ferry and a cruise ship to dock simultaneously on the AMHS dock, with cruise ship on the east and AMHS ferry on the west.



Shared-use Dock Concept

AMHS Peninsula & Ore Dock Shelter Concept

A combined passenger waiting shelter and restroom facility concept was developed for the AMHS Dock and Ore Dock. Strong winds from the south require the shelter to have walls or windbreaks on the southern exposure to protect from wind. The concept uses the attached rectangular restroom building as the main shield from southern winds. Through moveable transparent “windbreak walls,” the concept also allows the east and west sides to be blocked off to protect from various weather and wind conditions and to allow the shelters to be used for events, even during the off-season.

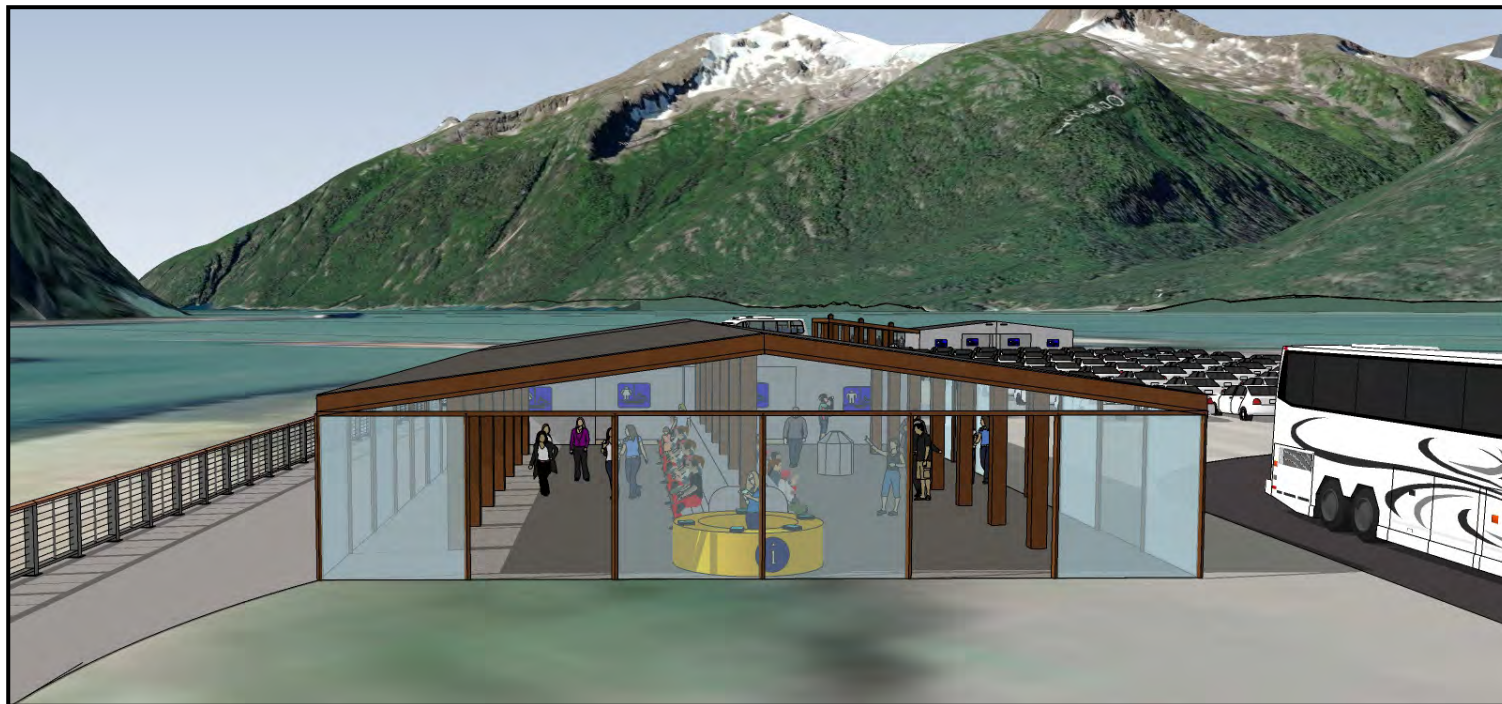
Through etching, interpretive information or artwork designs could be displayed on the transparent windbreak walls. The shelter design integrates a visitor information kiosk, trash cans, ample space for social distancing, space for vending machines, and an open air flow design.

This shelter concept is designed to obstruct the strong southern winds and protect visitors from inclement weather, while providing views of the spectacular surrounding landscape of mountains and the Upper Lynn Canal. The concept provides ample seating, opportunities for the display of interpretive information and local artwork, as well as staffable information stations to orient visitors upon their arrival in Skagway.

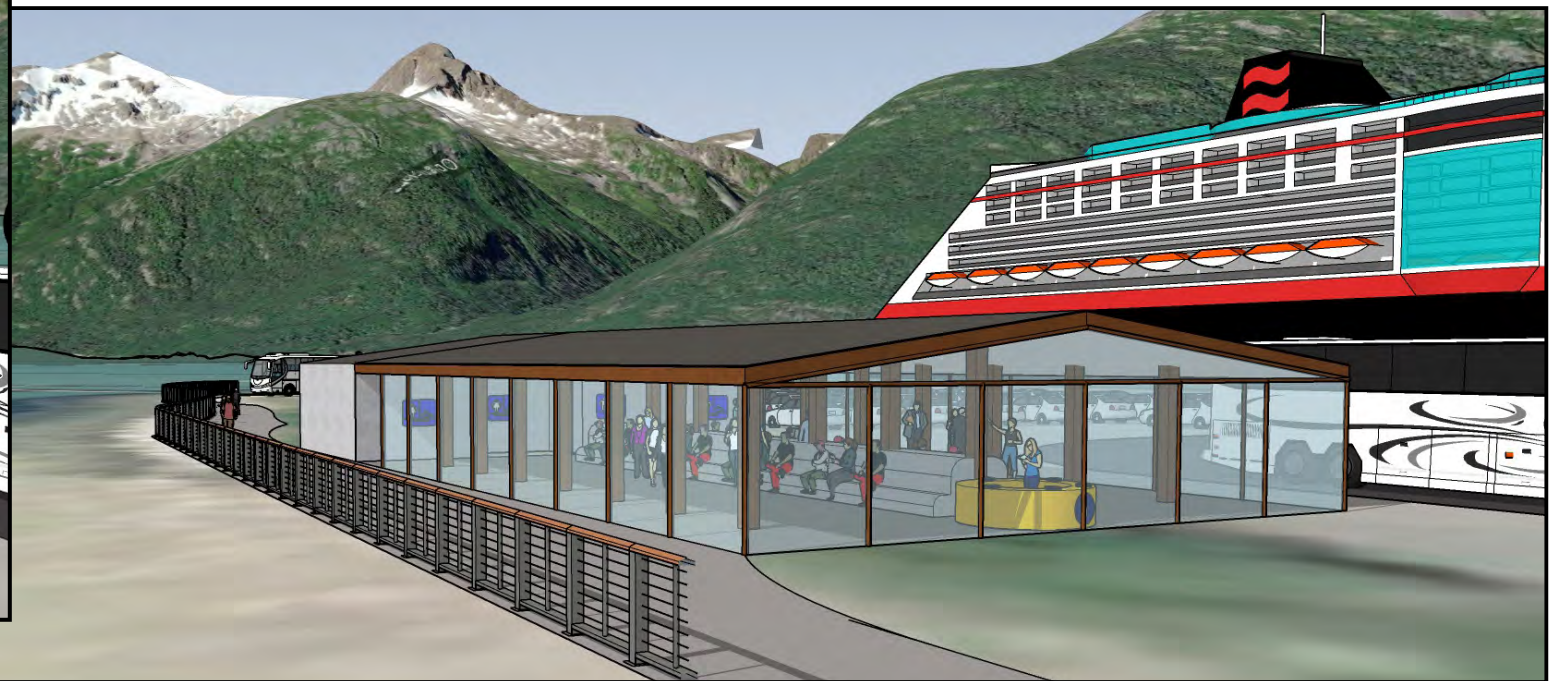
The rectangular concept uses a pitched roof and includes symmetrically opposing concrete benches down its centerline, with an elevated space in between where visitors can place items. Electrical outlets for device charging could also be provided on this central raised surface. The benches face outward towards transparent window-like moveable windbreak walls where information or artwork can be displayed through etching. The combined shelter-restroom concept protects the restroom entrances from wind and rain.



Above: View of the shelter concept at the AMHS Dock looking east with windbreak panels closed (top) and open (bottom).



Above, left: View of the shelter concept at the AMHS Dock looking south toward the Lynn Canal, with windbreak panels open.

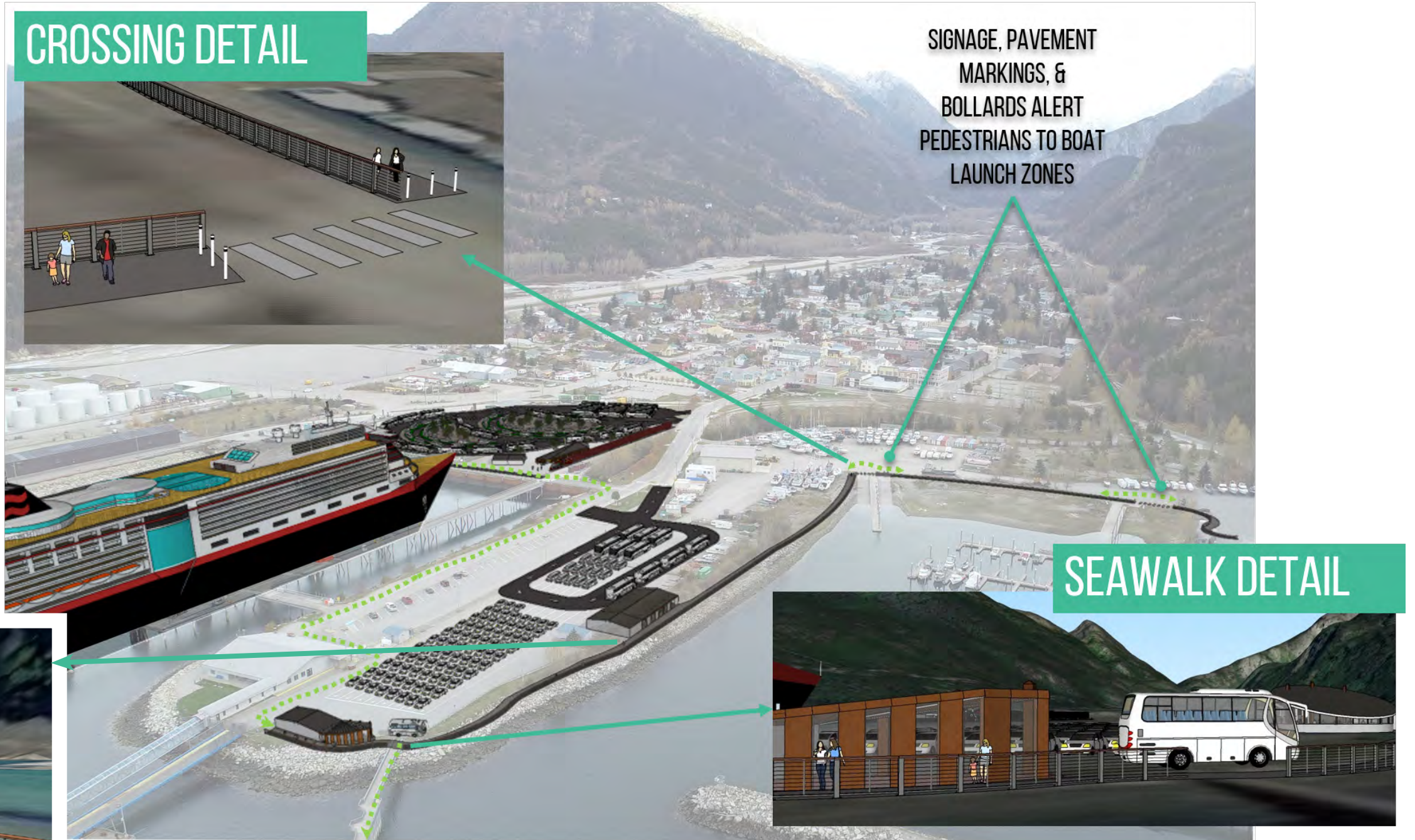


Above, right: View of the shelter concept at the AMHS Dock looking southwest toward Broadway Dock with windbreak panels closed.

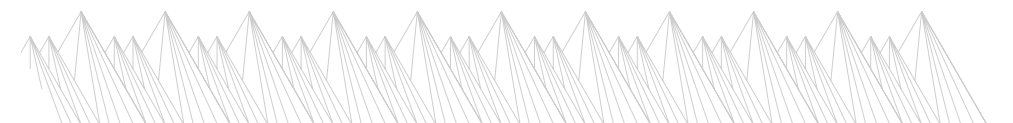
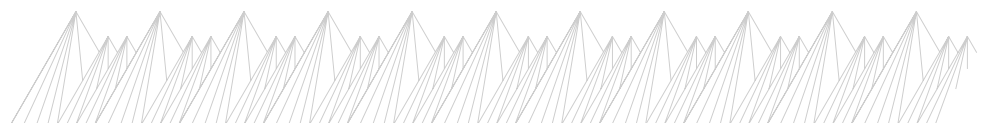
Seawalk Design Concept

The Seawalk design is a continuation of the existing Seawalk at Railroad Dock across the entire waterfront, connecting Railroad Dock to the Yakutania Point Bridge. The Seawalk railing is 4 ft high with metal vertical posts, horizontal wire panels, and a wooden handrail. The paved pedestrian path is 12 ft wide, allowing for social distancing and adequate pedestrian flow at peak travel times. Bollards are used in key pedestrian and vehicle conflict points to protect and alert visitors to vehicle access areas such as the Small Boat Harbor launches and intersections. The continuous pedestrian Seawalk provides visitors with a safe and dedicated pedestrian route through the boat storage and maintenance yard to access their vessels at the Railroad Dock or AMHS Dock. The Seawalk also provides improved pedestrian access to the Ore Dock along the eastern edge of the Ore Peninsula.

SEAWALK DETAIL



Left and insets: Detailed views of the Seawalk at various points. *Above:* The Seawalk extends across the entire waterfront, allowing for safe pedestrian access to all docks from Railroad Dock to the Yakutania Point Bridge. Bollards are used in key vehicle-pedestrian conflict areas such as intersections and the Small Boat Harbor launch ramps. A restroom and smaller pedestrian waiting shelter could also be added at the southern tip of the Ferry Peninsula to facilitate SMART and tour ADA access and passenger pick-up.



Trails & Signage Locations

Consistent wayfinding signage will improve visitor experiences in Skagway and aid passengers in successfully navigating to the downtown historic district, connecting with tours, and transiting back to their ships at the end of a successful visit. Three types of wayfinding signage were developed with a design reflective of Skagway's natural environment and rich human history. A continuous network of improved trails and paths is also proposed to ease crowding and improve pedestrian movements on the waterfront.

Signage Types

Three signage types were developed for various needs across Skagway's waterfront, with a design meant to transition easily into the historic district. The signage design and proposed colors and materials align with the character and guidelines of the historic district. The Map Kiosk, located close to each dock ramp, orients visitors to the town's layout immediately after disembarking with a large overview map of the entire townsite. Key destinations such as the Historic District, Airport, and other docks are also highlighted with directional cues. The Dock Gateway Sign is located adjacent to each dock ramp on the Seawalk Railing. This sign type features the dock name and has a changeable ship name panel to alert visitors to the dock that they will need to return to. The directional guide is the most prevalent sign type and appears at most intersections throughout the waterfront. It features directional cues for nearby destinations. All signs are double-sided to allow for enhanced social distancing.

● MAP KIOSK



● DIRECTIONAL GUIDE



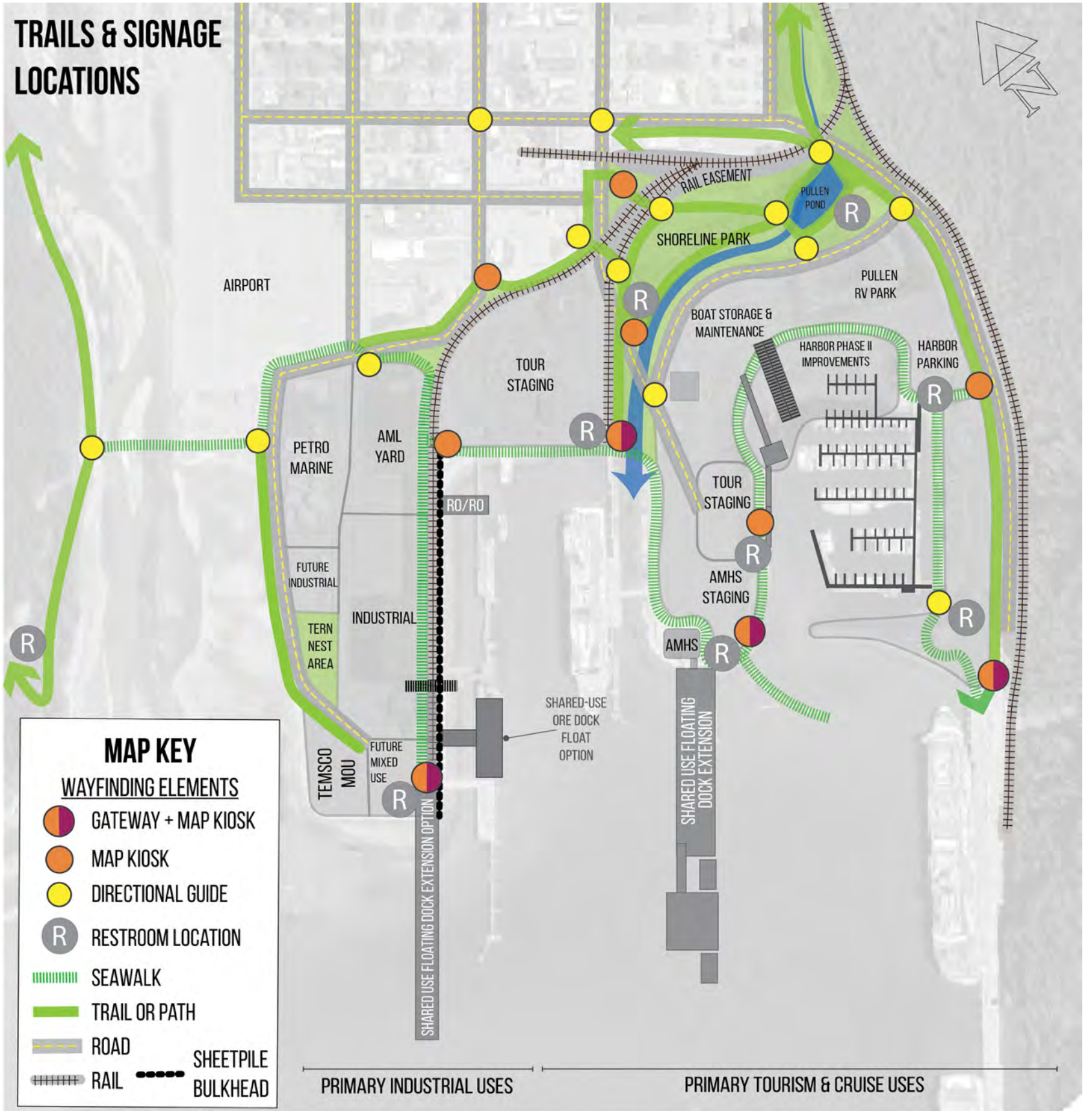
● DOCK GATEWAY SIGN



Above: Three different types of signs are proposed for the waterfront district, each serving a different purpose.



TRAILS & SIGNAGE LOCATIONS



Left: Directional Guide sign in context. Above: Trails and Signage Locations map showing proposed locations for each sign type throughout the study area. A continuous Seawalk and comprehensive improved trail and path network are also proposed.

Wayfinding Signage Design

The wayfinding signage design concept was developed based on feedback gathered from the Skagway community at the November 2020 Design Charrette, and subsequent Port Plan Presentations in February and April 2021.

Residents and stakeholders showed a strong interest in wayfinding that:

- Aids visitors in independently navigating between the downtown historic district and the waterfront.
- Reflects Skagway's natural and human histories, including Native language, history, and culture as well as the Klondike Gold Rush era.
- Utilizes natural and rustic materials with an outdoorsy aesthetic celebrating the surrounding natural environment of the Upper Lynn Canal.

The wayfinding signage design concept was developed based upon the above objectives as guiding principles.



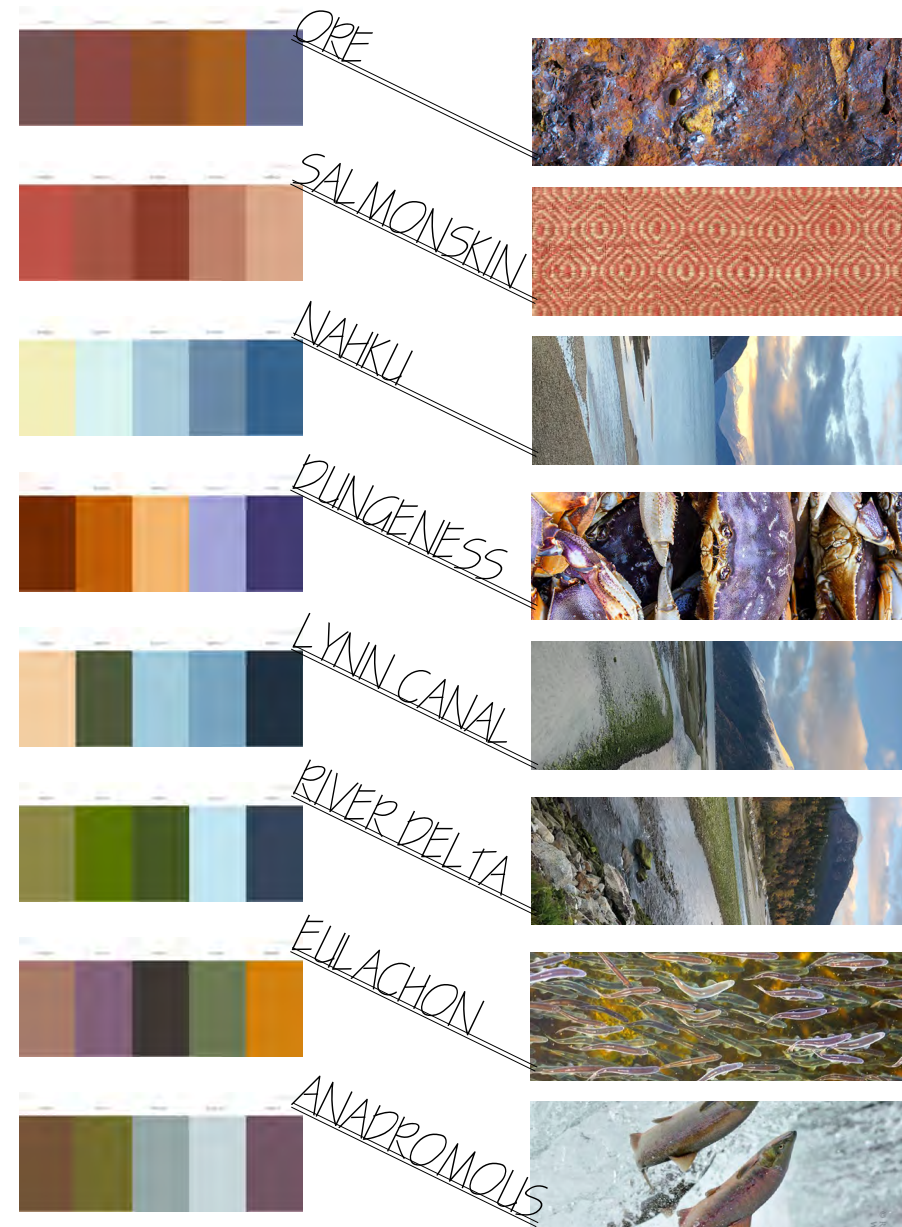
Above: Dock Gateway Sign design details.



Above: Explanation of signage design inspiration and rationale, showing the Map Kiosk Sign.

Signage Colors & Materials

The colors and materials used in the wayfinding signage concept were inspired directly by the colors and resources of the natural landscape of the upper Lynn Canal. Sidewalk symbols and signage color-coded by dock work in conjunction to guide visitors between the historic district and their respective cruise ship in port.



Above: Custom color themes developed from photos of Skagway, the surrounding landscape, and traditional natural resources of the Upper Lynn Canal region.

Design Inspiration

Photos taken of Skagway and the surrounding area during the PDC Engineers planning team's October 2020 visit were used to develop custom color themes, along with photos of traditional subsistence and mineral resources of the region. These representative images and resulting color themes are displayed below at left.

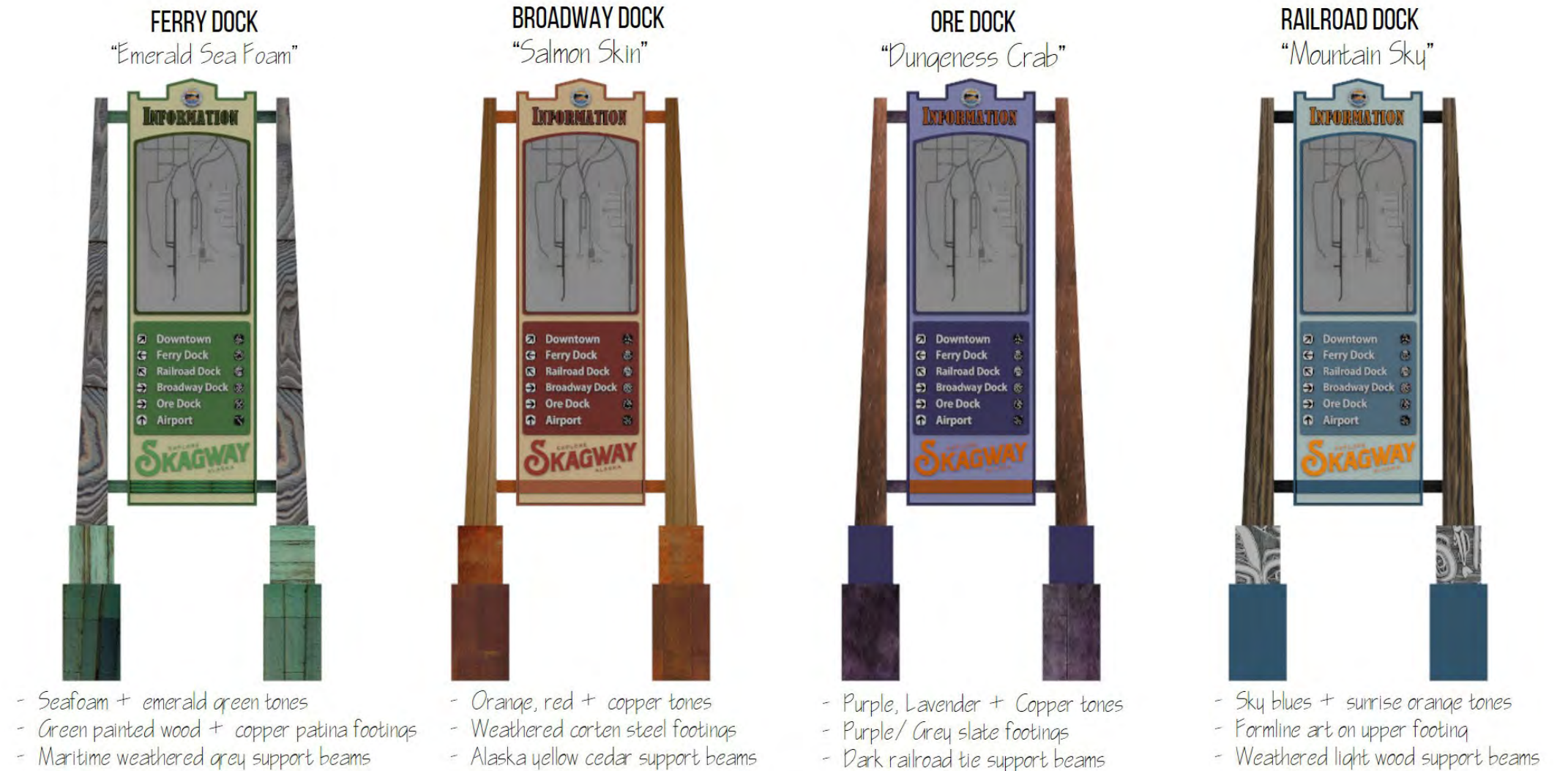
Color Themes

Color themes based on the representative images were developed using the Adobe Color online tool. The tool also allows color themes to be evaluated for accessibility by vision-impaired and colorblind individuals. Several of these color themes were chosen and applied to the wayfinding signage design, below. Each dock has a coordinating signage color theme to guide visitors to and from their ship.

Design Rationale

Residents showed a strong preference for wayfinding that represents Skagway's history, including Native Alaskan experiences and the Gold Rush-era. Residents preferred natural materials reflective of the abundant beauty and wild resources of the surrounding environment and region. Wayfinding signage and sidewalk symbols color-coded by dock are intended to aid visitors' independent wayfinding capabilities.

Below: Proposed colors and materials for the wayfinding signage concept, color-coded by dock.



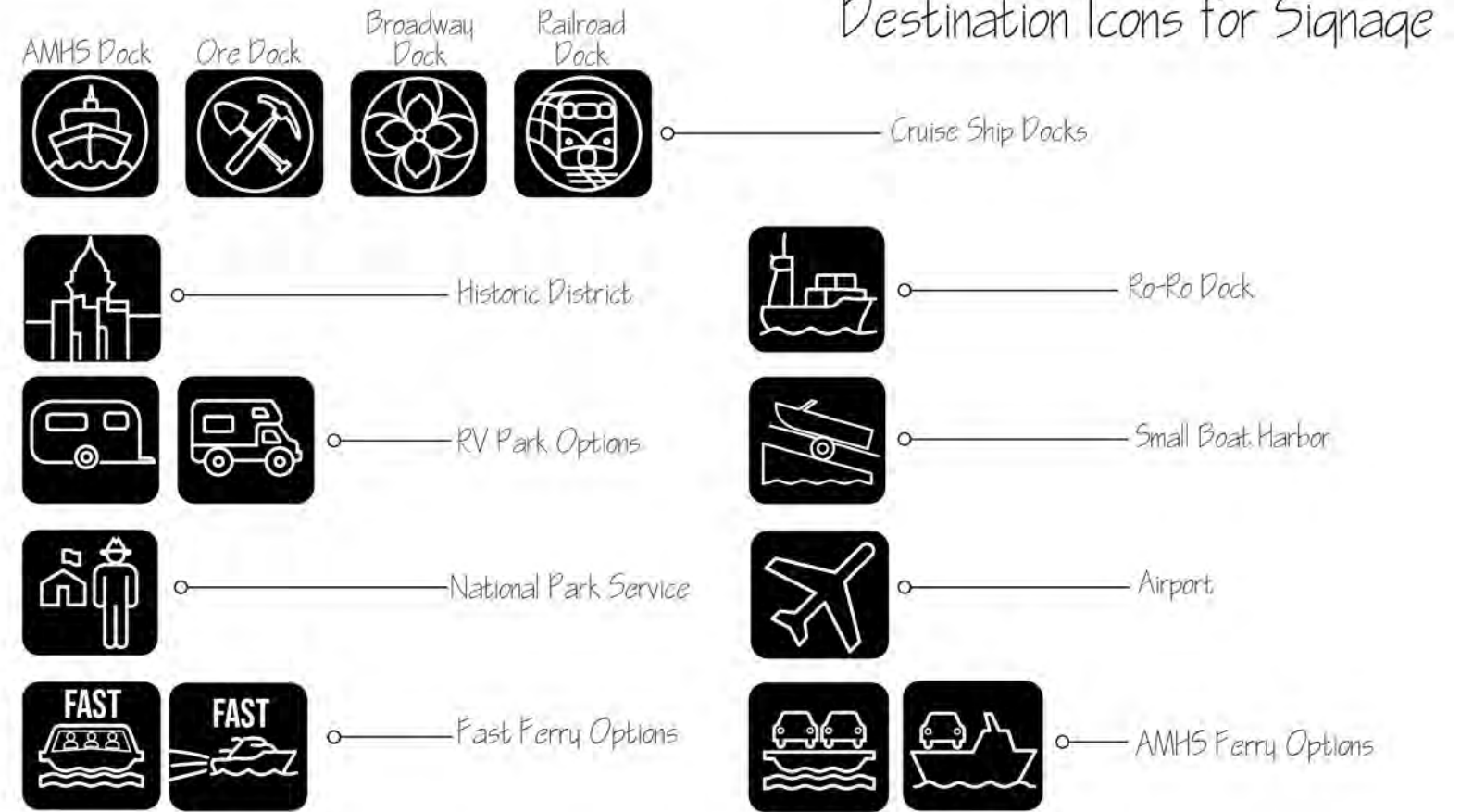
Symbol Design

Originally conceptualized by the Skagway Public Safety Committee, a system of color-coded sidewalk stamping for each dock can help guide visitors to and from their ship to the downtown area. This project built upon the original "Simple Shapes & Colors" sidewalk stamping concept to offer two additional options that create a branded identity for each dock using colors and representative linework symbols. The third option would involve partnering with a Native Alaskan artist to develop a traditional formline-inspired symbol to represent each dock.

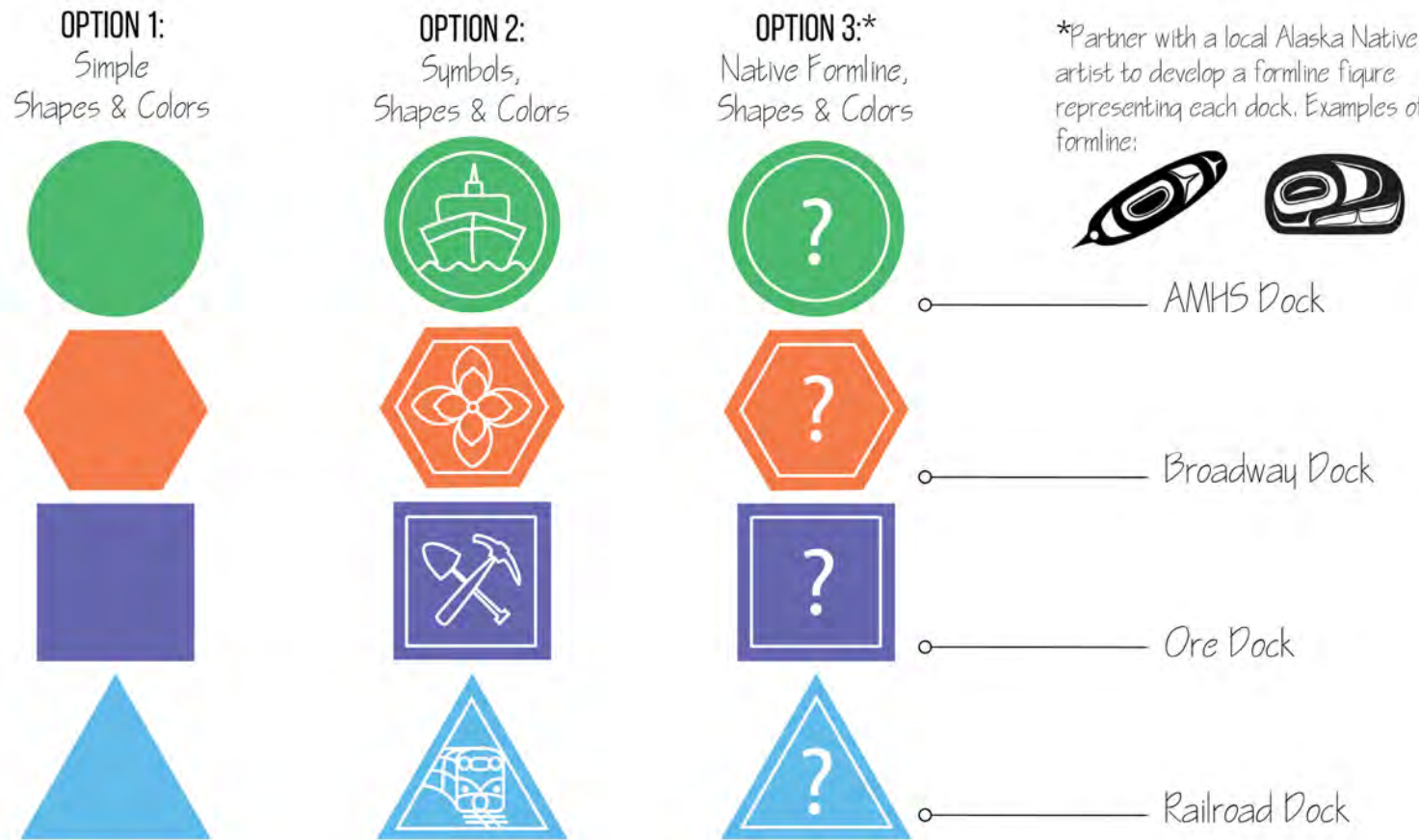
Universally-understandable high-contrast signage icons were also designed for use on wayfinding signage throughout the waterfront.

Destination Icons

Destination icons for each dock feature the same recognizable dock symbols from the sidewalk stamping Option 2: Symbols, Shapes & Colors, but in high-contrast black and white. If Option 3: Native Formline, Shapes & Colors is pursued for the sidewalk stamping design, the formline images for each dock would be carried over into the destination icons for signage, but in the high-contrast black and white style. A custom icon was also designed to represent the Skagway Historic District. Other key destinations are represented by universal symbols developed by the Society of Experiential Graphic Design (SEGD) and the American Institute of Graphic Arts (AIGA), intended to be recognizable to visitors regardless of cultural background or language spoken.



Above: High-contrast, easily-recognizable destination symbols for the wayfinding signage.



Above: Three sidewalk symbol design options are proposed, color-coded to wayfinding signage for each dock.

Sidewalk Symbols

Option 1: Simple Shapes & Colors offers the most simplicity in implementation for the municipality, since shapes could be easily spray painted onto the sidewalk using simple stencils.

Custom symbols were designed for sidewalk stamping Option 2: Symbols, Shapes, and Colors, to represent each dock and a color was applied to each from the wayfinding color themes (see page 19). Railroad Dock is represented by the iconic White Pass Yukon Route train engine, a light blue inspired by the adjacent mountains and sky, and a triangle shape. The AMHS Dock is represented by the ferry itself, the seafoam green of the Lynn Canal, and a circle. Broadway

Dock is represented by the dogwood flower, the orange of the salmon, and a hexagon. The Ore Dock is represented by the Klondike Gold Rush-era tools, pickaxe and shovel, the purple of the dungeness crab, and a square.

The dock symbols could be piloted using spray paint and stencils for one or two seasons, and then made more permanent (if desired) when sidewalks are replaced by stamping or inseting the design into the cement itself. The linework could be comprised of metal or another material that could be filled or set into the cement before hardening.

Option 3: Native Formline, Shapes, & Colors offers the greatest opportunity to integrate Native

heritage and culture into the overall wayfinding concept. A collaborative partnership between the municipality, Skagway Traditional Council, and a Native Alaskan artist or artists could be formed to develop formline or other artwork to represent each dock, that could then be integrated into the wayfinding signage and sidewalk symbols designs.



Above: example of spray-painted sidewalk symbol from Milwaukee, WI.

Shoreline Park

The proposed design for Shoreline Park builds off of substantial work done by the OASIS Committee to design a Welcome Garden and survey Skagway residents about what features they would like to see in the park.

The Shoreline Park Proposed Master Plan was developed with the Welcome Garden as its central feature. Community feedback gathered from the November Design Charrette and virtual presentations in February and April showed strong community interest in maintaining the open feel of the park with grassy areas for dog walking, picnicking, and group and individual recreation. Other elements that received significant community support were integrated into the park design including improved paths, a sheltered stage/picnic area, shade trees, a natural playscape, a protective barrier along the railroad tracks, and improved rail crossings.

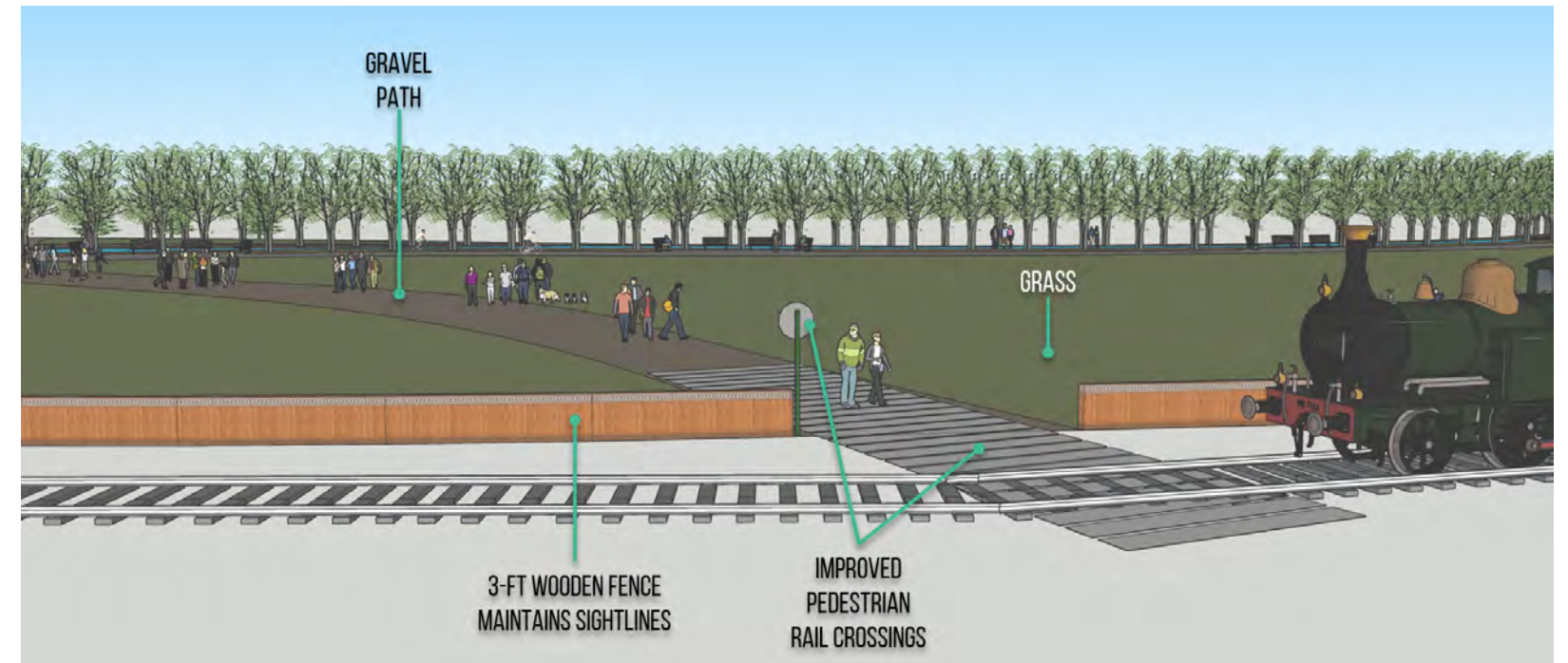
The new Shoreline Park restroom will allow residents, families, and visitors to spend more time in the park enjoying its new upgrades and features.

OASIS Welcome Garden Conceptual Rendering



Above: Many visitors will reach the Welcome Garden in Shoreline Park as they navigate from their ship to the Historic District. The garden offers a beautiful foreground to the historic downtown and the opportunity to sit and rest.

Shoreline Park Phase 1 Details



Above: Phase 1 park improvements include a new gravel path, seeded grass, and improved rail crossing and safety features.

Shoreline Park Proposed Master Plan



Above: The overall Shoreline Park Master Plan.

Phasing & Implementation

The proposed phasing plan for implementation of the recommended improvements is based on priority and need as well as the logistics of implementation. Early phases set the stage for subsequent phases. For example, Phase 4 is contingent upon the completion of Phase 3B. Projects identified as flexible are not contingent upon earlier phases but rather on funding availability.

Implementation of the plan for all phases is contingent on funding. It may be necessary to break phases into smaller increments if partial funding is available. These decisions will be made as detailed design begins.

Phase 1

Phase 1 began in early 2021 with the construction of new water and sewer lines through Shoreline Park, as well as a new gravel path and improved pedestrian crossings over the adjacent rail line. Phase 1 also includes a 3-foot high fence along the railroad right-of-way.

Phase 2A

Phase 2A includes construction of a restroom in Shoreline Park that was funded with a General Obligation (GO) bond.

Phase 2B

Phase 2B is the extension of sewer lines to the end of the AMHS Ferry Peninsula.

Phase 3A

Phase 3A includes significant changes to the Ore Dock. A sheet pile wall will be constructed adjacent to the uplands while the old dock facilities will be removed. This provides an additional 100 feet of space and sets the stage for Phase 3B. Also during Phase 3A, two potential shared-use floating dock options are proposed: a T-shaped floating dock on the southern end of the eastern edge of the new sheetpile wall, and a larger shared-use floating dock extension off the end of the peninsula to accommodate larger cruise ships and industry.

Phase 3B

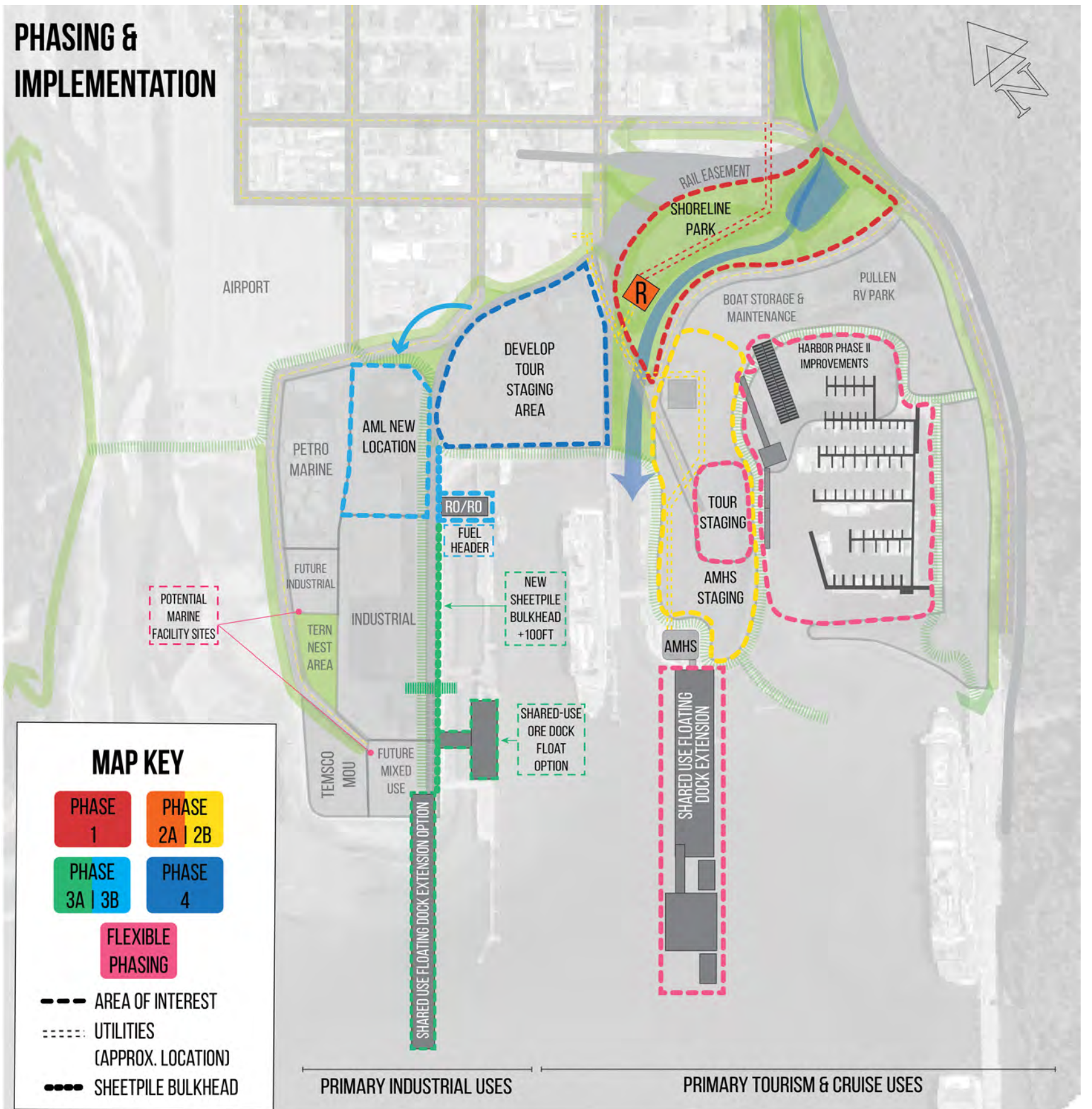
Phase 3B is the relocation of Alaska Marine Lines (AML) yard from their current location to the north end of the Ore peninsula. The phase includes installation of a roll-on/roll-off dock for the new AML site. Phase 3B completion is needed for Phase 4 to begin.

Phase 4

Phase 4 entails the redevelopment of the old AML site and adjacent tour staging area to include a ground transportation area (GTA) that accommodates 19 large motorcoaches, 37 smaller tour vehicles and vans, overflow parking for 15 additional large motorcoaches, cruise passengers of two large ships, waiting shelters, and restrooms. This ground transportation area can easily accommodate the tour access needs and operations for two large cruise vessels at peak travel times.

Flexible Phasing

Several areas of the plan are identified as flexible phasing. This simply indicates that the recommendations can be implemented whenever funding is available; they are not contingent upon another phase being completed. Projects that can be implemented under flexible phasing include the small boat harbor improvements, tour staging area on the AMHS peninsula, and AMHS shared-use dock and upland facilities.



Above: The Phasing and Implementation Map for the Skagway Port Master Plan.



Photo Credit: Bryan Johnson

SKAGWAY PORT MASTER PLAN

Appendix A:

Design Charrette Station Posters

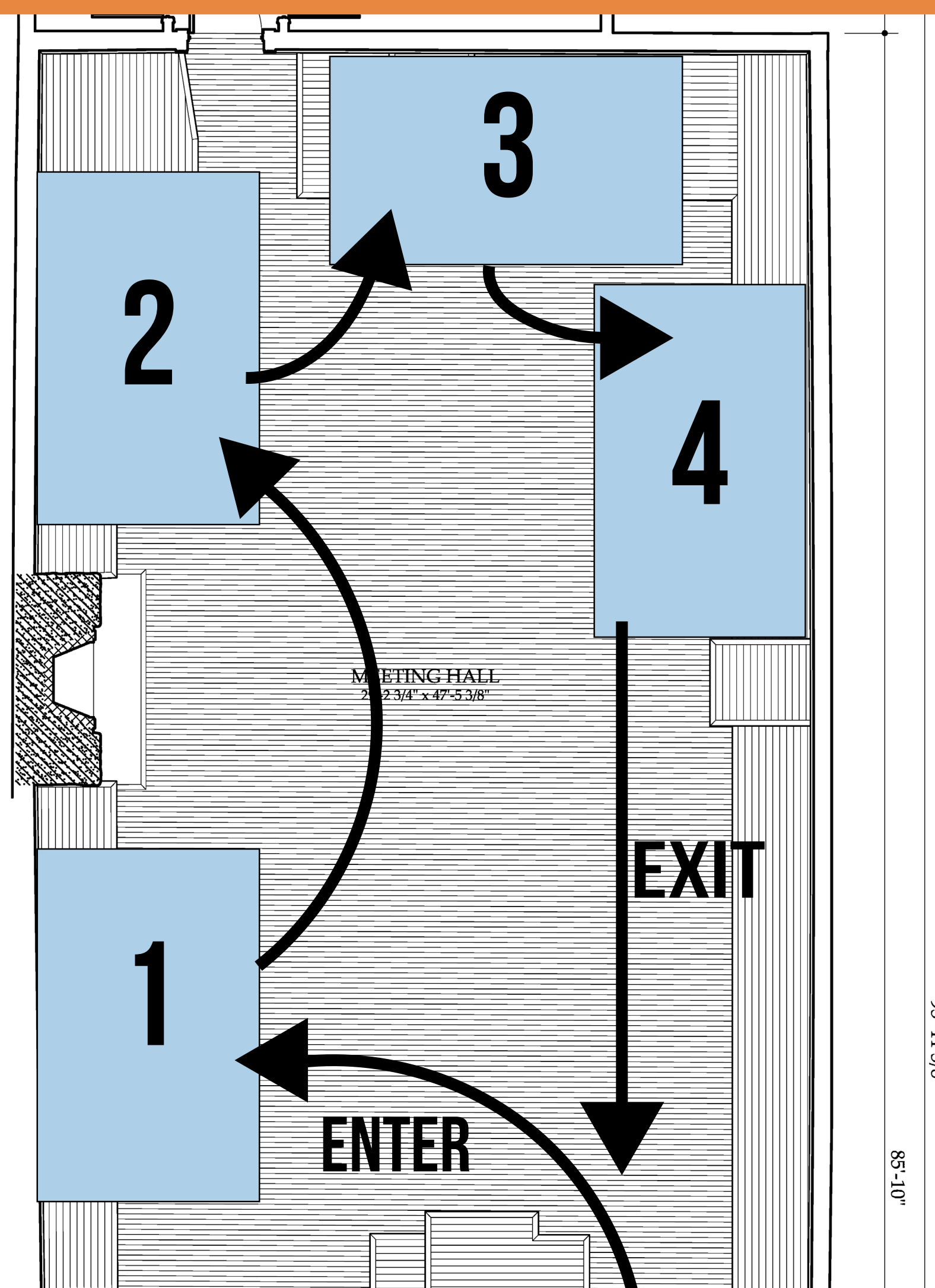
SKAGWAY PORT MASTER PLAN

SOCIALLY DISTANCED DESIGN CHARRETTE

AT THE SKAGWAY AB HALL NOVEMBER 6, 7, 9 & 10TH - 10:00AM - 6:00PM (AND ONLINE!)

STATION #1: WELCOME + GENERAL QUESTIONS

CHARRETTE ROAD MAP



CHARRETTE GUIDELINES

-  A MASK OR CLOTH FACE COVERING IS REQUIRED IN THE AB HALL.
-  PLEASE FOLLOW THE ONE-WAY DIRECTION OF THE CHARRETTE ROAD MAP.
-  MAINTAIN SOCIAL DISTANCE OF AT LEAST 6FT FROM THOSE OUTSIDE OF YOUR HOUSEHOLD.
-  HAVE FUN SHARING YOUR OPINIONS AND IDEAS ABOUT THE SKAGWAY WATERFRONT!

SKAGWAY'S WATERFRONT - THE PROJECT AREA



Thank you for participating in this self-guided open house and sharing your thoughts on the future of Skagway's waterfront. Your input will help guide design choices for each of the concepts presented here. To begin, please consider the following questions:

QUESTIONS: GENERAL

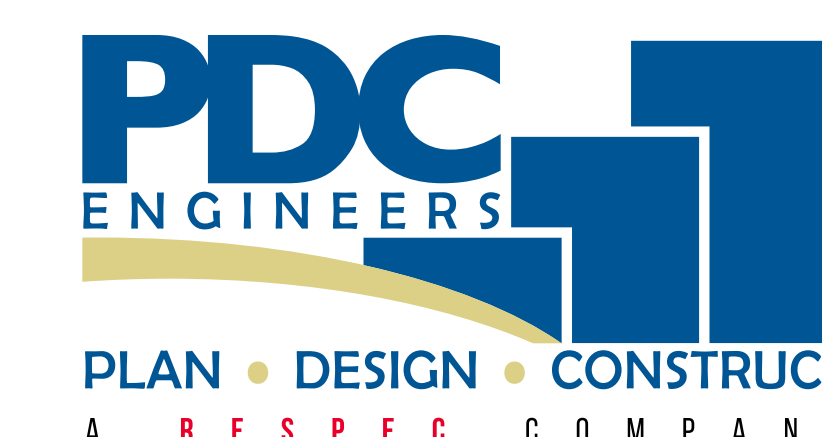
1. What do you value most about Skagway's Waterfront?

(Add a sticky note with your response below)

2. Please prioritize the following elements of waterfront development...

(Add green dots for highest priority, yellow for medium priority, and red for low priority. Feel free to leave a sticky note comment as well!)

- Parks, Trails, and Greenspaces
- Vehicle Access and Circulation
- Wayfinding (pedestrian and vehicle directional signage)
- Separation of tourism and industrial facilities
- Dock extensions, upgrades, and reconfiguration
- None! Keep things the way they are
- Other:
(Leave a sticky note with your ideas below)



SKAGWAY PORT MASTER PLAN

SOCIALLY DISTANCED DESIGN CHARRETTE

AT THE SKAGWAY AB HALL NOVEMBER 6, 7, 9 & 10TH - 10:00AM - 6:00PM (AND ONLINE!)

STATION #2: LAND USES

QUESTIONS: INDUSTRIAL & TOURISM USES

(Answer on your survey handout or post a sticky note response)

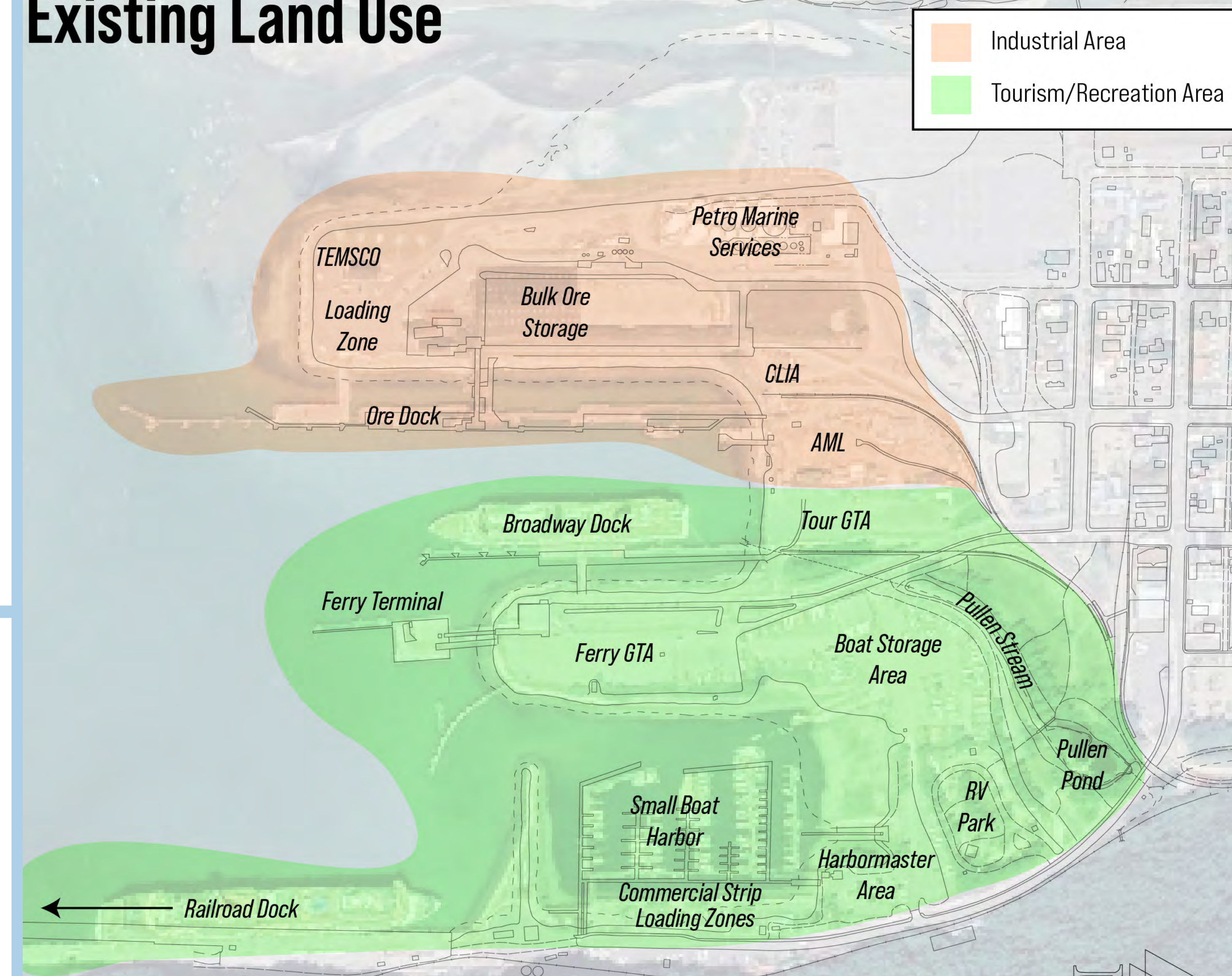
1. Is it more important to separate industrial and tourism uses, or have flexibility in use and capacity in the near-, middle-, and long-term?
2. If the AML site became available, what would you recommend for that area?

QUESTIONS: SMALL BOAT HARBOR & VICINITY

1. Do you think the small boat harbor should be expanded?
2. Do you think the north end of the small boat harbor should be filled and used for additional parking?
3. Do you think the north end of the small boat harbor should be filled and used as a greenspace/pocket park/RV park?
4. Would you like to see the Pullen Creek RV Park expanded?
5. Do you have other thoughts or comments on waterfront land uses?

Land use best practices include separating incompatible land uses and consolidating similar land uses to prevent conflicts between users. Changing land uses is a gradual process.

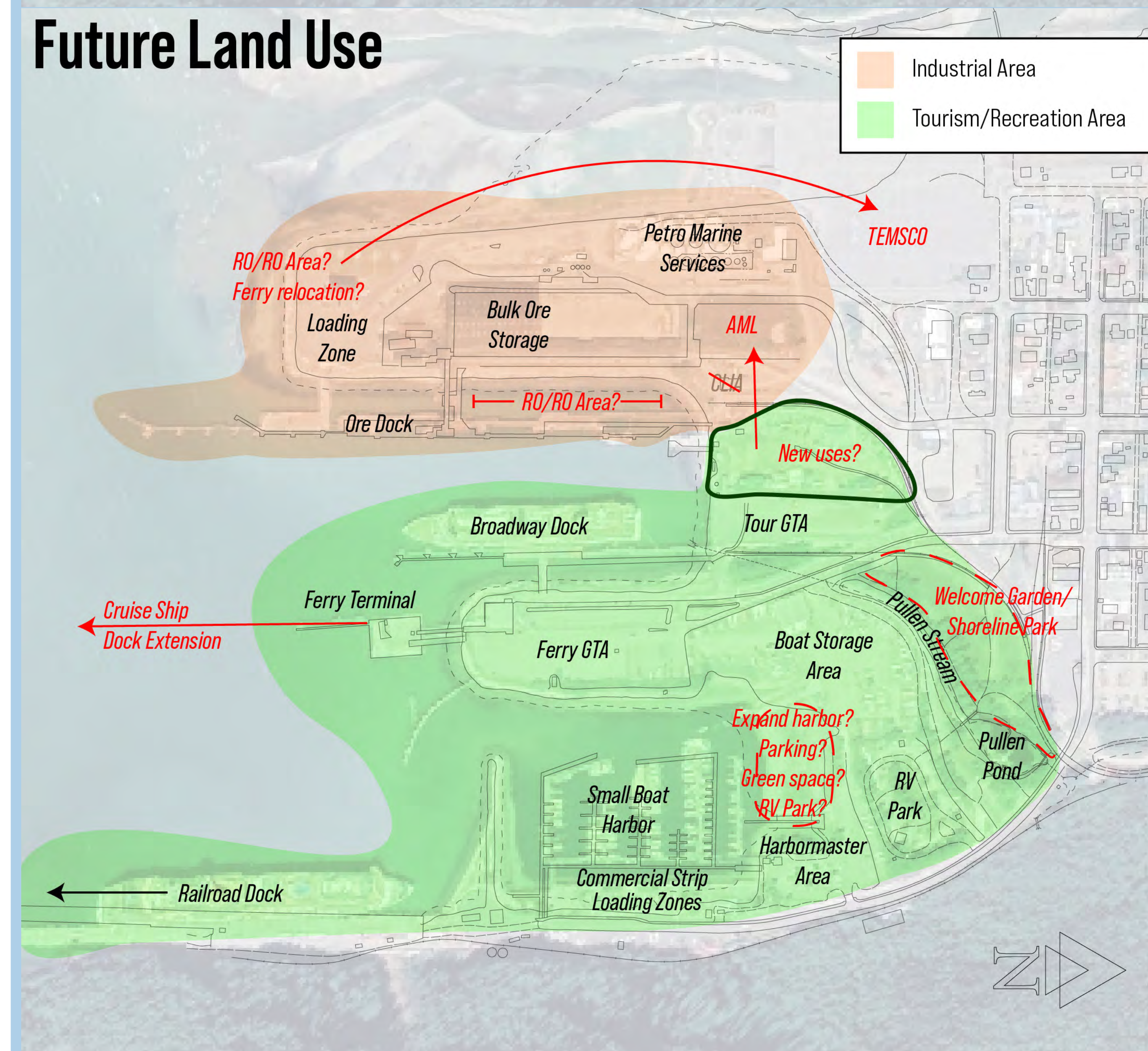
Existing Land Use



COMMENTS:

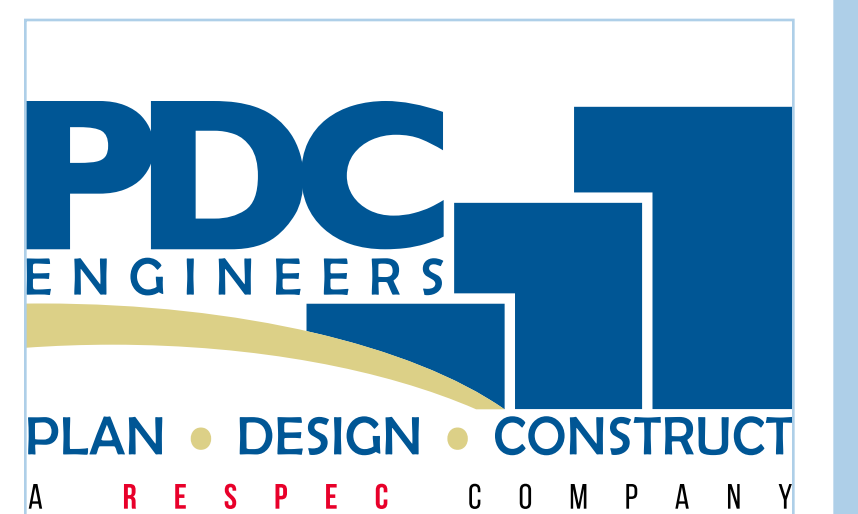
(Add a sticky note!)

Future Land Use



COMMENTS:

(Add a sticky note!)



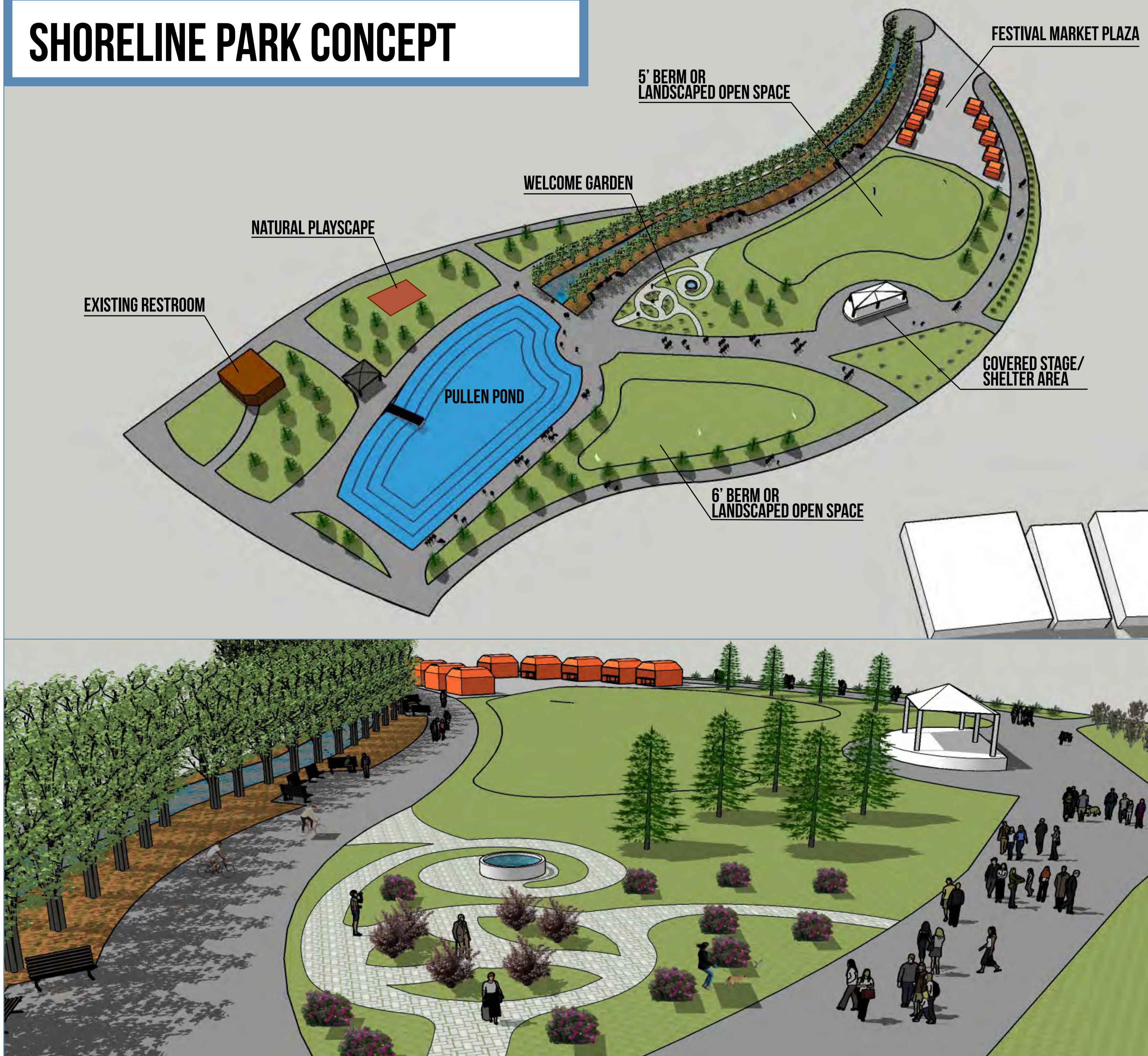
SKAGWAY PORT MASTER PLAN

SOCIALLY DISTANCED DESIGN CHARRETTE

STATION #3: GREENSPACES + WAYFINDING

Natural areas are important community assets that provide opportunities for outdoor recreation, improve community aesthetics, and serve as low-cost stormwater controls.

SHORELINE PARK CONCEPT



COMMENTS:
(Add a sticky note!)

AT THE SKAGWAY AB HALL NOVEMBER 6, 7, 9 & 10TH - 10:00AM - 6:00PM (AND ONLINE!)

Wayfinding signage in a community helps visitors and residents navigate to facilities, attractions, and businesses. Wayfinding signage often uses a core theme that represents a community's heritage or assets. Signage is generally scaled for pedestrians but includes elements for vehicles.

EXISTING WAYFINDING IN SKAGWAY



WAYFINDING EXAMPLES FROM OTHER CITIES



COMMENTS:
(Add a sticky note!)

1. What themes or elements should be carried through all wayfinding?
(Add green dots for highest priority, yellow for medium priority, and red for low priority. Feel free to leave a sticky note comment as well!)

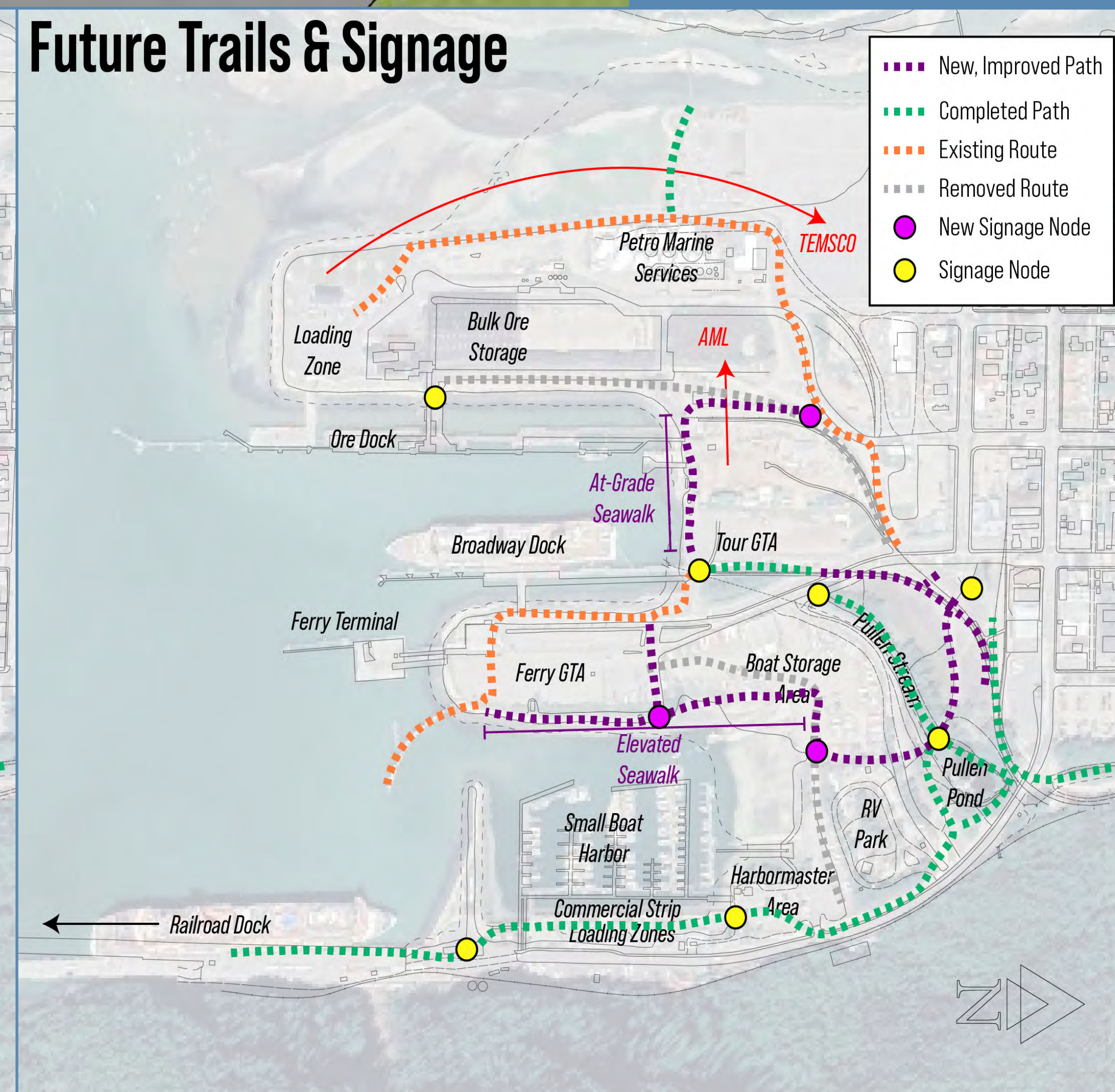
- Gateway to the Klondike
- Historical (gold rush)
- Cultural
- Nature/outdoors (wildlife, mountains, etc.)
- Other: (Write or sketch your own ideas on a sticky note and add below!)

2. Do you have other thoughts or comments on parks, greenspaces, or wayfinding? (Add a sticky note below)

Existing Trails & Signage



Future Trails & Signage



SKAGWAY PORT MASTER PLAN

SOCIALLY DISTANCED DESIGN CHARRETTE

STATION #4: ACCESS, CIRCULATION, AND DOCKS

Conflicts between motor vehicles and pedestrians can be reduced with designs that separate bus and vehicle traffic, minimize pedestrian-vehicle conflict points, and provide capacity for peak demand.

QUESTIONS: ACCESS & CIRCULATION

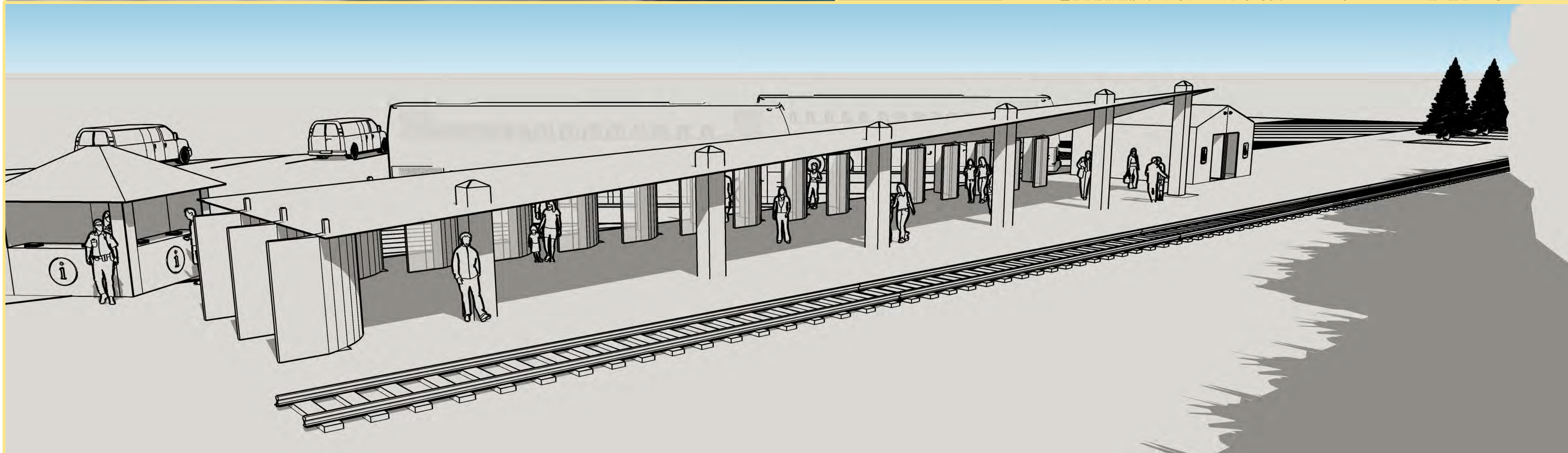
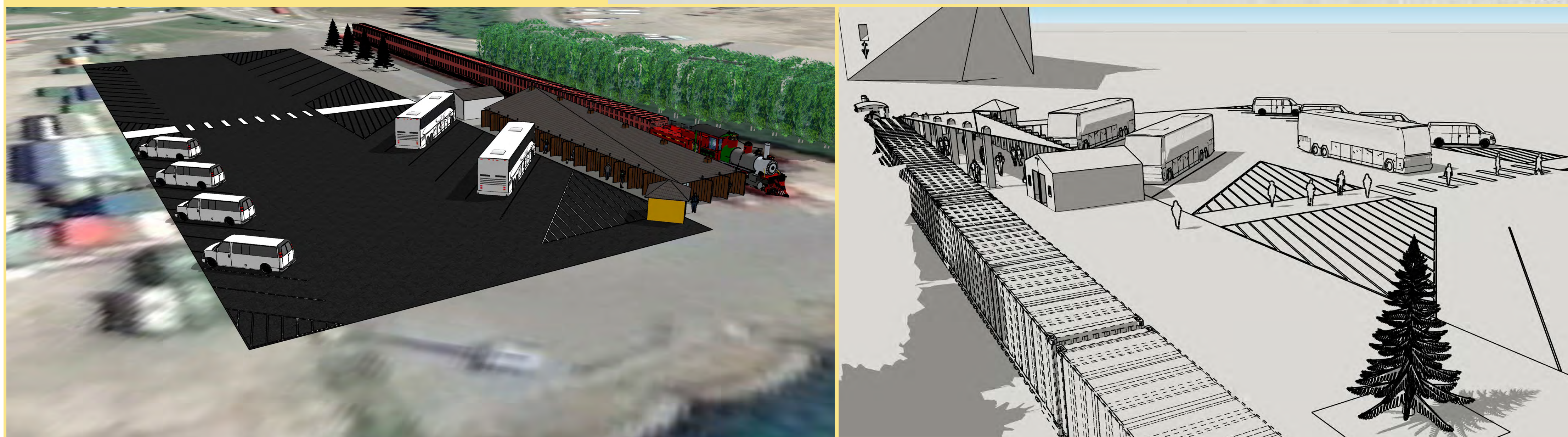
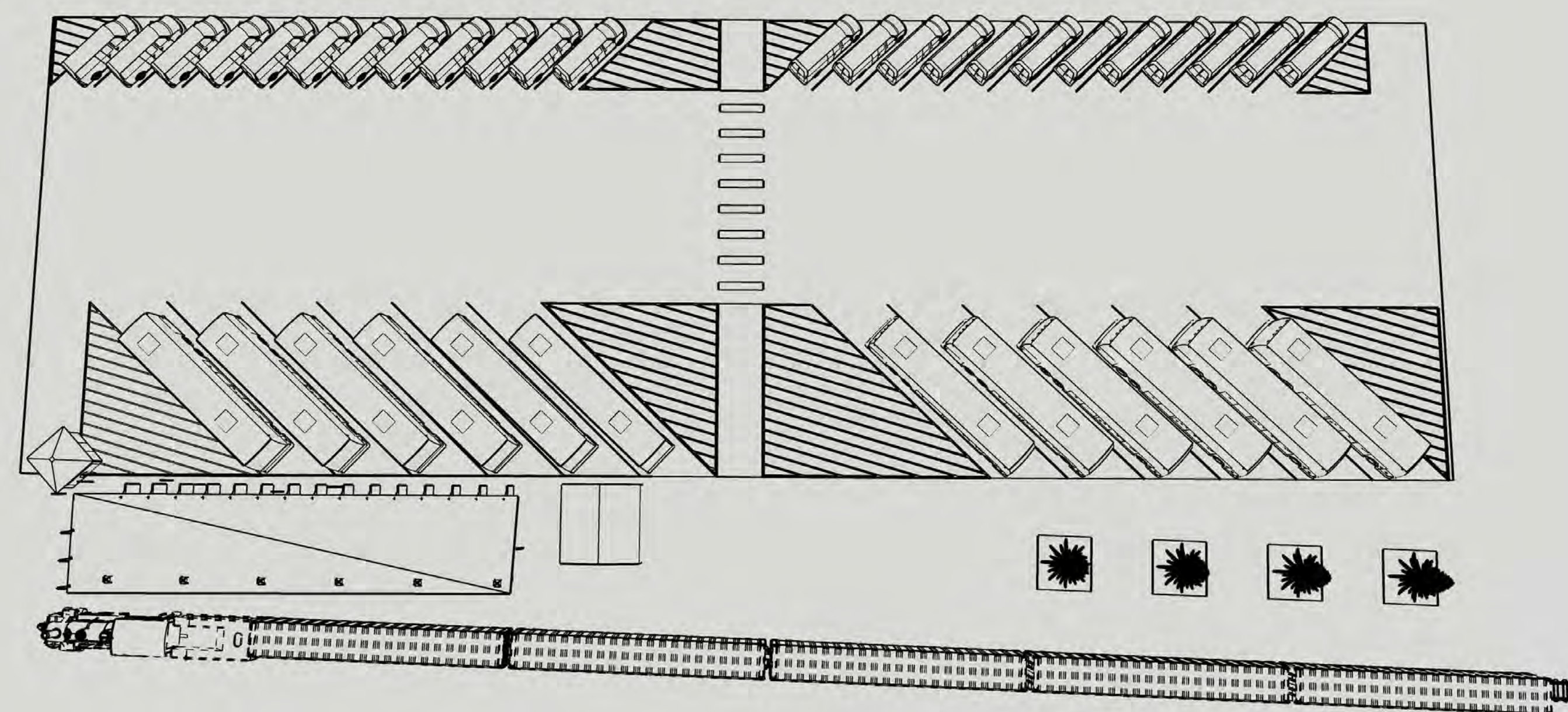
FERRY PIER

1. What do you think about the Ferry Pier concept?
(Add a sticky note below!)



BROADWAY DOCK

2. What do you think about the Broadway Dock Concept?
(Add a sticky note below!)



AT THE SKAGWAY AB HALL NOVEMBER 6, 7, 9 & 10TH - 10:00AM - 6:00PM (AND ONLINE!)

Skagway's dock facilities serve a variety of needs, including cruise ships, ferry traffic, and industrial shipping. As these sectors have changed over time, so has the need for new or different dock configurations. Considering the current and future uses of Skagway's docks, provide your thoughts on the following:

PORT OF SKAGWAY EXISTING & PROPOSED DOCK FACILITIES



RO/RO FACILITY



FLOATING DOCK EXTENSION

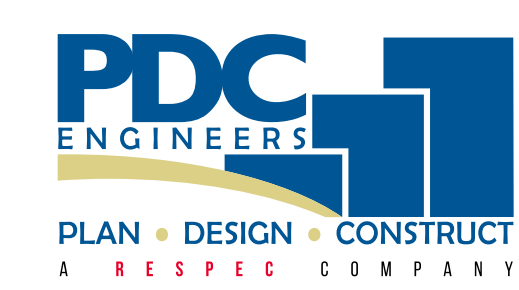
QUESTIONS: DOCKS

(Answer on your survey handout or post a sticky note response)

1. Should a floating dock extension with additional cruise ship berths be added to the Ferry Dock?
2. Should the Ore Dock be industrial only or mixed-use tourist/industrial?
3. Should the Ferry Dock remain in the same location or move to location B?
4. Should a Roll On Roll Off (Ro/Ro) cargo facility be constructed at location A or location B?

Do you have other thoughts or comments on access, circulation, or docks? (Add a sticky note!)

THANK YOU FOR ATTENDING THE SKAGWAY PORT MASTER PLAN SOCIALLY DISTANCED DESIGN CHARRETTE!
For more information please contact:



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Brad Ryan
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manager@skagway.org

SKAGWAY PORT MASTER PLAN

Appendix B:
Public Feedback Interim Report

Public Feedback Interim Report

Skagway Port Master Plan | November – December 2020

Public Involvement Summary

This report summarizes public involvement efforts and feedback for the Skagway Port Master Plan as of December 22, 2020. An overview is given of public involvement events and participation levels followed by a summary of key themes from different stakeholder groups.

Design Charrette

In-person: November 6th – 7th and 9th – 10th

Forty-one (41) attendees registered for the in-person design charrette held at the Skagway A-B Hall in November. See Appendix A for In-Person Charrette summary of themes and compiled comments.

Online: November 6th – December 18th, 2020

Seventy-five (75) participants registered for, viewed, and provided candid feedback on the online version of the design charrette. See Appendix B for Online Charrette compiled responses.

Stakeholder Interviews

November 17th – December 21st, 2020

Thirty (30) interviews were completed with stakeholder organizations, including current and potential future waterfront operators, local membership organizations, non-profits, small businesses, utility providers, industrial producers, and relevant governmental agencies.

Interviewed organizations include:

- AIDEA
- Alaska Coach Tours
- Alaska Mountain Guides
- Alaska Power & Telephone
- Alaska Seaplanes
- CLAA
- Coeur Alaska – Silvertip Mine
- Department of Environmental Quality
- Holland America Princess (HAP)
- National Park Service
- M&M Tours
- Mineral Services
- Minto Mine (Pembroke Resources)
- Municipality of Skagway (MOS) Staff
- North Pacific Maritime
- Petro Marine
- Rainbow Glacier Adventures
- Skagway Development Corporation
- Skagway Elks #431
- Skagway Streetcar
- Skagway Traditional Council
- SMART
- Sockeye Cycle
- Southeast Alaska Sea Pilots Association
- TEMSCO Helicopters
- United State Customs
- White Pass & Yukon Route Railroad
- Yukon Producers Group
- Yukon Territory Dept. of Economic Development

Organizations engaged or to be engaged in a larger meeting w/ MOS:

- AML/Lynden
- AMHS

Non-responding organizations:

- Alaska Travel Adventures
- Alaska Nature Tours
- Chilkoot Charters
- NOAA
- Skagway Chamber of Commerce

Skagway Committees, Boards & Commissions

Notified of process & invited representative for interview:

- Conservation Committee
- CVB Board
- Historic District Commission
- Marine Highway Committee
- OASIS Committee
- Parks & Recreation Committee
- Public Works Committee
- Recreation Board

Corresponded with representative(s) re: preliminary concepts

- OASIS Committee

Presented to:

- Planning & Zoning Commission – November 12th, 2020

Interview Themes by Stakeholder Sector or Group:

The following section describes major themes identified in the stakeholder interview process, organized generally by stakeholder industry or commercial sector. The 31 stakeholders interviewed have been divided into the following groups summarized in the chart below:

Sector/Group Name	Stakeholders included
1) Aviation	TEMSCO, Alaska Seaplanes
2) Rail	WPYR/Survey Point Holdings/Skagway Terminal Co.
3) Marine	SEAPA, North Pacific Maritime, CLAA
4) Motorcoach operators	Holland America Princess (HAP), Alaska Coach Tours (ACT)
5) Small tour & transit operators	M&M Tours, SMART, Skagway Streetcar, Sockeye Cycle, Alaska Mountain Guides, Rainbow Glacier Adventures
6) Utilities/essential services	Petro Marine, AP&T, AML*, AMHS*
7) Industrial operators	Mineral Services, Minto Mine (Pembridge Resources), Coeur Alaska – Silvertip Mine, Yukon Producers Group
8) Governmental agencies	Skagway Traditional Council, AIDEA, Yukon Territory Dept. of Economic Development, ADEC, US Customs, National Park Service
9) Non-profit organizations	Skagway Development Corporation, Elks #431
10) MOS Staff	Mayor, Harbormaster, Tourism Director, Public Works Director

**Starred entities either engaged or to be engaged in a larger conversation with MOS.*

Major Themes by Sector/Group:

Aviation

- Both fixed and rotary wing stakeholders expressed concern about putting helicopters and planes in direct conflict on the runway, while taking off and landing to avoid overflying residential homes. This would be especially difficult during the airport's busy tourist season and since the Inlet is already a wind tunnel with limited options for operators. The current set up is already close but works with the Juneau operators' letter of authorization (LOA) for Taiya Inlet.
- Fixed wing operators brought up concerns about helicopter proximity to the passenger terminal and ramp causing issues with noise and making it difficult for pilots to communicate with passengers during boarding.
- Fixed wing operators brought up concern about debris and sand being blown all over the ramp area from helicopter prop wash, which is larger than that of fixed wing aircraft.
- Fixed wing operators expressed a desire to see a more detailed plan of the layout of operations if TEMSCO was to be moved to the airport to better determine what is feasible.
- Rotary wing operators see their existing location as imperative to their continued operation as a business due to strong ties to the cruise industry, noise abatement, \$1.5M tax investment improvements on the land for their world-class facility, and safety concerns (limiting flight over residences).
- TEMSCO provides essential services to Skagway and surrounding Southeast communities by supporting medivac, emergency and natural disaster response, construction work, remote communications infrastructure maintenance, railroad work, avalanche control, and flights for AP&T, NPS and various State and federal agencies. Continuance of these services is key.

Rail

- Expressed a preference for upgrades to Ore and Broadway docks as opposed to Ferry Pier cruise extension due to previous simulation efforts and uncertain land status between state and MOS.
- Interested in working in partnership with MOS to improve Broadway and Ore docks; 35% designs already developed.
- Continued rail access and service desired at each dock after end of 2023 lease to limit use of buses to pick up and transfer pax. Brought up the concept of an industrial train at the Ore dock.
- Covered passenger structures are a need at every dock.
- Brought up the fact that the rail operator owns the dock infrastructure and compensation for owned assets would need to be considered.
- Brought up ongoing ore basin remediation work and that operator has a 'permit in hand' to begin cleanup.

Marine

- Concern from multiple stakeholders that the Ferry Pier cruise ship extension could complicate docking operations in port making all docks less "user friendly," making it more difficult to access Broadway (already a challenging dock) and Ore docks and changing the order that ships must approach each dock.

- A larger concern is whether the Ferry Pier extension would intersect the approach line currently used by ships to enter the port while keeping wind at the stern; If it does, could result in ships dropping anchor in port and tendering pax to shore.
- Simulation of the Ferry Pier extension would help determine feasibility.

Motorcoach operators

- Need to limit backing motion of tour vehicles to improve safety
- Need for clearly marked pedestrian paths, sidewalks, and walkways in the tour staging and pick-up areas to limit pedestrian and vehicle conflicts
- Need to improve safety near Broadway dock ramp where pax are disembarking and tour vehicles are also leaving the staging area
- Motorcoach operators provided great background information on current tour operations and access and circulation issues at each dock.
- Brought up shortage in worker housing for operators; should be considered in conjunction with any plans to expand.

Small tour & transit operators

- From transit perspective, ORE and Railroad dock set-ups work well. Need a paved pick-up area as close to BRD ramp as possible; gravel area between Ferry pier and BRD is currently NOT ADA compliant and does not work for wheelchairs; severely limits access to pax from BRD since provider can only get a van in there instead of a small bus.
- Maintaining and increasing visibility at each dock is a key concern for the municipally contracted tour broker.
- A designated and better signed muster area for guests accessing the FAST ferry to Haines is needed.
- There is a large need for dockage for smaller Explorer class luxury cruise vessels, which is an expanding market that has historically been excluded in Skagway.
- Access and circulation could be improved at Ore and BRD for smaller operators; the turnaround set up at Railroad dock works well.
- Shortage of staff housing and independent traveler accommodations are a huge issue in Skagway.
- Railroad crossings are dangerous and need improved safety measures across the entire waterfront.
- Improved signage is much needed heading north into town from docks and back to docks.
- Smaller operators with trailers are unable to back up, so pull-through parking and designated parking areas as close to docks as possible would be beneficial.

Utilities/essential services

- Fuel provider looking to remain in current location and upgrade infrastructure including a new truck rack area after new lease agreement is developed with the city for post-2023. Directionality of truck flow in and out of the facility may also be reversed with these upgrades (enter from north, exit onto State Street west of facility).

- Plan phasing and early, close coordination with city is very important for utility/essential services providers to avoid a break in fuel and electricity services for Skagway and Yukon.
- AML move to north of the Ore Terminal would impact AP&T powerlines which would need to be buried. Who would pay for utilities burial?
- The AP&T submarine easement going to Haines will need to be considered in waterfront development phasing; AP&T would like to move this out of the port and into Smugglers Cove area where fiber is also being installed.
- Key issues for cargo provider are: Priority berthing, structural and infrastructural upgrades to ORE dock including potential Ro/Ro capabilities, security of the facility (fencing required by Coast Guard), independent operation, and contamination clean-up of potential new location.

Industrial operators

- There is no ‘silver bullet’ infrastructural upgrade that industrial producers are necessarily looking for in Skagway; the key is coordination and engaging the current and potential future operators in the conversation and planning process early and often.
- Yukon producers’ can provide technical input down the road once concepts move forward and this is warranted.
- From the potential industrial producer perspective, 4 main concerns were brought up for shipping product out through Skagway:
 - *Storage capacity/laydown space availability* is the biggest issue (for bulk zinc concentrate and bagged lead)
 - *Equipment/Infrastructure*: Ore loader and conveyor need to be brought up to industry standard and speed; safer and more environmentally sound methods for transporting bulk materials can be discussed with MOS.
 - *Regulatory*: concerns about historical contamination of the ore basin; new operators would likely desire an agreement with MOS indemnifying them from responsibility of historical clean-up.
 - *Operational*: Potential operators desire a service provider at port like Mineral Services to manage moisture monitoring and storage of concentrate, ship loading, and other value-added services; Priority berthing for ore vessels was also brought up as a key concern.
- From existing Ore Terminal user perspective:
 - Infrastructure upgrades are needed to the ore loader and expanded covered storage area over cement pad north of terminal would be needed if additional producers are added.
 - Phasing of any Ore dock upgrades would need to be coordinated to avoid interruption of service: ‘shoulder seasons’ area a good time to develop since there are no cruise or cargo ships.
 - Concerned about uncertainty at end of 2023 lease regarding AIDEA.
- From industrial service provider’s perspective:
 - It is extremely important to ensure that storage/laydown area for industrial products is maintained and prioritized on the waterfront to ensure continued operation and potential future expansion of the Ore Terminal and industrial port.

- Shipping industrial products in and out through Skagway to and from the Yukon is essential to ensure that the industrial-use Klondike Highway remains open and maintained year-round.
- Need for an upland storage area for offloading bulk mining products and loading onto trucks for transport to mines.
- If looking to attract additional industrial producers, Skagway needs to consider a tariff rate structure that is competitive with other ports that they could use, for example, Stewart, B.C. (previously proposed rate in SGY was \$138/metric ton versus \$20-\$30/metric ton in other ports).

Governmental agencies

- *Skagway Traditional Council:*
 - Representation of native history, language, and culture (Tlingit/Haida) is a need in Skagway's branding, interpretive, and wayfinding identity.
 - Wayfinding should coordinate with ongoing trails signage project in Skagway/Dyea that integrates native language and culture.
- *National Park Service:*
 - Very supportive of enhanced greenspace concept with native landscaping and improved safety barriers and buffers around train tracks; improved wayfinding scheme for each dock and the NPS visitor center utilizing sidewalk stamping and representative colors/symbols; and accommodations for independent travelers.
 - NPS is eager and willing to share resources with MOS to help with interpretive and wayfinding efforts related to Skagway history; one idea offered was the storyline of shipwrecks in Skagway.
 - If construction unearths shipwrecks or remains of historic wharfs and piers, NPS and SHPO would need to be notified.
 - There is a known bald eagle nest in the SE corner of the project area on the hillside just off the coast (NPS can provide GPS coordinates). Construction disturbance in the area would be considered a "take" according to the Bald & Golden Eagle Protection Act and Fish & Wildlife Service may need to be contacted for a permit.
- *Yukon Dept. Economic Development:* Top priority is Ore Terminal and Yukon industrial producers being able to export through Skagway after 2023 lease end; will be starting conversation and coordination with MOS/AIDEA soon to determine roles, responsibilities, cost sharing, etc. for continued operation and potential upgrades of the Ore Terminal.
- *US Customs:*
 - Designated parking space for border agents is a need along the waterfront
 - Moving US Customs closer to port could be considered to alleviate back-ups at the land border, however, any change would need to go through the legal department and is dependent on the staffing available.
- *AIDEA* wants to coordinate closely with the city and be aware of any desire by MOS to:
 - Change the footprint of facility (any use of the cement pad area for something else, such as AML move)

- Make any future investments resulting in facility cost structure changes that would be passed onto industrial operators (AIDEA would need to communicate that to the producers and rewrite contracts)
- Begin ore basin remediation and whether this will impact ongoing Minto operations
- **ADEC:**
 - All upland sites have been capped and do not currently pose a threat to human or environmental health
 - DEC is working with White Pass on the plan for cleaning up sediments in the basin; set to do limited dredging next winter (consisting of 2/3 of contaminated sediments removal)
 - MOS and consultant may want to consider soil disturbance as it relates to contaminated soils for trails and utilities extension; but there are no obvious areas where this would be a problem at this stage in the planning process.
 - MOS would likely need to work with DEC to determine the safety of AML move to the grassy and cement areas northeast of Ore Terminal; there is petroleum contamination here, so vapor intrusion is a concern for any buildings built.

Non-profit organizations

- Shared charrette and port master planning process and timeline with Elks to share info with members as they see fit.
- From Development Corporation perspective:
 - The industrial side of the port is very important and so is planning for flexibility. One model to look to is an industrial park with leases based on performance measure; Sitka is an example. Can the Ro/Ro dock be flexible in use and berth non-Ro/Ro ships?
 - Can customs be moved closer to the waterfront to facilitate movement of industrial products into Yukon and alleviate the land border bottle neck?
 - An overarching community vision is needed for port development and this should be developed in conjunction with the new port director or advisory board.
 - Winds on the Ore peninsula can be monitored for a year to see if moving the AMHS ferry there would be feasible.

MOS Staff

- Considerations should be made to keep pedestrians from walking through the active boat maintenance, launch and storage area as they try to get from Ferry Pier to Railroad Dock.
- There is demand for additional boat storage and harbor expansion.
- Ro/Ro facility should be dual use between AML and MOS.
- All greenspaces need to be simple and easily maintained by only a few paid staff.
- Propane yard kiddy-corner from existing AML site could potentially be used for development in the future.
- Phasing is extremely important for the master plan to navigate the end of the 2023 lease and coordinate with existing waterfront operators and utility providers.
- Next engagement event should seek the perspective of year-round Skagway residents and business owners
- The exact dock configuration is difficult to determine at this stage since it hinges on larger questions such as: How many visitors is the ideal number? Will Skagway institute a pax cap?

- An important market for Skagway may be smaller Explorer-class luxury cruise ships.
- Possible development ideas at this stage:
 - Short Term: status quo or slight shrinking back
 - ORE or BRD upgrade or extension
 - Some mixed use at ORE in the short term
 - Skagway considers a pax cap
 - Mid to Long-term:
 - Build dock extension at BRD/Ferry peninsula.
- Would be great to add a similar pax shelter and info station with restrooms to the ORE dock tour staging area.
- Seawalk design should match existing at Railroad Dock area.
- Wayfinding signage should coordinate with CVB re-branding project (just starting).

Appendix A: In-Person Charrette Themes & Compiled Comments

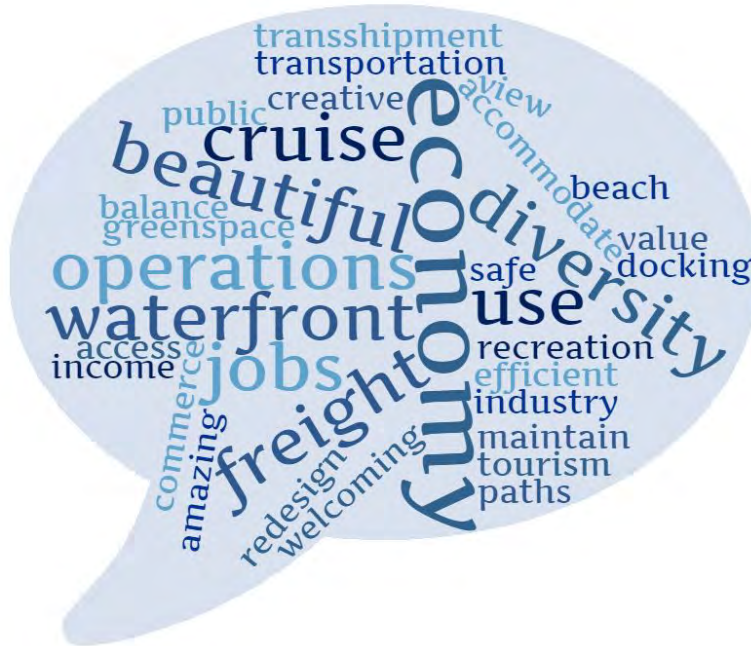
Appendix A - In-Person Charrette Themes

In-person Charrette Themes:

Station 1 – General Questions

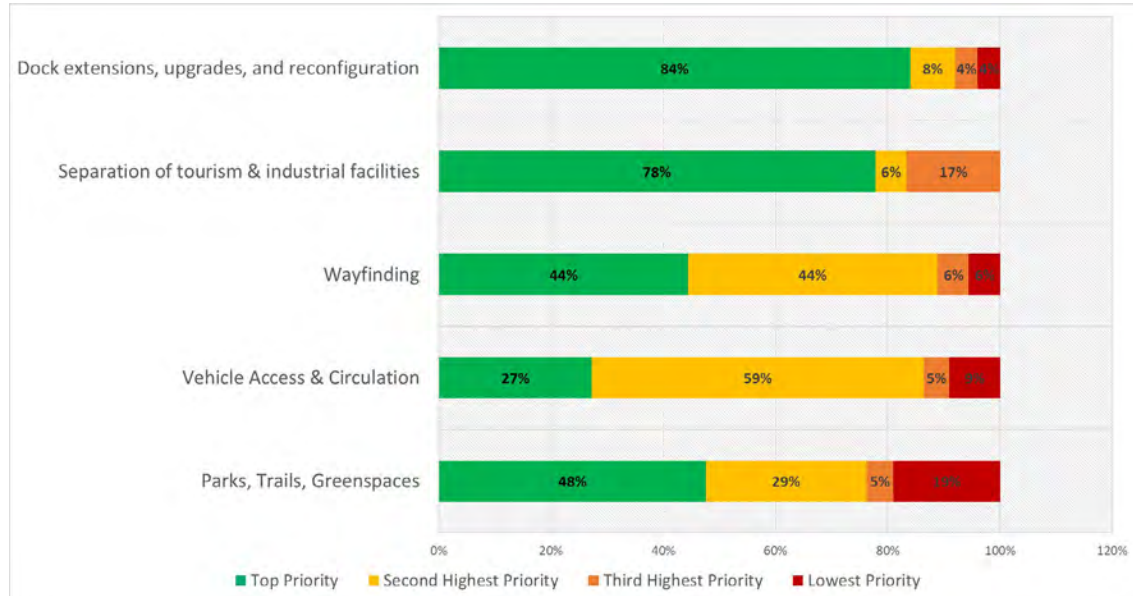
Value of the Waterfront

- Skagway waterfront's value is based in its status as a welcoming multi-use port, providing seasonal and year-round jobs, diverse sources of income, and public access for recreation.
- Skagway's waterfront IS its economy and economic diversity is important.



Appendix A - In-Person Charrette Themes

Waterfront Development Priorities



- **Top Priority:** “Dock extensions, upgrades, and reconfiguration” (84%) received the most votes as Top Priority for waterfront development, followed by “Separation of tourism & industrial facilities” (78%), “Parks, Trails, Greenspaces” (48%), “Wayfinding” (44%) and “Vehicle Access & Circulation” (27%).
- **Second Highest Priority:** “Vehicle Access & Circulation” received the most Second Highest Priority votes (59%) followed by “Wayfinding” (44%).
- **Most Divided:** Respondents appear most divided on “Parks, Trails, Greenspaces” with 48% rating it Top Priority and 19% rating it Lowest Priority.

Station 2 – Land Uses

Flexibility vs. Separation of Uses

- Flexibility is important due to limited space on the waterfront and a historical reliance on a few economic sectors (tourism, mining)
- Separation is more important in the long-term
- Phased approach to development is important to balance the issue of separation of uses versus flexibility of use over different time horizons (near, middle, long-term)
- Ability to separate uses hinges on industrial interest and on which sectors are able and willing to invest in port development

AML Site

- RO/RO facility and leave AML
- Industrial use (x3)
- Educational use (e.g., educational center with parking, aquarium, or refuge)
- New ferry terminal

Appendix A - In-Person Charrette Themes

- Boat storage with parking and pedestrian upgrades
- Let the market decide by providing the opportunity to lease the space

Small Boat Harbor

- Desire for year-round restrooms at SBH
- Support for SBH expansion to provide accommodations for fully independent travelers (FIT)
- Expansion of SBH should be based on demand
- No support for filling and turning parcel north of SBH into parking
- Some support for filling and using the parcel north of the SBH for greenspace/RV park expansion

Pullen RV Park

- Mixed support for RV expansion, but many indicated that the waterfront is not the appropriate location for this

Other Feedback

- Suggestion of using “sawtooth” loading zones and designated staging areas to ease congestion at the SBH
- Support for a path all the way along the waterfront
- Support for improvements to trails and greenspaces if these do not encroach upon current operations
- Strong opposition to moving TEMSCO due to noise, helicopters over town, and perceived unsuitability of site for other marine uses
- Suggestion that area north of Ore Terminal could be better used for industrial lay-down space if additional users are added to the terminal, rather than AML

Station 3 – Greenspaces, Trails & Wayfinding

Shoreline Park

- General support for the Shoreline Park concept with wide open grassy areas that are easy to maintain
- Strong opposition to Festival Market Plaza due to competition with downtown businesses
- Strong need identified for additional buffers, barriers, and safety features between the park space and railroad tracks to improve pedestrian safety

Trails & Signage

- Limited feedback on this concept
- Support for prioritizing maintenance of existing trail and Seawalk before more are built

Wayfinding Themes

- Strong support for improved wayfinding signage system for visitors, especially considering COVID-19 challenges

Appendix A - In-Person Charrette Themes

- Strong support for native language and cultural elements (Tlingit and Haida), historical, and natural/outdoor themes being incorporated into wayfinding signage and Skagway “brand”
- Moderate support for a coordinated color and symbol wayfinding scheme along sidewalks leading to each dock and popular destinations

Other Feedback

- New Juneau wayfinding mentioned as a good example of native/cultural heritage theme

Station 4 – Access, Circulation & Docks

Ferry Pier Concept

- Limited comments on this concept
- Suggestion to move CLAA office to the empty lot just north of vehicle staging area on Ferry Pier
- One supportive comment; one indicating that more information is needed about land acquisition from the State; one suggesting that major reconfiguration likely needed if cruise berths are added to the Ferry Pier

Broadway Dock Concept

- Strong support for covered wind/weather protected passenger waiting area
- Strong feeling that backing up movements of tour vehicles needs to be limited or eliminated in the BRD concept for safety
- Several commenters noted a need for additional train tracks in the BRD pick up area to serve cruise pax from the floating dock addition to Ferry Pier

Ferry Peninsula Floating Dock Extension

- Moderate support for floating cruise extension off Ferry Pier if safe, well-studied, and feasible.
- Concerns expressed about: cost, acquisition of land from the state, cruise industry uncertainty due to COVID-19, and AMHS/cruise docking conflicts.
- One suggestion to move the AMHS Ferry to the BRD dock with floating ramp

Ore Dock Usage

- Stronger support for mixed use Ore Dock than industrial-only (on this question)
- One comment in support of industrial-only use of Ore Dock is capacity is created elsewhere for displaced cruise

Ferry Dock Location

- Majority of commenters expressing concern about AMHS reliability due to safety, wind, and dredging requirements if moved to location B (end of ORE peninsula)
- Two commenters in support of moving AMHS Ferry to location B

RO/RO Location

Appendix A - In-Person Charrette Themes

- Five commenters in support of RO/RO at Location A and 3 commenters in support of Location B, one in support of either location.
- One commenter concerned about Location A taking away industrial storage space from Ore Terminal users

Other Feedback

- Many concerns about the feasibility and safety of Location B for marine uses due to wind, movement of sediment near river mouth
- Many comments about not moving TEMSCO
- One comment about the need for ore basin remediation before any dock improvements can be made

Appendix A - In-Person Charrette Compiled Comments

S1Q207 - Please prioritize the following elements of waterfront development...

- I think these 3 issues are almost the same & achieved together: parks, trails, greenspaces; wayfinding; Separation of tourism/industrial facilities
- Do not move TEMSCO
- The repercussions of cruise ship sailing & COVID-19 are not completely known yet. I think it would be wise to design something that could easily be added upon & handle high volume, but as of right now, we do not know when we will return to former volume of visitors
- Skagway needs a partner to split financial risk and offer expertise to run the port
- Color code each dock, and mark as such for tourists to ID what ship they came in on
- Don't move TEMSCO; The land where TEMSCO sits isn't suitable for a dock location because of excess river sediment and it's entirely too windy for cruise ships to dock up.
- A partner to share the risk and cost! Also, consult the cruise lines again and establish that this meets their current and projected needs.
- Don't move TEMSCO.
- A Partner to share risk is important. White Pass has new ownership, Alaska based. TEMSCO should not move. Who wants helicopters flying over town all day? Not me. Keep it Alaska for partners and contractors.
- Hold White Pass to the fire! Time to do a remediation and clean up ore terminal for dock upgrade to proceed.
- Skagway needs a partner. The city cannot fund and operate the port by itself.
- A partner to share in expertise, risk and infrastructure would be wise
- TEMSCO is under a conditional use permit to be on the waterfront. They are secondary to permitted use of the waterfront.
- Please reach out and talk to the businesses this may affect before making any decisions. You are dealing with the aviation, marine, and tourism industries. They all have different regulations and they know what's best. Reach out! AMHS, TEMSCO, AML
- Maintain historical and geographical "Skagway Advantage"
- Small boat harbor expansion (phase 2); an overarching vision
- Very important to gather information from current occupants of waterfront as well as seasoned companies in port planning and management to work towards port improvement. Reach out to Alaska companies for work experience in Alaska ports for plan.
- Don't move TEMSCO. The land where TEMSCO sits isn't suitable for a dock location because of excess river sediment and it's entirely too windy for cruise ships to dock-up.
- Partnership with existing port users and leasees.

Appendix A - In-Person Charrette Compiled Comments

S2Q1 - Is it more important to separate industrial and tourism uses, or have flexibility in use and capacity in the near-, middle-, and long-term?

- Flexibility is nice mid and long term with eye on separation important
- Flexibility is important as single use facilities for industry make investment less attractive
- Flexibility, but only if non-tourism entities have interest. More industrial use and diversification would be great but the MOS needs to go wherever the greatest benefits lie.
- I think flexibility in our ports are important long-term.
- Do best to separate but have flexibility to serve both needs!
- Flexibility in use but not at the expense of industry.
- Flexibility x3
- Both. It will have to be a phased development. Make a vision. Long term: separation.
- I am not in favor of separating. I believe facilities should stay where they are. Use money and energy to improve and beautify.
- Flexibility
- With such limited space, flexibility is key!
- Keep eye on both
- Flexibility for a region with so few sectors as its base is key
- Separate
- 2 green dots

Appendix A - In-Person Charrette Compiled Comments

S2Q2 - If the AML site became available, what would you recommend for that area?

- Ferry? Greenspace? Why not build a roll on/off dock there and leave AML?
- AML site needs to be kept for industry
- An educational center w/ parking. Aquarium? Refuge?
- New Ferry terminal
- Let the market, industry, private businesspeople decide; have an opportunity to lease the space
- Keep AML where it is
- Industrial
- Industrial
- Let AML decide if moving is the best choice for them!
- Vehicle parking and flow with pedestrian pathways & signage that can also be used for lay up (boat storage) space.

Appendix A - In-Person Charrette Compiled Comments

S2Q3 - Do you think the Small Boat Harbor should be expanded?

- I think the Harbormaster knows best.
- Year-round bathrooms at SBH would be nice. If there is need, why not expand? Why are you asking us?
- Yes (x4)
- If we are really focusing on FIT (fully independent traveler) visitors then yes, I think the SBH should be expanded
- 2 yellow dots
- 3 green dots
- 4 blank red dots

Appendix A - In-Person Charrette Compiled Comments

S2Q4 - Do you think the north end of the SBH should be filled and used for additional parking?

- No (x11) and all red dots
- No! This should be greenspace or SBH expansion. Why use valuable waterfront for parking? RV park is okay, but should not be expanded at waterfront
- If you expand the harbor you are going to need more parking

Appendix A - In-Person Charrette Compiled Comments

S2Q5 - Do you think the north end of the small boat harbor should be filled and used as a greenspace/pocket park/RV park?

- North end of Small Boat Harbor needs to have an attractive fence placed around it to hide the eyesore of the "Boat Cemetery/Boat Graveyard"- it is awful looking!
- It should be better utilized either as SBH expansion or RV/Greenspace
- Greenspace can easily be changed for a later use- like SBH expansion in the future
- North end of Small Boat Harbor needs to have an attractive fence placed around it to hide the eyesore of the "Boat Cemetery/Boat Graveyard"
- No (x6)
- Greenspace! I we as a community really want more waterfront space to enjoy this is a fantastic space that is currently not being used for anything! Tourists, locals, RVs alike will use it
- We need more space for RVs- but not near the waterfront. There's always too much traffic and this space could be better utilized.
- Yes (x1)
- 5 red dots
- 1 green dot

Appendix A - In-Person Charrette Compiled Comments

S2Q6 - Would you like to see the Pullen Creek RV park expanded?

- Yes (x3)
- No (x10)
- 2 blank red dots
- 1 blank green dot
- 1 blank orange dot
- Relocated to make room for various port operations.
- We need more RV space, but not here. The waterfront is not the best spot for a RV park.
- Expand RV park space at the Klondike Hwy property- that is why we bought it. Keep Pullen Creek RV as is!

Appendix A - In-Person Charrette Compiled Comments

S2Q7 - Do you have other thoughts or comments on waterfront land uses?

- Fill in area of south part of ore vehicle area to expand for ferry terminal parking. Make Industrial area an Industrial park to encourage private opportunities and investments. (2 "agrees")
- Traffic in the Small Boat Harbor area can be fixed with "sawtooth" loading zones and designated staging areas.
- Our current business district needs to be protected. No hotels, retail, etc. should be permitted [along the waterfront].
- Would like to see a path along waterfront. Good wayfinding and good positive guest experience.
- Let's not reinvent the wheel. Focus on the simplest solutions and not on building new docks.
- The city needs to focus on simply operating our port the way it is. That will be a good test for us. Years down the road we can explore expansion. COVID has given us that breathing room. *It's not the time to expand.
- If TEMSCO remains where it is, the peninsula to the southeast needs expansion for other uses.
- The expense and risk associated with building a dock from the existing ferry float is not wise given our current economic [situation].
- The land/area in front of TEMSCO is too shallow to add a dock. Constant dredging would be needed which equals time and money. Plus- are you envisioning tourists and locals walk through the new "bulk ore storage" to get to the yak trails?
- All great ports have a green space and walking areas for the public.
- Green spaces and pathways can be approved upon on uplands without major disruptions in current operations.
- PDC did not contact any of the affected parties for comment- how? What does AMHS think? The cruise line pilots? AML? Irresponsible to exclude the organizations.
- Separate

Appendix A - In-Person Charrette Compiled Comments

S2Q8 - Additional comments on the future land use map

- Move TEMSCO. This is a waste of valuable/useful space.
- If we are focusing on more FIT (fully independent) travelers- the small boat harbor will become even more important! While I think RV parks are important in SKG- I see no economical reason for them to be near the ports. I think they're taking up valuable real estate and should not be expanded near the waterfront.
- TEMSCO should not be moved to mid-town because of noise pollution and possible air traffic complications
- I am not in favor of TEMSCO moving to the airport and the ferry moving to where TEMSCO is now.
- As long as AML does not lose square footage and Ro/Ro is directly connected to AML, I may be in favor.
- Leave AML/TEMSCO alone. Reconfigure current docks with upgrades as needed.
- DO NOT move TEMSCO!!!! FAA regulations do not allow them to move to the airport...hence moving them into town equals more noise and more dangerous!!
- TEMSCO should be moved to the airport
- Moving TEMSCO (closer to town) would horribly increase noise in town- it's already bad however it is not in between land masses currently- moving to airport would funnel noise into town.
- Keep helicopter traffic away from town, as far towards water as possible.
- Ro/Ro facilities should be located at or near the north end of ORE dock (near AML). A move to the end of the peninsula would be unsafe and will reduce Skagway's cargo reliability.
- Expand small boat harbor
- Plan as outlined here is too non-flexible and short-sighted. Skagway has a lot of shoreline not developed/used for commerce. Focus in project area should be commerce with some greenspace/walkways that is appealing. Suggested uses/changes are: 1) expand ORE dock loading area, 2) Move ferry to ORE loading zone, 3) Only relocate TEMSCO if necessary, 4) Parking lot in Welcome Garden area, 5) Put CLIA in Ferry GTA, 6) Create Industrial Park.
- Agree with above.
- As the RR dock is owned by White Pass, working with White Pass would be beneficial for effective planning and operation
- Disagree with AML move- should preserve that space for ore storage. TEMSCO move should be last resort.
- Moving TEMSCO would be a HUGE mistake. Having 7-9 choppers that close to town is a disaster.
- Moving TEMSCO from current location is a terrible idea. For safety & noise, their current location is the best place for them to be.
- Moving TEMSCO is not a good idea. It boils down to safety...and noise.
- Moving TEMSCO is not a good idea. Safety, noise, & quality of life are all at stake.
- TEMSCO should be moved to a non-waterfront location. Priority!!!
- Ore Dock is the windy dock; walk on ferry traffic would be BRUTAL in winter if it were moved there.

Appendix A - In-Person Charrette Compiled Comments

- TEMSCO should not be moved. Too much noise on town if they are moved. Current TEMSCO location is not suitable for a dock/ferry. It's too windy. An aborted approach of ship would send you into Yakutania rocks.
- I don't want helicopters further in town. NOISY
- How much dredging would need to be done to build dock at the mouth of the river? Constant dredging as it fills in? Can we expand the dock off of BRD? The water is very deep there...What would the cost of all this be? Do we want helicopters flying over town? No! Keep TEMSCO there.
- Don't reduce industrial area by moving AML. The area north of Ore Terminal could be cargo, LNG, ore, fuel or any other kind of industrial staging.

Appendix A - In-Person Charrette Compiled Comments

S3Q1 - Shoreline Park Concept comments

- Market Place should be parking instead. No Commerce!
- With COVID-19, this space would allow people who physically couldn't do a trail to relax outdoors. I like the idea of a pavilion/performance space, too.
- The Shoreline Park conceptual does not take into consideration safety near RR tracks. RR spurs are essential for alleviating pedestrian and vehicle traffic.
- Love it
- Great ideas
- Grass areas are great. Make them flat. What good are hills? Circles on walkways too much. Keep it simple.
- Consideration of keeping guests away from tracks. The RR is integral to safe flow & disbursement of tourists.
- Too close to tracks. NOT SAFE and WPYR needs to go through this area.
- No festival market plaza (takes away from downtown and a management burden for MOS). Use half the open space and market area and turn into a parking lot so we stop paying to lease parking lot space half a block away.
- Festival market plaza should not be implemented- Rents downtown are too expensive for cheap competition- market/farmers market should be mobile.
- Please work with engineer to avoid planting invasive plant species (this has been problematic in the past).
- Try to put pathway along entire waterfront. Provide gates at points where industrial may need access.
- Additional sculpture elements
- No market plaza! We need to send people downtown!
- Pay close attention to high traffic areas or attractions near RR tracks. Don't want to lose loading/unloading area on Broadway dock for RR.
- I like the Shoreline Park concept.

Appendix A - In-Person Charrette Compiled Comments

S3Q2 - Trails & Signage Concept comments

- Tunneled walkway west exiting Ore area.
- More direction for cruise ship passengers
- Most important! Maintain what we have. There is no reason to do this if its going to end up looking like the Seawalk. More maintenance!

S3Q3 - What themes or elements should be carried through all wayfinding?

- I think color coded wayfinding (like the one with the green/yellow/blue/pink) is the way to go. I have worked down at the docks in SKG and JUN for about 15 years and this would make it so much easier for visitors!
- Native culture as well as Gold Rush information signs. I don't really care for any of the wayfinding signage but think we need it!
- Signage/wayfinding is important!
- Incorporate Tlingit/Haida culture, art, language in all mediums (signs, brochures, website, etc.)
- Local native Alaskan culture: Tlingit, Haida
- Colored stripes probably work best. Tourists get lost in a paper bag!
- Tlingit language added to new landmarks and signage.
- Until COVID-19 concerns are under control, I think trails and spending time outdoors with easy to navigate signage will be SUPER important! Spreads people out outside!

Appendix A - In-Person Charrette Compiled Comments

S3Q301 - Gateway to the Klondike

- "Gateway to the Klondike" needs to be removed from everything. Skagway is a lot more than just a gateway to the North. We are a destination and a town worth visiting!
- 7 green dots
- 1 yellow dot
- 1 orange dot

S3Q302 - Historical (gold rush)

- 16 green dots
- 1 yellow dot

S3Q303 – Cultural

- 11 green dots
- 1 yellow dot
- 2 orange dot

S3Q304 - Nature/outdoors (wildlife, mountains, etc.)

- 10 green dots
- 1 red dot
- 1 yellow dot

S3Q305 – Other

- Juneau just put up cool new ones [wayfinding signs]
- Maritime theme, native culture, Skagway local culture: fun funky artistic welcoming
- Timeline of Skagway development and use (including native uses)
- Wayfinding signs should encompass our town's native history and all the STC does for our town with perhaps their logo as well as the new city logo being developed.

S3Q4 - Do you have other thoughts or comments on parks, greenspaces, or wayfinding?

- More and more visible signage for restrooms, info centers, and ship docks
- Provide adequate signage giving direction to the color coded docks
- Color & symbol coordinated pathways to docks for visitor wayfinding
- More signage at key points and more green, more better!
- the wayfinding signs should encompass the new Skagway Loop currently being developed under the CVB.

Appendix A - In-Person Charrette Compiled Comments

S4Q1 - What do you think about the ferry pier concept?

- The ferry pier concept is expensive and we need to see more information about acquiring this property from the State.
- Move CLIA here. Major reconfiguration needed if cruise floating dock is constructed off of ferry peninsula.
- Love this.
- Worth pursuing as first choice for muni dock expansion
- Will it be too windy?

S4Q2 - What do you think about the Broadway Dock concept?

- More train tracks will be needed. Move everything north- do not bottleneck the area; there will be a lot of people to move, hopefully!
- Good starting point
- Needs to allow for second line of train tracks to serve 2 ships on floating dock. Use as staging area for buses waiting to pick up pax at new cruise floating dock.
- If traffic patterns remain as they are, with vehicles leaving BRD dock to the south, parking spots should slope the other way for safer use. If southern exit will be closed off, this is a big improvement. Love the line painting!
- It's nice to see roofs on waiting areas as opposed to the pergolas by Railroad dock.
- Sawtooth load zones are safer and more efficient than the proposed. Bus can pull out without backing.
- Increase size of the waiting/tour loading structure
- Avoid any parking designs that have buses back up! Pull through only.
- Bus design needs to be pull through. No backing up- too big a blind spot.

S4Q3 - Should a floating dock extension with additional cruise ship berths be added to the Ferry Dock?

- I'm in favor of dual use at the existing ferry terminal.
- If safe and feasible, yes.
- If feasible. Studies must be conducted on dock construction at those depths.
- 2 red dots
- 1 green dot
- Yes, if used as a separation for industrial
- Yes, if not too windy
- #3 [Ferry Pier] should be cruise dock. Move ferry to Broadway, with floating ramp.
- Yes (x3)
- If a ferry has to come in forward of a cruise ship, we will definitely lose dockings (of AMHS) due to high winds- it's too congested for ships (ferries) with older engines and propulsion systems. Will not work.
- State needs to release property first. 2) Are cruise ships for certain returning? It may be prudent to wait until we are sure before we spend millions on this new dock.

Appendix A - In-Person Charrette Compiled Comments

- I worry about the cost of this dock & feasibility. It seems risky in these uncertain times.
- Add an extension where the ferry currently is.
- 2 green dots (1 with "Yes")
- 2 red dots

S4Q4 - Should the Ore Dock be industrial only or mixed-use tourist/industrial?

- Mixed (x7)
- 1 yellow dot
- If demand exists.
- Industrial if capacity is created elsewhere.
- Mixed use is economically and operationally most feasible

S4Q5 - Should the Ferry Dock remain in the same location or move to location B?

- No (x2)
- Location B (x2)
- Build a road to Juneau.
- Move (x2)
- Absolutely do not move the ferry terminal to location B. Location B makes no sense and would be unsafe.
- Ferry should stay.
- Location B may pose costs long term for dredging and river currents may pose problems.
- I am worried about moving ferry dock, due to wind issues. As it is there are ferries that get turned back because wind is too strong. Moving it out further, may cause additional ferries from not being able to dock.
- Moving ferry to location B would cost money and time; too shallow. Plus DO NOT move TEMSCO.
- Keep at current location. Location B is unsafe for ships of that size.
- Try to optimize current ferry location.
- I'm in favor of dual use at existing ferry terminal.
- Simple tidal concerns prohibit moving vessel traffic to mouth of Skagway River area B. Keep TEMSCO where it is.

S4Q6 - Should a Roll On Roll Off (Ro/Ro) cargo facility be constructed at location A or location B?

- What are we Ro/Ro-ing? More definition [needed] of Space "A"
- Ro/Ro- Yes, A or B
- Replace AML dock with Ro/Ro and rebuild ORE dock as multi-purpose (I agree too).
- B- you are going to need more space in the future for upland storage.
- Location A (x5)

Appendix A - In-Person Charrette Compiled Comments

- Location B (x2 and one is "if needed")

S4Q7 - Do you have other thoughts or comments on access, circulation, or docks?

- Move TEMSCO! Waste of valuable space!
- White Pass needs to do the dock remediation as promised- no ORE dock expansion can happen without it.
- TEMSCO was moved from Broadway to Ore in part due to noise complaints. Their current location improved that a lot. Moving them further north will increase noise in town again.
- Tour broker should have exposure on each dock.
- Location B is bad for marines uses! High wind! Constant dredging! Best to not try to use this area for a dock. TEMSCO should not move!!
- Leave TEMSCO where it is!
- Don't move TEMSCO. TEMSCO's location is not safe for ships to dock up.
- TEMSCO is best where it is at currently. Putting any dock, Ro/Ro or cruise dock at B location is not prudent because of wind fetch way down the channel. Any new dock- especially ferry dock, should be placed far EAST in harbor as possible due to wind.
- Leave TEMSCO where it is.
- Do not move TEMSCO
- DO NOT MOVE helicopters
- Don't move TEMSCO! Or AML.
- Do not move TEMSCO
- Don't move TEMSCO

Appendix B: Online Charrette Compiled Responses

What do you value most about Skagway's waterfront?

- Skagway is the gateway to the Yukon. The movement of freight, fuel, minerals and people make it a diversified port. While it's biggest asset is the cruise industry the port needs to maintain its diversity.
- It is our livelihood. The port is what brings our guests and they, in turn, provide us with a way of life.
- Our ability to hold multiple ships and it is walking distance to town.
- Skagway's waterfront has always been its economic engine and lifeline. Our greatest asset is our natural, deep-water port. Very few places allow cruise and other industries to bring in large vessels, with minimal dredging.
- That we try to keep the west basin multi use. If the Ore loader comes down be sure to replace it or the high volume lower margin minerals will not be shipped through any roll on roll off facility
- The Skagway waterfront is the economic engine for the City and provides the greatest benefit to the Community given its limited footprint.
- It's natural beauty and our economy as it relates to the cruise industry.
- How clean and inviting it is.
- I find the location of our waterfront and our downtown district to be very usable for visitors.
- I value clean water, an easy transition from cruise ships into town and onto tours, and diversifying our economy more. AMHS is vital to our town.
- Ability for all persons to enjoy the view. Accessibility to view.
- Clean environment and providing solid economic base.
- Beautiful setting, efficient set up for tour operations and proximity to town. I believe the separation of the majority of retailers/restaurants, etc from the actual berth locations is a huge benefit to the Community.
- It's economic value, both industrial and tourism related.
- The ample space there is for cruise ships. Any additional space is unnecessary since the town is at capacity on four ship days. The value we can bring to guests goes way down by adding more people and their take away from this port will decline.
- The economic benefits it brings to the community. Also the access to our beautiful marine environment for wildlife viewing and recreation.
- Economy, both visitation and freight.
- "Gateway" to Skagway experience.
- Economy, both tourism and industry
- ""Gateway"" to Skagway experience"
- diversity in industry, tourism, transportation, and shipping.
- The waterfront is our economy. With our current waterfront configuration all parties needing to use the waterfront are able to do so.
- the natural splendor of majestic scenery
- Our waterfront allows us to come and go year round (ferry), it brings in money (tourism, ore, etc), it allows us to access important goods (AML, food, shipments, etc), and it allows us to recreate (pots, kayaking, etc). It's all equally important!
- The activity of the port, the various uses crammed in together. It is the lifeblood of Skagway.
- The beauty, incredible views, small boat harbor, access to subsistence shrimping & crabbin

- The views and access to the waterfront, near the airport. For kayaking, paddle boarding, kiteboarding, and other water activities on nice days.
- The surrounding beauty, recreational opportunities at Pullen Pond, restaurants on the water, the Seawalk when it is well maintained, the helicopters taking off and landing at Temsco.
- Transportation to SE Alaska and beyond, a welcoming port to visiting tourists, access to the ocean for recreation.
- 1) Skagway River Estuary & Arctic Tern Nesting Area
- 2) Ferry Access
- 3) Ability to host Tourists
- its capacity
- The importance of Temsco's helicopter base on the peninsula The separation of Helicopter and Fixed Wing traffic is crucial from a safety stand point. The current traffic flows without a control tower works exceptionally well.
- Being user friendly for the the community and visitors. Ability to work with industry and business partners to maintain and improve the infrastructure
- What I value most is that it is the economic engine that drives our success. Whether it is cruise traffic or goods bound for the Yukon or mineral export, our port is THE foundation of the Skagway economy.
- cruise ship traffic
- The efficient simple design. A place for Yachts.
- The endless opportunities for expansion for both tourism and year-round industry.
- Safety and efficiency for guests and workers.
- The scenic view
- Providing vehicle access for SE Alaskans to the National Highway System.
- Being able to launch boats and kayaks to enjoy the waterfront. Having places to also enjoy the ocean, as it doesn't do much good to live in an ocean front town if you can't get near the ocean.
- Why do we still have an Ore Loader...?
- The ability for mixed use.
- Access to an ice-free concentrate port which is critical to our plans.
- Generally good operation
- The ability of the waterfront to be the major income resource for the Municipality.
- Potential for economic growth.
- Cruise ship ability to dock. Alaska Marine Highway for transportation. Barge availability.
- Access for tour buses.
- Timely and efficient tour departures and arrivals from ships at all three docks
- The opportunity it offers to support the community, through mostly cruise ship passengers. This comes primarily from sales tax, property tax and wages spent in town.
- I believe the most value to the waterfront is for its industrial use. We have to come up with a was diversify the economic stability. The recent pandemic has shown us this with the shut down of the tourist industry.

If you could change something about Skagway's waterfront, what would it be?

- #1 Vehicle Access Circulation
- #2 Parks and Greenspaces
- #3 Dock Expansion and/or Reconfiguration
- #4 Wayfinding Directional Signage
- #5 Separation of Tourists and Industry
- #6 Keep Things the Way They Are
- #7 Other

If you could change something about Skagway's waterfront, what would it be?

- Rebuild the Ore terminal to allow for improved ore ship and cruise ship operations. Develop a roll on roll off barge facility. Continue waterfront enhancements such as extending the sea walk; improve the green space between the waterfront and town.
- Find a way to make it more inviting.
- Move all unnecessary businesses to allow an additional dock and parking for buses.
- Move industrial use (AML, Petro, & Ore ships) all to the North end of the Ore Dock. Install a floating dock on the South end of the Ore Dock (to accommodate larger class cruise ships).
- Dredge the berthing areas to a constant 40 ft depth where needed.
- Nothing, the port and waterfront has been organized and managed extremely well given the small area.
- Improved infrastructure and better communication and partnership between the MOS and White Pass.
- More walkways
- The only thing I can think of to change would be possibly the walkways from one dock to another. And more green space
- Make it easier for visitors to return to ships with better wayfinding & better, more direct pathways to ships. Make the industrial parts look beautiful. The RR dock is dangerous, with traffic going through crowds, and under the death rock.
- Safety. The trains and vehicles are dangerous with current patterns of pedestrians. Overhead crosswalks for roads and tracks would be much safer. Gates would help but long term crosswalks would be better.
- Uncertainty around future management and Ore Basin cleanup
- I think the signage, while it has improved, could still be improved upon more. More directional signage and information about how to get into and out of town would be immensely helpful and make the experience less frustrating for guests.
- Put the industrial part separate from cruise commerce
- Industrial area is unattractive to visitors. Simple landscaping, privacy fences, and interpretive displays could make a huge difference.
- Separate industry from tourism. Beautify existing areas with landscaping, privacy fences and interpretive displays
- Expansion of the Small Boat Harbor. Better use of the Ferry Float(Multi use facility). Replacement of the north end of the Ore Dock. Need a Ro-Ro facility. Move the RV park to another location.
- I would like to see more "local use" areas. Be that greenspace, or a boardwalk that extends the length of the waterfront - I'm not sure. But right now, locals don't have a great spot to go to enjoy the waterfront - except the point.
- more trees
- I'm not sure it needs to change all that much.

- Better wayfinding signage and trails/walkways that provide residents and visitors a cohesive public use access plan. Public access to the port is essential, but these improvements must be designed to avoid conflicts with industrial uses.
- More areas to enjoy the view. Like a trail with a destination to hang out & enjoy the view. Increased access to walking along the waterfront - sometimes difficult to tell if certain areas are private for business use or open to the public.
- Clean up the water. have an area for people to use who do not have motorboats.
- More green space, more informational and way find signage, better flow with tours and vehicles. All around better aesthetics. Perhaps murals on petro marine water tanks
- Clean up and streamline tourist access from all docks
- Relocate Temsco to airport
- more public use area
- A float plane facility would be great but improbable due to the prevalent water conditions and large ship traffic.
- A better working relationship with MOS and improve value and relationship with the community
- I would widen it because it's not big enough to accommodate demand. That not being an option I would enhance the industrial side of the port while still accommodating cruise traffic
- more cruise ship access
- A large gazebo in the area in front of White pass by Pullen pond, with a large tree planted for Christmas and other Celebrations.
- More coverings for tourists, more areas for local businesses, a welcoming industrial mixed use area to attract more all year jobs that benefit Skagway.
- Less industrial uses and more tourism / housing uses.
- make it more people friendly not just for visitors but for residents also.
- Responsible development with the understanding that this location is not only for cruise ships.
- How much of it is inaccessible to people when the cruise ships are in.
- Add a Floating Dock to the Ore Dock for Cruise Vessels
- Expand the small boat harbor, A full waterfront beautified walk.
- Address the shortage of space for both cruise ships and concentrate ships during the summer months.
- Prepare the industrial part of the port for additional traffic from the new mines coming in Yukon.
- Continue to make it accessible to all industries.
- I'd like to see the small boat harbor upgraded, as well as the Broadway and Ore dock. I'd love to see a small development somewhere for small store "huts" and food carts along a walkway for locals to open new businesses.
- Nothing
- The railroad dock, everything about it.
- More room on all the docks for tour buses.
- Abate issues with the RR Dock rock slide. New places for tour groups to gather out of the rain would be welcome.
- Better organization and clean-up of the industrial areas on the uplands ie, fencing to block storage yards, keeping weeds & grass cut and keeping gravel areas graded.

- Less space for cruise ships. I believe that Skagway has met its saturation limit with the number of tourists visiting our community.

**Do you think the small boat harbor
should be expanded?**

Yes

No

Maybe

**Do you think the north end
of the small boat harbor
should be filled and used for additional parking?**

Yes

No

Maybe

**Do you think the north end
of the small boat harbor
should be filled and used
as a greenspace/pocket park/RV park?**

Yes

No

Maybe

Would you like to see the Pullen Creek RV Park expanded?

Yes

No

Maybe

It is important to separate tourism and industrial uses along the waterfront in the long term.

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

It is important to have the flexibility to use certain areas of the waterfront (e.g. Ore Dock) for both industrial and tourism uses in the long term.

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

**If the AML site became available,
what would you recommend for that area?**

Restaurant/Retail

Welcome Center

Worker Housing

Park or Greenspace

Other

Other use for AML site:

- Continue to use as freight yard but enhance dock facility to allow for RORO capability
- I recommend communicating closely with AML prior to considering changes.
- Loading and unloading for independent tour companies.
- Dock
- Just a note that I don't think retail/restaurants should be put on the AML site. This will ultimately hurt the downtown Broadway businesses and the investments they have made.
- Not sure why AML needs to be moved as their current location is the most convenient and adjacent to their loading ramp. Retail, restaurants and housing should not be on prime waterfront land.
- Ferry Dock. Docking a ship here is much safer than trying to dock a ship at the mouth of the river. Any aborted attempt to dock at the proposed "ferry relocation" site would send ships right into the shallow mouth of the river, or the rocks at the point.
- More restrooms, internet access
- Not sure
- it works where it is at
- Port Operations Offices and storage possibly with a Welcome Center
- Leave it where it is.
- Mixed use of industrial, welcome area, and possibly housing.
- Its great where it is. Moving AML, there will be times the barge will not dock due to winds, tides river currents, brackish water ect... Is there room for a tug to assist them in, do these future plans make allowances for that?
- New grocery store
- Keep it as AML space

If the AML site became available, what would you recommend for that area?

- Should leave AML where it is but have a walkway thru south portion of the yard next to water
- Roll on roll off dock and ramp for heavy industry
- It depends how you tie it in with everything else.
- No move
- Ferry Dock. This is a much safer spot to dock a ship than the end of the ORE dock.
- The area you want to move AML to is a terrible location. Tourist and locals alike would have to walk through that area to get to the trail system. I don't think AML should be moving.
- Cruise Centric Site and Ground Transportation Area
- It should stay an industrial use area. We have very limited space on the waterfront and there is no room down there for green spaces

Do you have other thoughts or comments on waterfront land uses?

- I like having downtown as the "shopping area". Adding more stores/shopping closer to the waterfront would seem unnecessary.
- Boat storage and RV park are taking up prime retail/food & bev space. They should be moved to make room for businesses.
- Moving the helicopter base closer to the residential zone is a terrible idea. The noise issue for many residents will be unbearable.
- Also, ferry relocation is a terrible idea...TOO WINDY! Small ferries will not be able to dock west side!
- If redoing the Ore dock, try to move it closer to shoreline to widen distance from Broadway Dock
- Shipping containers have to go somewhere & ideally, we'd stop having humans under the death rock on the RR dock. RV parks are important, but not near the waterfront. Are there examples of cities who integrate industrial & tourism well/beautifully?
- A rail dock should be considered.
- The current leaseholders are all solid, well run local companies and they should be allowed to stay and make plans to continue their growth and contributions to the Community in the long-term.
- I noticed that the maps do not show any rail access. It is important to have rail access to each dock to avoid additional bus and pedestrian congestion.
- I have concerns about the relocation of the ferry to the current Temsco site. Concerns are weather conditions in this location being more severe creating more cancellations of ferry arrivals due to their inability to dock here, particularly in winter.
- I think moving TEMSCO to the airport will be detrimental to the quality of life in town. The helicopters will be forced to fly over town all day long becoming a nuisance that can easily be avoided by keeping them at the Ore Dock.
- Instead of using the Ore dock for tourism and industry, I feel it should be devoted to industry. A focus on industry diversifies the local economy. It also lowers the number of cruise ships in port per day, therefore improving the visitor experience
- It is unclear to me why in every option Temsco is being relocated. Temsco was placed in this area for noise abatement 20 years ago and will cause further community concerns if moved closer to the community.
- Ore dock exclusively for industry - diversify economy
- Do NOT expand ferry dock - more visitors does not mean more \$, we are diluting our brand! 3 ships per day is still plenty.
- Having RV's in the Pullen RV Park makes it too congested on one of the busiest areas in town. Needs to be made into additional parking, welcome center, green space
- Current spot where TEMSCO is should not be used for a dock. The amount of dredging needed (both initially and for yearly upkeep) is prohibitive, the spot is difficult/unsafe for a ship to dock, and it would force TEMSCO into town. Don't move TEMSCO

- FAA regulations don't allow Temsco to operate at the airport-meaning they would move north of town creating constant noise & unsafe conditions flying over homes. That area isn't deep enough for a ferry meaning constant dredging of river sediment \$\$\$\$
- I think everything should stay where it is but should be improved by landscaping, artistic murals, signage
- Instead of filling in the North end small boat harbor, more efficiently use the boat storage area for green space/parking/expanded RV park
- Removal of bulk ore ship loader & bulk ore storage (ore can instead be transported and shipped in enclosed containers)
- Maintain arctic tern protections, and estuary south of the airport parking (west of the ore pen). Move the helicopters to the airport.
- bulk ore storage area should be shrunk, opening up available area for other uses.
- No
- There needs to be a business reason for land uses and understanding of the benefits that would bring
- "As COVID has shown all our eggs are in one basket with cruise tourism. Industrial uses need to be planned for, explored, encouraged, and implemented. The challenge is to do so while keeping cruise traffic"
- TEMSCO should not be moved. It is in the perfect spot for its purposes. Moving it to the proposed location will greatly affect the noise of the surrounding area and is dangerous. It increases the odds of incidents having it on the airport strip.
- "Studies have been done about TEMSCO being where it is SAFETY NOISE
- Rebuild & remediate Ore Dock for Ore Ships, Fuel Barges & Cruise Ships, it can handle two big Ships if rebuilt Removing Ore loader & terminal, could cause loss of the business "
- Not sure what can go there but hope that it doesn't block the view for residents.
- Getting public opinion is nice, but there are whole courses and philosophies of thought on this. Pick one and follow through with it. You are not going to please everyone. So, pick a method and carry it out.
- I think that RV and passenger car travel has the potential to grow exponentially if cruise ship travel continues to decline due to COVID. Anything we can do to develop areas to support roadtrippers is important. Maybe implement a few cabin rentals.

Which themes or elements do you think should be carried throughout all wayfinding in Skagway?

Gateway to the Klondike

Historical Gold Rush

Cultural/Traditional Heritage

Nature/Outdoors

**Of the wayfinding examples provided,
which do you prefer?**

Dual Purpose Signage Bench

Changeable Flip Board Sign

Avante-Garde, Artistic

Colorful Sidewalk Striping

Directional Striping With Bench

Cultural Heritage

Architectural

Urban/Modern

Do you have any other ideas or comments about themes for wayfinding signage in Skagway?

- Signage in Sitka is exceptionally well done!
- A functional website that uses location to inform choices.
- Highlighting trails surrounding the ports, with clear signage leading up to & on the trails, would be an easy way to spread people out outside - important with COVID. Mileage on the trails, loops vs. in/outs, public bathrooms & sanitizing stations.
- Digital wayfinding app that can be part of a Skagway app guests download prior to arriving and help them navigate from their phones or devices.
- Simple and consistent.
- Nope
- We are a gold rush town - our signage should reflect that. Modern art and architectural, etc... don't really fit Skagway's aesthetic. We need Welcome signs on each dock telling guests which dock they're on.
- Skagway needs to staff someone at each dock to answer basic questions. We need painted shaped walkways.
- Would love to see use of Tlingit language & place names on the signs
- While I dislike painting stripes, keeping a color-coded theme for the docks throughout the signage is a good idea.
- Perhaps wayfinding could be aided by artistic elements (i.e. salmon or other relevant natural shapes) pressed into the trail.
- Ketchikan and Juneau have great examples
- look at Ketchikan and Hoonah for ideas
- I like anything that does not seem to direct with lines. Makes it actually feel like Disneyland or Ikea... People should still feel the adventure of Alaska. I do like the idea of something you would want to take a photo with.
- I like the wayfinding ideas put forth in the NPS Skagway Transportation Report.
- Just hope that the design is consistent throughout the town and not just waterfront... Trail signs would be one, also the welcome sign when you enter Skagway from the north (highway) all should be different but consistent and tie together somehow.
- Move to electronic so Name of Boat and Logo are on their to match their name tag.
- no
- Have someone keep looking into more styles and designs. Many small towns similar to Skagway have had renovating face lifts lately, I would look to them for ideas.
- Keep it simple and easy to decipher. The current signage is good so just continue with that.

Which materials do you prefer for the future Seawalk?

Whitewashed Wood

Geometric Pavers

Brick

Illuminated Pavers

Natural Wood

Green Pervious Pavers

Which styles would you like to see included in the future Seawalk design?

Modern

Artistic

Classic

Rustic

Whimsical

Natural

Do you have any other thoughts or comments about Seawalk design?

- Incorporate some covered areas to hang out of the rain
- It would be great if all waterfront walks/ trails had a unified design for an overall cohesive look.
- obviously, there will need to be modern elements in any seawall design but keeping things less 'modern' looking I think is important to at least keep a hint of the historic town feel. see period photos of the old wharfs.....
- We don't want to reinvent the wheel here. We should try and keep things similar to what the City has already paid for and keep in mind longevity, wear and tear, maintenance, etc..
- Make it fun, inviting and relaxing
- It needs to be old people friendly.
- Be able to accept expected number of visitors
- Clean up what we have and keep it maintained.

Public prioritization of greenspace elements for Skagway's waterfront and the Pullen Pond / Shoreline Park area

- #1 Benches
- #2 Native Plants
- #3 Trails
- #4 Green Stormwater Controls
- #5 Interpretive Panels
- #6 Community Garden
- #7 Physical Fitness Stations
- #6 Signage
- #7 Public Art

What do you like about the Shoreline Park concept?

- I like it
- Its a nice place for people to spend some downtime in.
- I like green space connecting the eastern seawalk to Broadway.
- uses some of the current unused spaces
- Seems like an attractive place to relax on nice days. If connected to other attractions around town could make for nice enhancement to hikes/walks.
- Looks like overkill. The best bet for this whole plan would be to not have train tracks through this area.
- W/COVID-19 & the collective anxiety about being indoors with others, this would be a great area for people to enjoy nature and relax outdoors. An opportunity to highlight who/what SKG is.
- Utilizing a space that is currently unused.
- the festival market plaza. Makes the space much more inviting and could perhaps alleviate congestion on Broadway
- The addition of all the green space!
- Festival market
- it looks fantastic, I like it all!
- Covered Stage, market plaza
- the overall design is engaging
- It presents a nicer, more polished "welcome" to our town. If designed correctly, it could open up all sorts of possibilities for the town - an outdoor cinema, live music space, kite flying... it would be nice for locals to have this green space too.
- All of the open space.
- Festival market plaza
- Open space, grass, places to hang out
- 1) It seems to be an efficient use of space that addresses multiple uses.
- 2) The addition and placement of natural play area.
- Welcome Garden, and general layout all good.
- the fact that it is a park rather than an abandoned field
- Lots of green areas
- Again would not let me put these in order: benches, panels, plants, trails, art
- I love the concept but don't try to put too many elements in. You have limited space that we want to feel open and inviting. If you crowd all that stuff into it, it will be too busy and ruin the desired outcome
- Shaded seating.
- I like the welcome Garden but not sure if it's in the entrance...
- Built for the locals in mind but inviting for the bored tourist looking to stretch their legs.
- It looks like a good start.
- Inviting

- I would like to know more about the “festival plaza marketplace”, if it’s an opportunity for more small businesses then I am very excited about that. I’m glad to see open spaces finally being utilized and beautified.
- Nothing. Leave it alone, it is lovely and at the same time keeps a small bit of a rustic feeling. That is the Alaska that our visitors come to see. Just continue to keep it clean.

What would you change about the Shoreline Park concept?

- My concerns are having spaces close to moving trains- encouraging people to enjoy those spaces also means more safety concerns.
- Add games. The ships crew like to use that area for sports. Maybe a large chess board or horseshoes.
- Nothing
- Once again, train tracks run along the north edge but are not shown. From a trainman perspective our line of sight needs to be considered so we can see what is ahead. How to separate people and trains is super important.
- If we want people to spend time here, there will have to be more restrooms here and opportunity to sanitize hands. If we do want to be "Garden City," with would be great to highlight that, but I don't know if that's the direction we're going in.
- Safety - there is no indication of any rail tracks on the drawings submitted and want to encourage looking into measures to keep people from being near RR tracks with active trains.
- Maybe the addition of a jungle gym or space separated out for specific types of activities.
- Add another covered BBQ/ pavilion
- Is the centennial park bronze being removed? if so, I don't like that idea.
- refer natural trails to concrete."
- That grass patch north of the covered stage has to have sidewalk connecting on the north side of it. People travel in a straight line and will trample over that area to get to the adjoining sidewalk.
- more restrooms, not sure how the festival/market area will hold up to our windiest days
- No festival market plaza. We need to be encouraging visitors to go into town as much as we can. Our historic gold rush aesthetic is one of the draws to Skagway, and should be the focal point of shopping in Skagway.
- Expanding the bathroom to accommodate more people. We also need more garbage and recycling cans throughout this design.
- make sure swimming in the pond is possible
- Maybe a few gazebos to enjoy out of the rain
- 1) Addition of more deciduous trees
- 2) I don't see it being an appropriate place for physical fitness stations (these would be more suited for trails outside of town), dog park, or community garden (some of which are suggested in the list above).
- Upgrade the restroom. Enlarge the covered stage and make it usable during the winter (Dedman Stage is unusable during winter). Upgrade Streamwalk to match all other areas in waterfront.
- more trees
- Nothing
- Just make sure you have adequate drop-off and pick up points for buses and vehicles. It doesn't appear that you have any parking included in this design. We probably need to vehicle drop off along Broadway
- Festival Market Plaza needs to be well thought out before creation. Who manages? Who is eligible? Doe the city or individual own the ""huts"".

- I am not sure that an outdoor market will work in SE alaska. Too much rain and wind and cold days to make the cost worth while especially for visitors who are not used to the weather.
- Add the Native water feature.
- Add wind breaks and Rain shelters over benches and tables.
- Additional public restrooms on SW side.
- Scrap the whole thing and maybe hire one more seasonal grounds keeper to keep it clean.

Other greenspace priorities not listed:

- Build fencing near the railroad tracks for safety and put signs in that area for people to be aware of moving trains. Especially ones backing into the depot.
- Playground equipment/area for kids.
- You are not considering train tracks and safety/
- A covered stage for performances/concerts
- restrooms. There needs to be more public restrooms/handicap restrooms/changing stations for the million plus visitors annually
- Could a play area for kids be installed here somewhere?
- Water feature (fountain) for noise buffering & visual interest, covered gathering area, year-round accessible paths, year-round landscaping interest/ color
- any kind of landscaping that is not a gravel and weed field
- None
- green spaces can be developed next to the airport
- I would like to have installed a native art water feature that can be turned on for the kids to play in on hot summer days. (Tribal Council designed)
- The green space available now is plenty adequate. Also, ng cheap festival market stalls in is, in essence, having government subsidize business. What about all of the existing businesses that are trying to

Are there any other locations where an improved path is needed?

- Path from Broadway dock along waterfront towards Ore dock and across North end of Ore building to connect up with airport and Yakutania trails
- Current pedestrian path off of the Ore Dock is North going under the Ore loader and back onto the Ore dock coming off dock next to AML. Not around to the airport on the road. Keep it that way.
- Continue Streamwalk project all the way to City Hall.
- People are always too far south on Broadway thinking they can get to the Railroad dock.
- Need path from North end of Broadway Dock and/or the Ore dock to town.
- Trail to Dewey Lake could be widened.
- Not that I can think of.
- Looks good to me
- The new plan does not seem to have a walking path from the Ore dock Signage Node into town.
- There needs to be better signage on Broadway telling passengers to head East to access the Railroad Dock. At Pullen Stream, and at the cut across road. A better pathway on that road.
- The area along the street between Temsco and the airport would benefit from a sidewalk. Signage to direct people to the steam walk instead of directing them along second would be nice. We need to keep people from walking to the end of the ferry dock!
- Road between Skagway and Airport can use a sidewalk. Sidewalk along the "cutoff" road between BRD dock and RR dock.
- Temsco CANNOT move to the airport due to FAA regulations. Making vessels come and go at mouth of river is dangerous-high winds will push vessels into Yak point & shallow water will need constant dredging. Focus on researching before planning trails.
- Existing route to Ore dock has no sidewalk, path, or even shoulder. There is no existing route as shown on this map, that is a road. People do walk in the road but there is a lot of traffic including large buses on that road as well.
- The "existing" path around the airport and Petro Marine to the Ore dock and Temsco is not an existing path. The sidewalk ends at the airport and an improved path is needed here.
- The orange "existing route" that leads from shoreline park to the ore peninsula/ Yak. point is currently undeveloped. The "removed" route south of the RV park may need to remain/ be improved as it provides a shortcut/ access to the other paths.
- The crossover access road (south of Shoreline Park) should be widened toward the boat storage, so that buses can pull over and wait to approach the railroad dock area—this will help alleviate congestion at the dock area.
- north of town, issue is land ownership
- You have it pretty well covered. I wouldn't add anymore, just be careful on the industrial side. You may need warning signs, beware of traffic, heavy equipment, dive bombing arctic terns, etc.
- TEMSCO shouldn't be moved. It will be detrimental to the quality of life of those that reside on the South end of town, not to mention the safety concerns of being on the airport. If cruises continue to dock on the Ore dock, signage improvements.
- An improved path to the Goldrush Cemetery is needed.
- Ore Dock area and near AML

- Make a desirable path through the boat storage area, as people want to be near the water and go out on the break water.
- I would like to see a beautified walking path that follows all of the water line.
- no
- A well landscaped sidewalk along state street, past AML and the ore terminal, also along the airport fence side. It would be nice to have a sidewalk down to Temsco as well, many people like to walk dogs down there.
- NO
- Broadway dock to Historic District; Complete SeaTrail.
- The paths we have are great and used by all. Do you folks ever travel??

Do you have any additional comments or ideas about trails and pedestrian paths along the waterfront?

- See above
- Temsco should stay where it is for safety and noise reasons
- Paths that are color & shape coordinated to the docks to lead visitor back to their pier.
- I like the color/shape pathways leading visitors back to their piers.
- No
- A footbridge connecting railroad dock to ferry terminal lot then path direct north to Broadway. Then overpass walkway over tracks.
- Green spaces and parks are great, but goal should still be to maximize time guests spend in town enjoying Skagway and the offerings it has.
- Is there a way to improve upon the existing path from the ore dock into town, via the bridge, that makes it more desirable?
- I don't think having a pathway through the Boat Storage area is a good idea. I think having a pathway cutting across an area where someone is trying to back their boat down the ramp is an accident waiting to happen.
- Painted pathways on the ground to direct guests back to their ship would be better than signage. People ignore signage - as an example, people walk by the sign telling them to turn left to the RR dock and instead walk to the end of the ferry dock.
- A boardwalk along the waterfront would be really nice. We need to do something to keep people from walking to the end of the ferry dock to access ships on the RR dock. Maybe improving the sidewalk along the "cutoff" road might help?
- Paint colored shapes corresponding with each dock on the ground all starting at Centennial Park. That's an easy fix for NOW until we can figure out more definite future plans.
- I like the ideas of the seawalks. More access for people to the water
- Please year round access a consideration.
- The orange route heading toward the west needs much improvement.
- They should be bilingual, and very easy for everyone to interpret. Not only that, but guide people who need assistance getting to their ships on how to get such help.
- There are too many areas in the waterfront area that lacks sidewalks or sidewalks wide enough to accommodate people.
- If there is an alternative to concrete that could take the volume of traffic, I would pursue some of those options.
- See above.
- No
- Easy routes (walking and vehicle) between dock facilities and Historic District. It is important to try and separate the two modes of travel
- The existing paths are great....just keep them maintained!!

Do you think the concept would improve vehicle access and circulation at the Ferry Pier?

Yes

No

Not Sure

Do you think this [ferry] concept would improve vehicle access and circulation at the ferry pier?

- It's hard to understand what the picture is trying to convey.
- Pedestrians would have to cross the street to get to the buses when with the current bus zones they don't.
- All SMART bus drivers, tour bus and independent tour operators should be interviewed. I recommend testing the concept with actual vehicles and temporary striping before deciding.
- Unsure if this intent is to simply stage buses temporarily, before relocating to pickup zone? Or if passengers will be directed to this area to board bus?
- Buses aren't really a factor at the ferry terminal. Improved area for offloading would be good. The turning radius could be improved. The lunge cart is in an awkward place and prohibits flow.
- The layout should allow Buses to head out when loaded rather than backing out...much safer.
- If visitors are expected to walk from BRD dock to their bus near the ferry signage would have to be super clear, and need good sidewalks. It would help prevent the bottleneck that happens at BRD, but not sure this is the best design.
- It is unclear to me if you are using this for a ship docked at Broadway or for the idea of two ships located on current Ferry location.
- I don't see a clear pedestrian pathway, so I'm not sure where the intersection of vehicular traffic and pedestrian traffic will happen, therefore I'm not sure whether this will be effective or not.
- I just answered yes because it looks good. I am not the expert...
- Hard to say if it will improve as this location isn't current used for cruise passenger bus staging. Also, if a ferry dock expansion was built this amount of bus staging would not be adequate for a large ship let alone two.
- I've never had an issue with circulation or access at the ferry dock. I am also unaware of a need for bus parking at the ferry dock; is this to ease parking at the Broadway dock? If so, I would support the concept; if not, it's not necessary.
- I think there can be a better use of the whole space to accommodate both users of the ferry float.
- without seeing the ferry dock in relation to the bus staging area I cannot determine whether it would or wouldn't. The only question I have is why are the tour buses using Ferry parking for staging?
- Why are we improving access to the ferry dock? This question needs more explanation. Is this assuming that we would have a cruise ship docked here? Is this staging for overflow on the RR dock? Anything that can be done to prevent BACKING is best.
- I do think this would be better than the current situation but having buses back into the traffic flow could introduce potential unsafe conditions. Have you reached out to the bus companies (HAP, AK Coach Tours, etc)?
- Could not see and read it well enough
- "not sure how this accounts for staged vehicles waiting to get on the ferry.....
- also, it kicks pedestrians out of their way who want to get to the ferry rather than stroll on the seawalk.....
- and why is there tour bus parking at that location? "

- we have to decide what the long term objective is for this area could be reversed
- I think it probably would. It's definitely worth a try
- A much-improved parking and passenger loading plan would need to be implemented in the event of the ferry dock becoming a cruise terminal.
- If the walkways do not cross, you don't have problems.
- It incorporates a seawalk for foot traffic to and from the ferry terminal.
- passengers need to be kept from having to cross the road in front of exiting tour vehicles and the tour vehicles need to know the entry and exit points of parking on the Broadway dock.
- Assuming cruise ships are docking there, it would be a very long walk for passengers to get to tour buses.
- Prefer Ferry moved to Temsco site
- Is there something wrong with the current vehicle circulation at the Ferry Dock?

**Do you think the concept would improve
vehicle access and circulation at the
Broadway Dock tour staging area?**

Yes

No

Maybe

Do you think this concept would improve vehicle access and circulation at the Broadway Dock tour staging area?

- Method of ingress and egress are backwards from current situation
- I think working with White Pass and Tour Bus operators directly will help determine if this will work well.
- Departing out the north end of the lot is a new concept I have not yet seen. It may have merit!
- While it seems like it might, I have never worked in that area during busy times so am unsure.
- Vehicles will get stuck by trains exiting north. Then they won't even get out of their parking spot. Currently they can exit onto Broadway, even if they get stuck by train, they moved out of the lot. Or have option to go around to Congress Way.
- As long as there is a clear way to walk around the whole parking lot, including a sidewalk in front of the vans - you do not want people walking behind vehicles, ever. It would alleviate the bottleneck that happens. Shelter & restrooms needed!
- Is the intent for bus loading to occur through the shelter and train loading to occur on the east side of tracks? Will pedestrian walkways be to the east side of tracks as it currently is?
- It looks like the vehicle traffic and pedestrian traffic will be clearly and easily separated in the images here. I think that will work safely, effectively and efficiently.
- See previous answer
- Currently the Broadway dock can only accommodate smaller ships that call Skagway and might not be the best use of funds to allocate towards the uplands for a smaller ship.
- From my recollections of bus terminals, this seems on par with those designs and should assist with congestion/traffic concerns. As long as independent tour operators can be seen and not obstructed by larger companies, then I'm for it.
- HAP would probably be the best people to ask. The big busses will have the most difficulty adapting to any new plan. The spots furthest south would not be accessible to them - they cannot turn that sharp in order to utilize that parking
- Again, having buses back into traffic flow AND towards the water is a dangerous plan. PLEASE do your research and reach out to affected companies first.
- Could not see or read it well enough
- Parking spots should be angled to back into, so driver can pull out with full bus and not have to back up into traffic with full bus.
- I am unfamiliar with the traffic issues at Broadway dock. I like the idea of creating a traffic circulation plan instead of what is there now, which I guess is nothing.
- you should meet with the folks that operate there and the two major bus operators if you would like contacts for them we can provide them for you
- I think this would absolutely improve traffic at the Broadway Dock
- It looks like Disneyland....
- Not familiar with the congestion problems.
- If you are still having people walk out into the street to get to vehicles, you are going to have problems. Curbside loading and unloading only!

- Train arrivals and departures that cross Broadway St. cause traffic delays. (the need to split the train). Lengthen the spur onto the Broadway dock to accommodate the full train consist increases the safety and time to load and unload passengers.
- It needs to be VERY CLEAR to passengers where to go so they don't walk in traffic.
- Traffic circulation options utilizing AML's yard is not explained or drawn out very well. Where do buses park? Using the existing parking lot diagram is better.
- Until there is someone in charge of all vehicular & pedestrian traffic, no amount of paving or striping will help. Buses need a place to wait until they are called into an empty spot to load/unload & a pedestrian crossing guard part time

What do you like about the Broadway Dock tour staging area concept?

- It appears that it would give room for vehicles to move- the previous setup was very chaotic and there wasn't a clear direction of traffic.
- Weather shelter and restrooms have been needed for quite some time.
- The covered area is great for the poor weather days and the parking lot is laid out so that everyone knows where to park.
- Shelter
- I like the clear separation of motor coaches from all other vehicles (East-West).
- A shelter for people has been needed for ever. In design please accommodate for south wind.
- The passenger shelter.
- I like the extensive shelter and restrooms, and the vehicles not getting stuck behind one another.
- Covered areas are great and needed. Angle parking maximizes space for coaches.
- On paper the design concept appears to work. I would suggest testing the concept with the motor coach companies and smaller tour operator to make sure there is adequate space .
- It looks like vehicles will enter from the south now instead of the north and then exit from the north. This looks like there will be a good flow of traffic, theoretically. The addition of a more expansive passenger shelter is key. Bathrooms!!
- It isn't the current parking layout which is basically, "just park wherever."
- Covered areas and organized stripped bus and van parking.
- I like the covered area, restrooms, and separating the train and bus traffic.
- I like open air aesthetic.
- The passenger shelter area is great. We need a spot like this for dock reps shorex to stand to get them out of the elements.
- The visitor center and bathrooms.
- Has a bathroom and information station!
- Bathrooms!
- I prefer option #2 to keep buses off of Broadway.
- Option 2.
- I like option 1 of the circulation plan because it doesn't take over current the AML site. limited waterfront means we need to maximize all the land there, and option 2 simply wastes space by spreading traffic out more.
- see above
- Passenger shelter is a biggie. We need it because of our often-inclement weather

- The people in the pictures look nice and friendly, but that could be because of the officer at the information desk.
- It looks well laid out.
- Passenger shelter design. Could include a small coffee shop in there as well, possibly feature local artwork within the shelter.
- Very nicely drawn out.
- Not needed.

What would you change about the Broadway Dock tour staging area concept?

- Need an area for Security trailer
- Nothing at this time
- I work as a trainman for WPYR. I would figure out how to eliminate all train traffic to Broadway and Ore docks. The mix of trains, vehicles and people is dangerous.
- Layout needs to be designed so buses head out when loaded rather than backing out.
- Perhaps add another shelter in front of the vans? Ensure there is a clear way for people to walk all the way around - never having to walk behind any vehicle, if pull-throughs are not possible. Visitors love the BRD dock because it is so close to town, but it is the worst for congestion of vehicles and guests have to cross where the busses cross, and that's stressful for everyone (near the dock to the sidewalk). Restrooms and opportunity to sanitize are needed.
- I would add a safety element near the RR tracks
- I just hope there will be enough space for all the tour vehicles! The image here doesn't leave much space for additional vehicles and we all know how busy it gets!
- I would add a few vending machines.
- I don't like having the buses crossing over where people are getting off the dock. Anything we can do to keep the vehicle traffic on the west side as possible. Having the buses exiting the Broadway dock area thru a new road that accesses State street.
- We need more restrooms and some enclosed shelter options for when the rains and winds blow through.
- The larger busses may have an easier time parking on the West side of the parking lot as they would not need to make the sharp turn into the first couple of spots to the South. If we're going to build a staging area, we should make it longer. That thing is going to be packed on rainy days! All of these concepts need to incorporate a shorex booth. Let's give them heat and electricity instead of what they have now! I'm not sure if that's what the "information" shack is for, as there isn't any explanation. Is that enough parking for the bus tours? Once again, maybe ask HAP/ACT to see what their needs are for this dock. Busses should not be backing towards the seawall. Entry should be north to south to make parking/backing easier.
- I really don't like having buses backing into traffic. That's a major hazard. I do like the overhang that allows people to stand out of the rain and bathrooms are highly needed at that dock.
- The angle of van/bus parking should be opposite to traffic flow. Bus should back up when empty of passengers and pull forward when ready to depart
- see above
- Need benches and plenty of trash bins and recycling. A coffee shop like White Pass has on the RR Dock.
- I would love to see some sort of a barrier to keep people from walking into the parking lot. I see the vehicle backing as a potential safety hazard if pedestrians are using it as a walkway.

- curbside loading for all vehicles.
- Extend the tracks onto the dock.
- Streamline, better use of the property. Simple unloading and loading of visitors more safely.
- I'd like to hear what AML thinks about both options before forming an opinion.
- just add pavement and striping in existing area

Should a Roll On Roll Off (Ro/Ro) cargo facility be constructed at location A or location B?

Location A

Location B

Should a floating dock extension with additional cruise ship berths be added to the Ferry Dock?

Yes

No

Maybe

Should the Ore Dock be industrial only or mixed-use tourist/industrial?

Industrial Only

Mixed Use



Should the Ferry Dock remain in the same location or move to location B?

Remain

Move to Location B

Do you have any other thoughts or comments on docks?

- Until the Ore peninsula issues are sorted out, a combination of ferry, cruise ship (large and small) should be explored at existing ferry terminal site
- We need to think about the big picture and how we can move things around so that we can fit the larger ships in port. If that means moving the ferry dock and AML then they get moved.
- The farther West you go weather and river currents effect dockings in a negative way.
- I think it would be beneficial to work with White Pass to improve existing infrastructure as the proposed dual use ferry/cruise ship dock extension is estimated to be very costly.
- Location B is extremely windy and will be inhospitable for AK ferries, as well as other ships. It is already difficult for the ferries to dock where they are now, in high winds.
- Doesn't it depend on the ship captains and where it is safe? The further west the higher winds. The loader should disappear. Anything of that nature should be done north of town then rolled on.
- Could the ferry dock also incorporate the HSFF? There's mass confusion w/the HSFF at the SBH. Would the path btwn RR & BRD extension create any problems for boats entering/exiting the SBH? ORE is the windiest - would that be a good place for AMHS?
- Moving the ferry dock to location B puts it in the windiest place in Skagway and they already have challenges in their current location. I do not support moving Temsco closer to town as it is the safest place for this operation.
- There is no immediate need to start a large build out/reconfiguration of Ferry Dock. A floating component at Ore Dock and additional breasting dolphins at Broadway expand community's ability to handle largest vessels in market in short to midterm.
- Moving the ferry to the windiest place in Skagway may pose docking challenges. Moving the Temsco location I am not in support of as it is in the safest place for that operation regarding noise & fixed wing traffic.
- The ferry will have an incredibly hard time consistently docking at location B. Both for issues with high winds as well as low tide. Doesn't seem practical in the least to try to dock a ferry there.
- I like fishing from docks.
- Given the current state of the cruise industry and other business sectors it is unclear why a large scale expansion such as this is needed rather than working with the current infrastructure to make it usable for the business we do have in Skagway.
- Don't move the ferry. Independent visitors should not be pushed away into the industrial zone.
- Location B is a terrible spot for the ferry dock. The mouth of the river is constantly filling with silt requiring constant dredging. The ferry would have to abort much more often, as this spot is more susceptible to wind. Do not move Temsco.
- Location B is a terrible spot for a ferry dock. Moving Temsco is a terrible idea. Temsco cannot relocate to the airport, so the new location would be on the north end of town. Flight paths would be over town - as a citizen, I do not want this!
- Location B is DRY LAND during low tide. Constant dredging would be needed. The current at the mouth of the river is more severe making it harder to navigate during inclement weather. The rocks at Yak Point make the area more dangerous. NO NO NO!!

- Skagway port is too small to have a specific dock to industry. More cruise ships use the ore dock than ore ships
- not sure about a move of the ferry dock. if a ferry dock can be incorporated into an expanded floating dock in or close to its current location, there isn't really a need to move it, which would add a whole new facility to maintain.
- you need to provide other ideas this seems to try to make you answer in a way that drives you to a conclusion there are other options
- ore dock should become industrial only if possible (may not be) Ferry should be moved to North end of Broadway Dock as AML can move to Ro-Ro at south Ore dock
- NO Dock should be at location B. It is an unsuitable dock location, has safety issues and will reduce the reliability of access to our lifelines, Ferry or AML.
- Don't know the requirements for a ferry or cruise ship dock, but it seems like there should be room to dock a ferry on the other side of a cruise ship dock.
- It's located in the most financial feasible position.
- B is a terrible spot for a dock due to regular winds and currents at that location. Again...confer with captains and ships' pilots.
- I do not like the idea of moving the ferry dock and freight operations to the Ore peninsula until a lot of study has been done looking at wind, sediment build up, and current modeling
- Would this limit or hinder ships from docking at other docks? If so, I would say no.
- Its important that we grow with the demand and not fall behind. After the year we have had we need to make some commitments and follow through with these plans.
- Too many tourists as it is. cost too much
- Concept is extremely expensive, and unproven. Current infrastructure should be improved upon, considering these economic times.
- Not enough info
- Is the Ro/Ro like what the AMHS uses? Unfamiliar with this term. I like that the floating dock would place people closer to town and get people away from the Death Rock.
- I have concerns about ferries docking in the winter at location B.
- Uncertain depending on what it would entail-would there be conflict with the RR dock ships? Isn't it extremely deep south of the ferry dock?
- This needs to be more fully vetted. A number of issues arise from consideration of this including, cost to construct there, too close to Railroad Dock, where would ferry go, property acquisition, etc. Is more of long-term consideration.
- Is this feasible and at what cost? Wondering about the depth off the ferry dock and also potential conflict with RR dock ships.
- The Ore Dock is still a great place for both industrial and tourist use. We can keep this and there is no need for additional cruise ship docks.
- We need another dock to separate industrial traffic from cruise traffic.
- With the way the COVID pandemic has effected the economy of Skagway and the cruise industry now is not the right time to plan and develop a very expensive large scale cruise expansion. Focus should be working with existing stakeholders.
- Skagway is already beyond visitor saturation. No need for another dock.

- Having a RO-RO in site A restricts who ever is using site 2. Or if some one is in site 2, a user can't get in to site A
- my concern is that dock extensions will hinder ferry operations/staging areas
- Can we even sink dolphins in a spot this deep?
- Can dolphins be sunk in water this deep?
- Do you know if you can build a dock that deep? The further you build away from town the windier it gets. meaning bigger waves and harder for ships to dock.
- Pair the RO/RO with the ferry at location B (e.g. move the ferry to the ore peninsula (while moving Temsco to the airport).
- whether this is an expansion of Broadway dock or new at ferry dock location, a combination cruise/ferry floating dock makes sense. Extending the Broadway dock and adding a second berth on the ferry dock side (east) seems like a better concept.
- we need to deal with our current problems and the virus; fix up Ore and Broadway to allow larger ships the ferry dock idea is now years out. The ferry dock or any dock will not work at the Temsco site due to wind and depth
- It will allow for all the other necessary modifications to the port
- Allow for more ships, and larger cruise boats.
- Skagway cannot currently accommodate the increased visitors and employees needed to serve those visitors.
- B has the roughest water of the whole harbor. The river colliding with the ocean doubles the size of any wave. It is no longer protected from the wind. Option B only works on paper, not reality. Plus, you eliminate the crabbing in Skagway.
- Do not disrupt TEMSCO's operations. It's located in the safest position.
- Broadway makes the most sense for a floating dock because it is the closest dock to town.
- Always confer with captains and ships pilots before assuming these are good ideas in tight spaces,

SKAGWAY PORT MASTER PLAN

Appendix C:

**Port Plan Event Presentations and
Microsoft TEAMS Chat Comments**

SKAGWAY PORT MASTER PLAN

Updated Design Concepts for Skagway's Waterfront

FEBRUARY MASTER PLAN PRESENTATION



HOUSEKEEPING

- Please keep microphones muted during the presentation 
- Please hold questions until the discussion period at the end 
- This meeting is being recorded for those who couldn't attend today 
- Thank you for your participation! 

INTRODUCTION

Port Master Planning Goals

Project Timeline

Elements of the Plan

Project Area | Existing Land Use

PORT MASTER PLANNING GOALS

01

ADDRESS THE IMPACTS OF
COVID-19 THROUGH URBAN
PLANNING & ENGINEERING
DESIGN



02

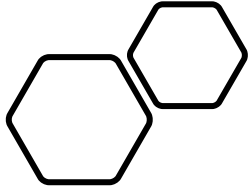
DEVELOP CONCEPTS FOR FUTURE
WATERFRONT



03

ENGAGE THE PUBLIC +
STAKEHOLDERS IN THE
PLANNING PROCESS





TIMELINE

WE ARE HERE

Initial outreach

Refine concepts

Integrate Feedback & Update concepts

Final Public Event
Shoreline Park Phase 1 construction begins

Phase 1 construction complete

Oct.-Nov. 2020

Nov.-Dec. 2020

Dec. 2020-Jan. 2021

Feb. 2021

Feb.-Mar. 2021

Mar. 2021

Apr. 2021

May 2021

June 30th, 2021

Sept.-Oct. 2021

Design charrette & Interviews

Master Plan Presentation

Compile Master Plan document
Phase 1 Shoreline Park bids

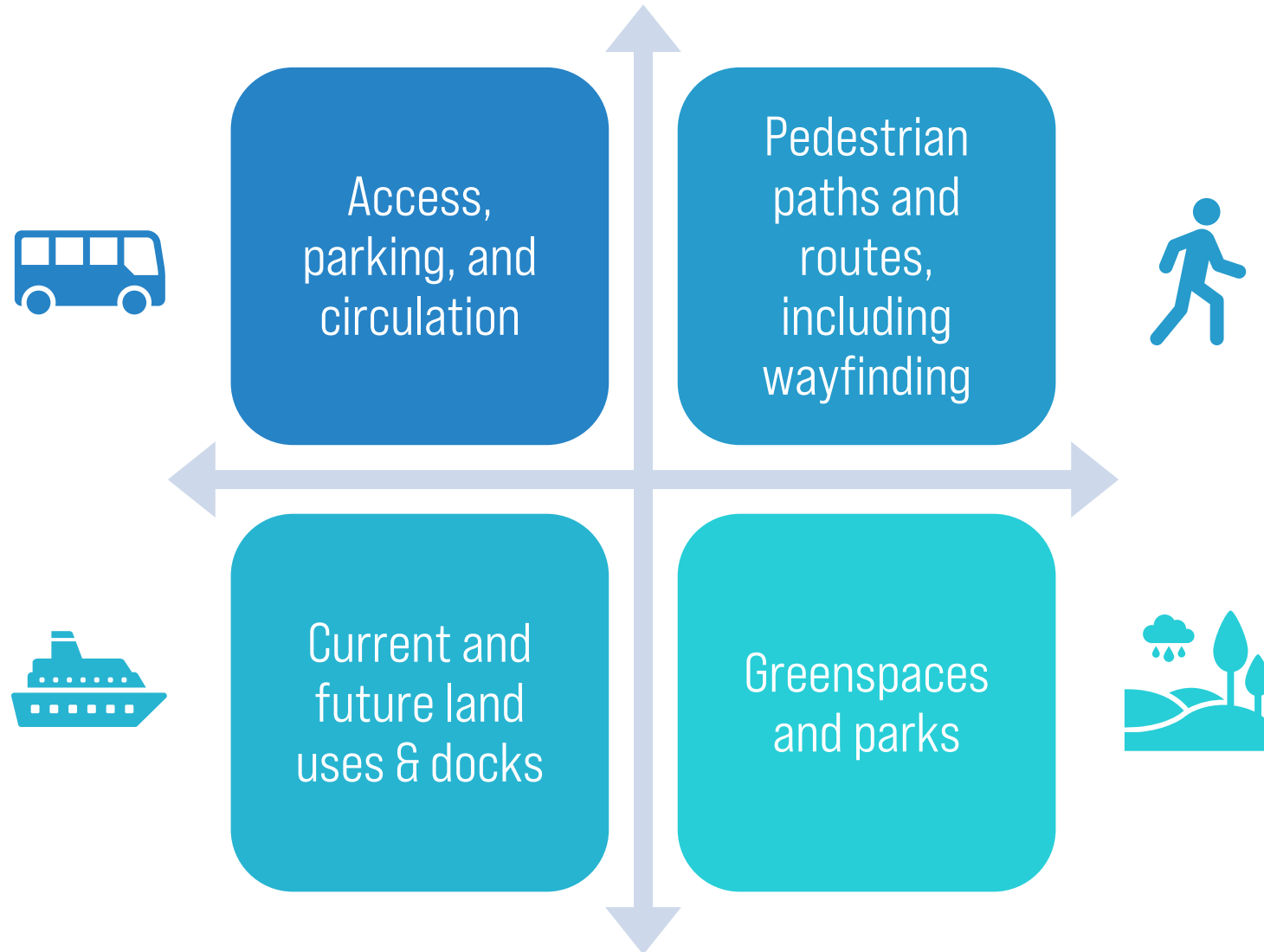
Integrate Feedback
Finalize Concepts, Plan & Specs

Phase 2A construction begins

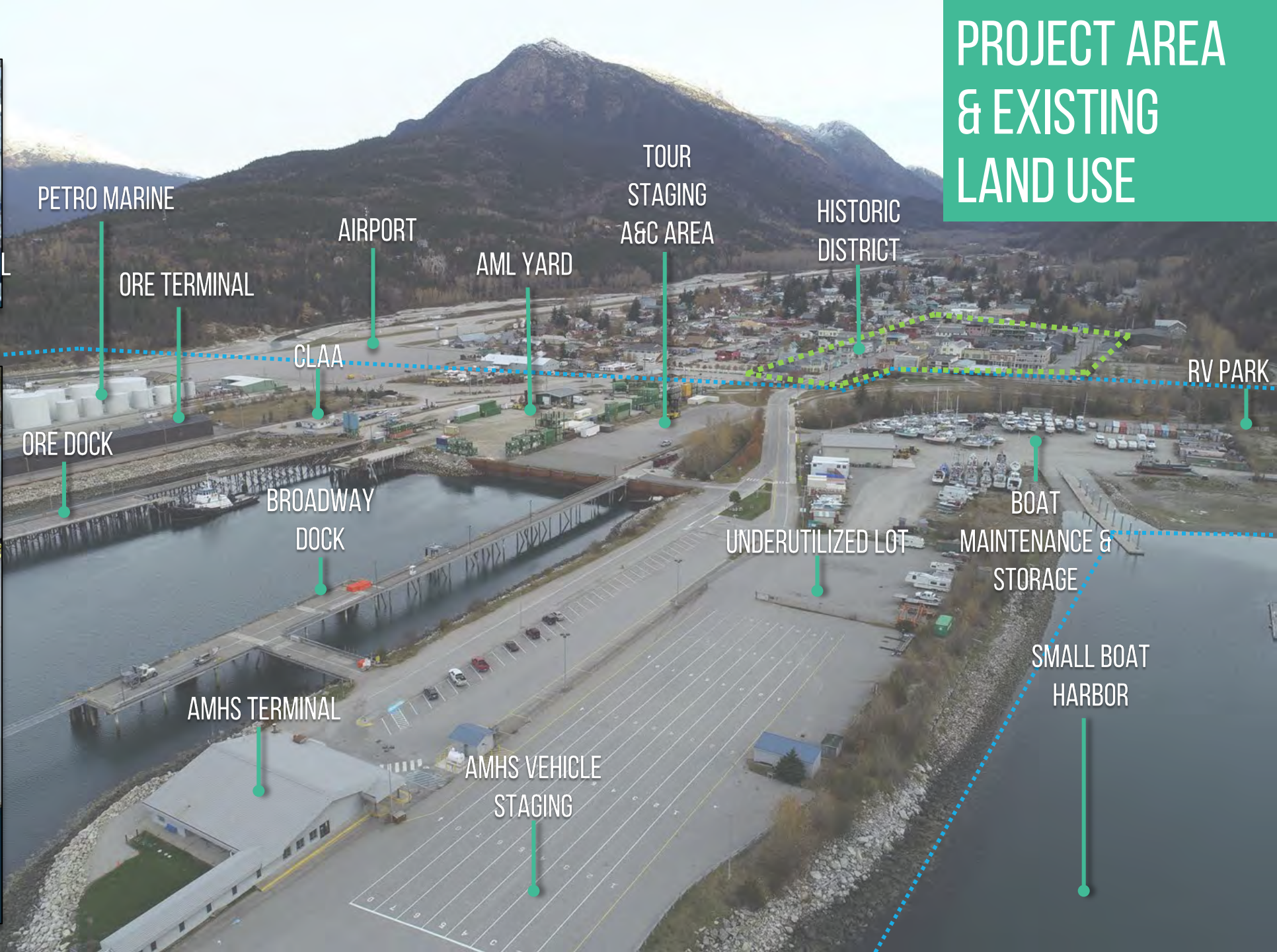
Phase 2A construction complete
Phase 2B construction begins

- **41 households** attended the in-person charrette
- **75 participants** viewed & commented on the online charrette
- **30 interviews** were conducted with waterfront stakeholders

WHAT ELEMENTS ARE BEING EVALUATED?



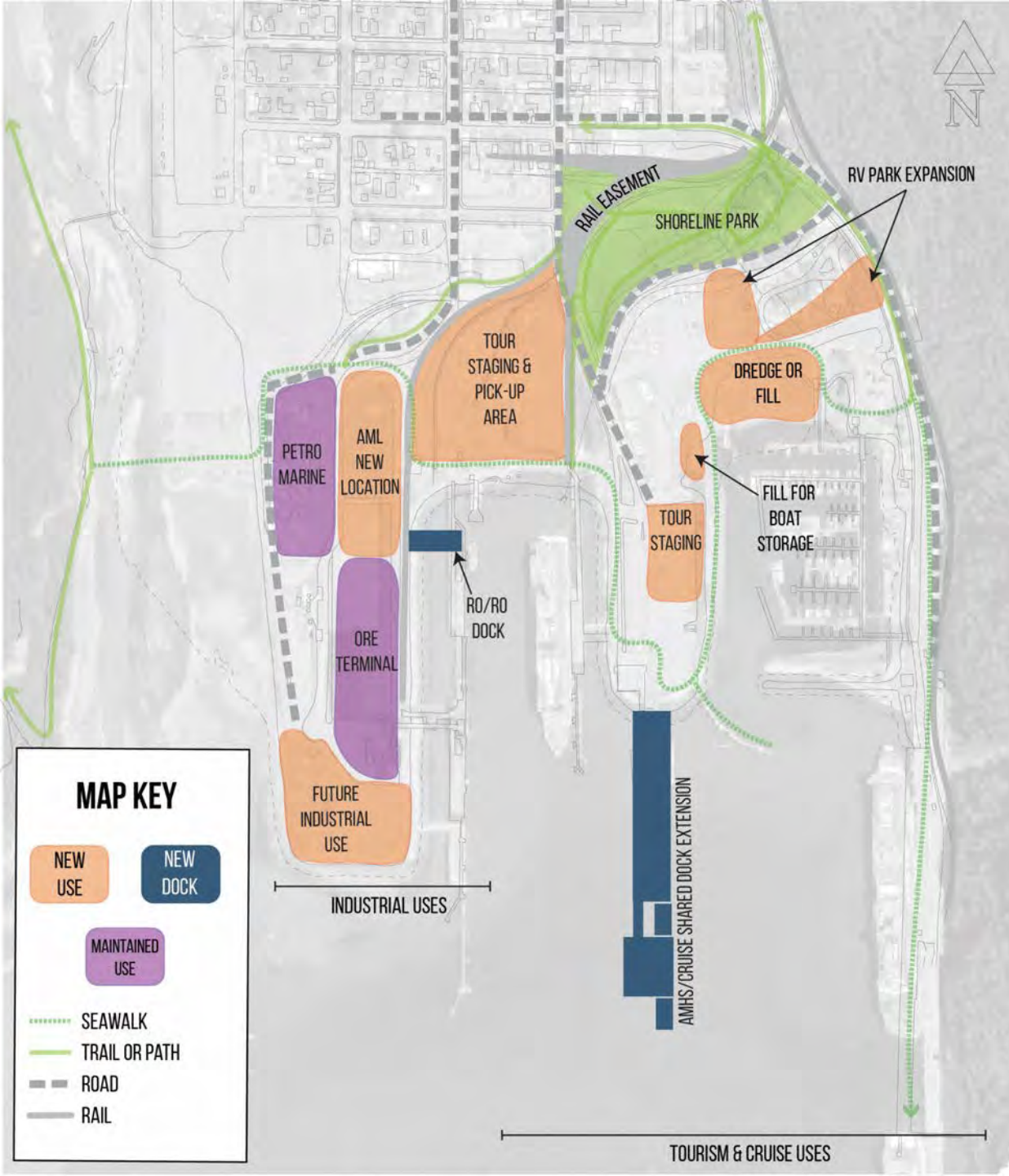
PROJECT AREA & EXISTING LAND USE



FUTURE LAND USE

HIGHLIGHTS:

- **SEPARATION OF USES**
 - Tourism & cruise uses east of Ore Dock
 - Industrial uses from Ore Dock west
- **MAINTAINED USES**
 - Petro Marine
 - AML at new site
- **NEW USES**
 - Expanded tour parking, access & circulation areas
- **NEW DOCKS**
 - RO/RO facility
 - Ferry Peninsula AMHS/cruise shared use dock extension



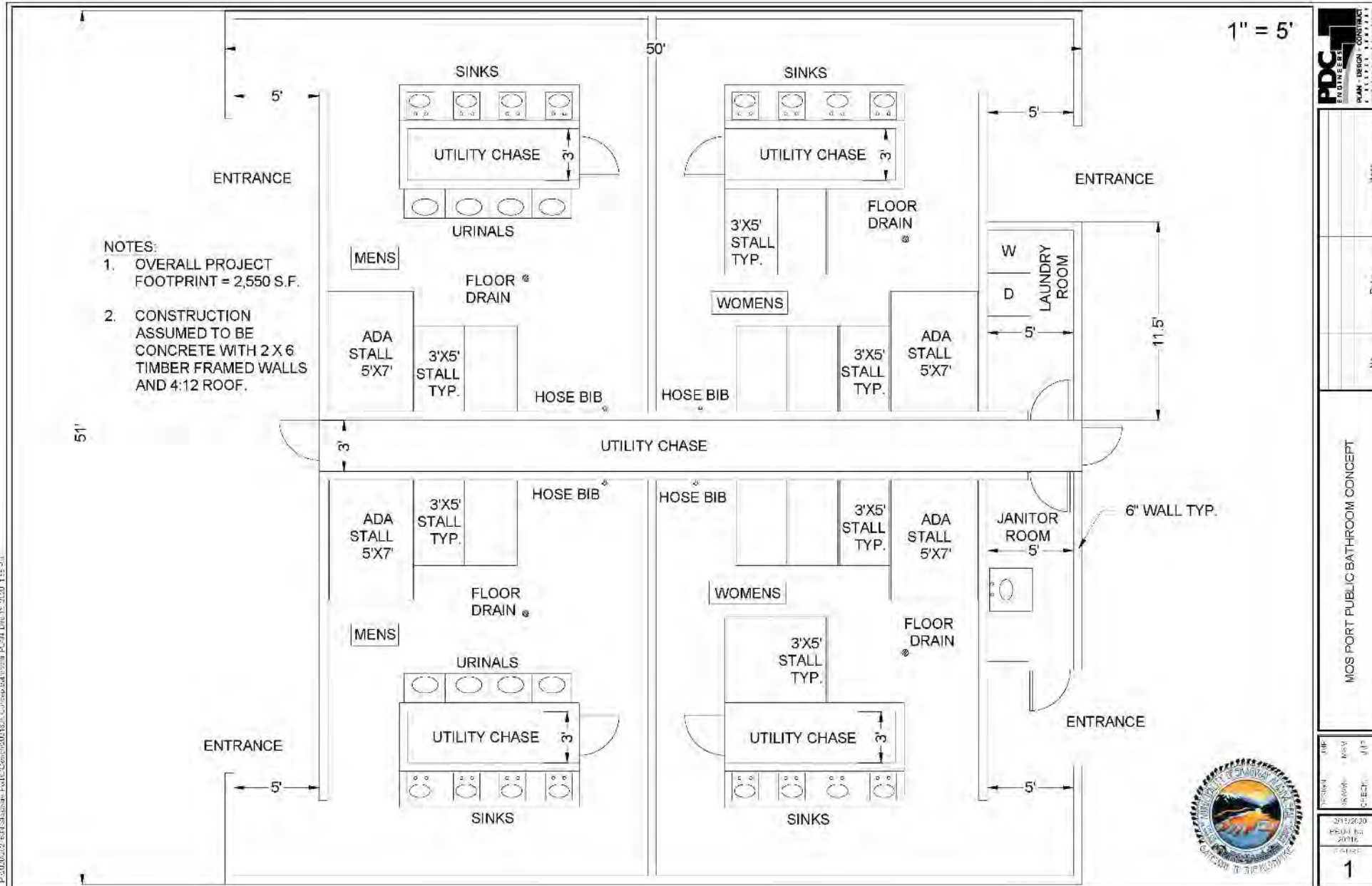
RESTROOM & SHELTER LOCATIONS



HIGHLIGHTS:

- Restrooms accessible from each dock
- New restroom in Shoreline Park (westside)
- New passenger waiting shelters at each dock

RESTROOM FACILITY CONCEPT



PDC
 PDC DESIGN GROUP
 ARCHITECTURE
 PLANNING
 DESIGN
 CONSTRUCTION
 MANAGEMENT

Item	
Date	
No.	
MCS PORT PUBLIC BATHROOM CONCEPT	
DATE	2/15/2020
PROJECT	PE04 - 2019
DESIGNER	CH-ECN
SCALE	1



HIGHLIGHTS:

- Flexible Floor Plan
- Allows for social distancing movements
- Layout allows for easy maintenance
- Standardized restroom design can be replicated

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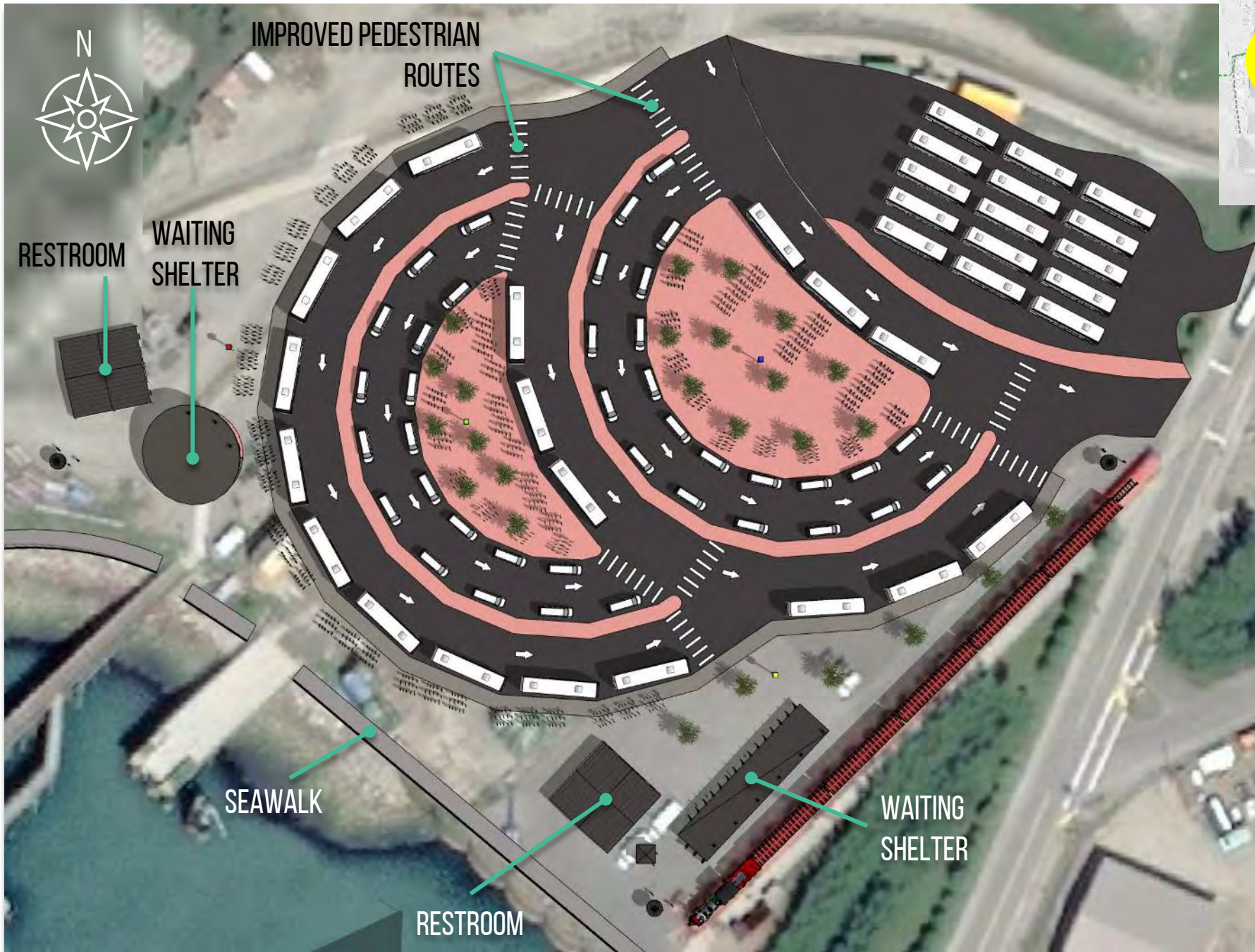
EXISTING TOUR
STAGING AREA



BROADWAY DOCK UPLAND EXISTING CONDITIONS

STAKEHOLDER FEEDBACK:

- TOUR OPERATIONS
 - Chaotic, cramped, & confusing
 - Passengers exposed to wind & weather
 - Pedestrian & vehicle conflicts
 - Need for improved SMART stop
 - Need to consider bus/train transfers



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
- Passenger waiting shelters
- Restrooms
- Visitor info station

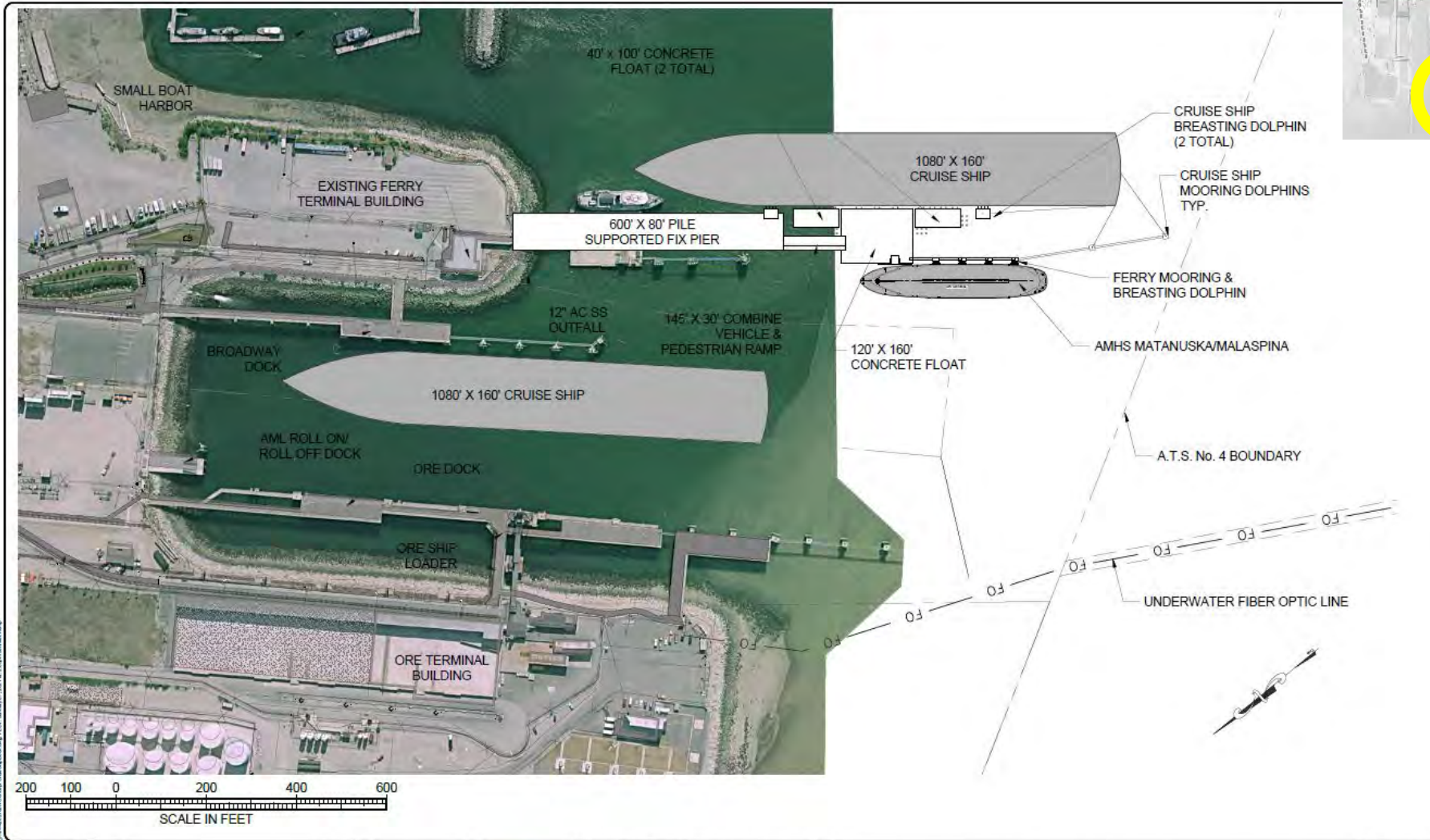


BROADWAY DOCK ACCESS & AND CIRCULATION DETAIL



CENTRAL PASSENGER LOADING & PLAZA AREA

FERRY PENINSULA SHARED USE DOCK EXTENSION



HIGHLIGHTS:

- AMHS/Cruise shared use

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DESIGN: JMP	DATE:	REVISION:	BY:	APPROV:
DRAWN: JMK				
CHECK: JMP				
APPROVED: JMP				
P.L.S.				



PDC
ENGINEERS

PLAN • DESIGN • CONSTRUCT

A. BECKER SUBPART

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CONCEPT FOR
AMHS/CRUISE SHIP DOCK EXTENSION

MUNICIPALITY OF SKAGWAY, ALASKA

DATE: 04/01/2021
POC NO: 2021AJN
SHEET: 2 of 2



FERRY PENINSULA UPLAND EXISTING CONDITIONS



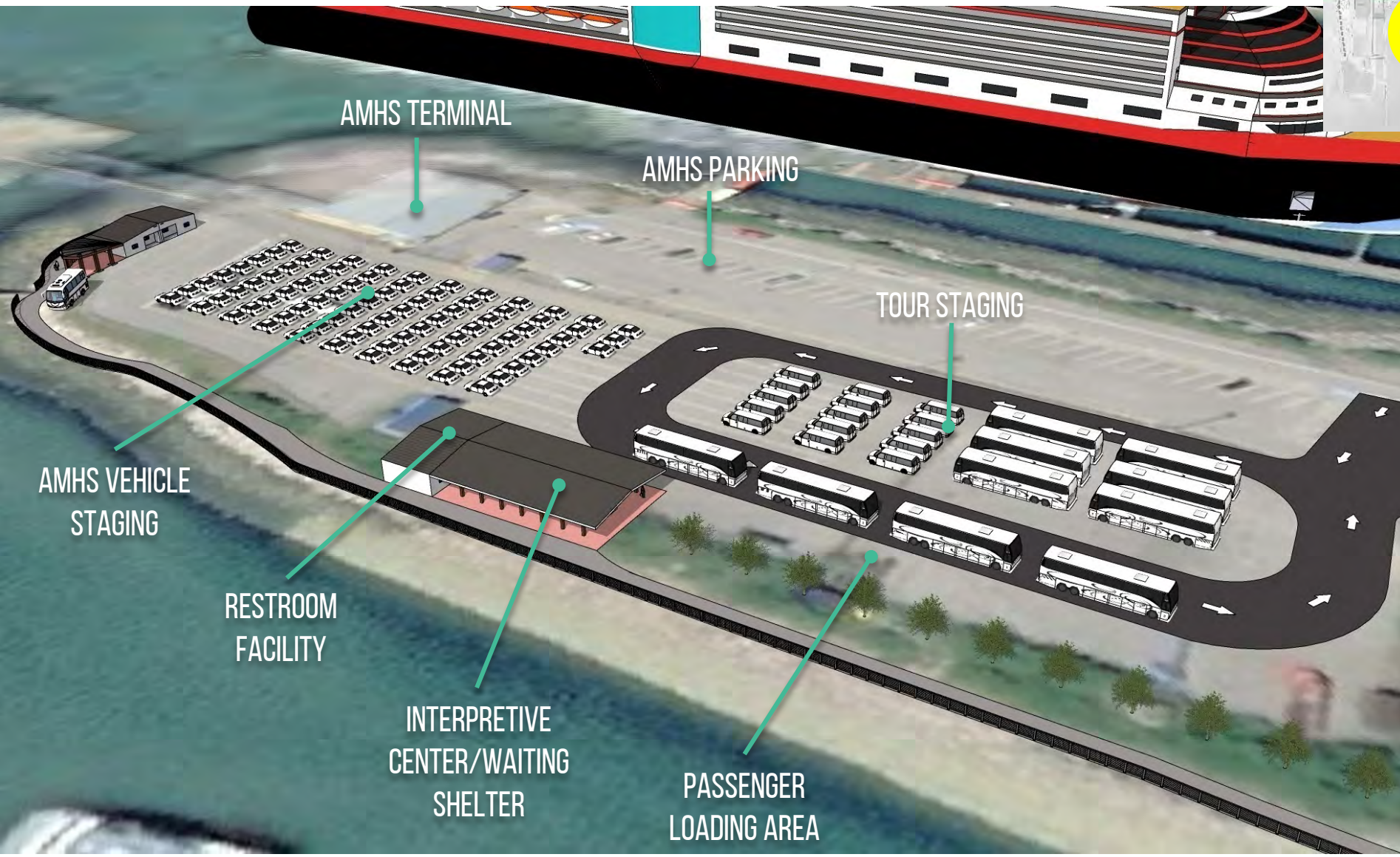
AMHS TERMINAL

AMHS PARKING

AMHS VEHICLE
STAGING

UNDERUTILIZED LOT

FERRY PENINSULA REVISED CONCEPT OVERVIEW



HIGHLIGHTS:

- AMHS/Cruise shared use
- Minimal AMHS & tour loading conflicts
- Passenger shelters & restroom facilities
- Seawalk for pedestrian traffic

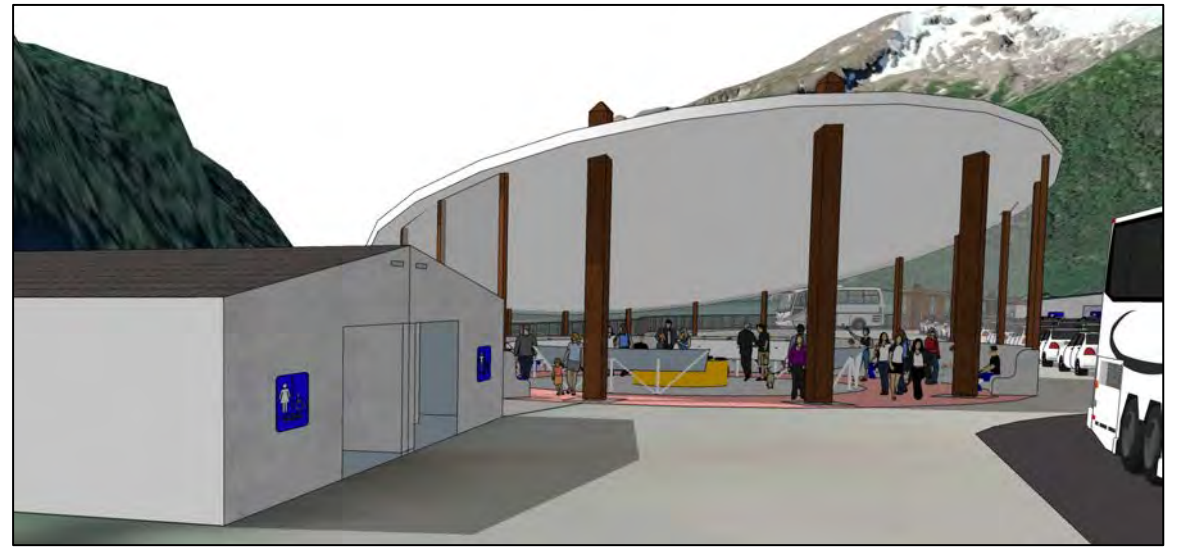
RECTANGULAR SHELTER



CIRCULAR SHELTER



FERRY PENINSULA
REVISED CONCEPT
DETAIL - OPTIONS



SEAWALK DESIGN OVERVIEW

HIGHLIGHTS:

- Extend Seawalk along waterfront
- Connect to existing Seawalk near Railroad Dock



SEAWALK DETAIL



Trails & Signage Locations



● PEDESTRIAN KIOSK



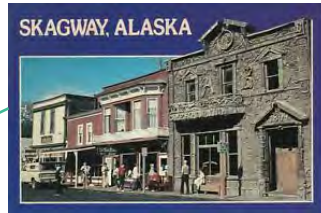
● PEDESTRIAN GUIDE



● DOCK GATEWAY ELEMENT



PEDESTRIAN KIOSK



Sign board shape inspired by historic district roofline & AB Hall.



Tlingit/ Haida names on maps & opportunities to feature Native artisans or language & cultural information on panels.



Tapered wooden beams inspired by railroad ties & Gold Rush era tools.

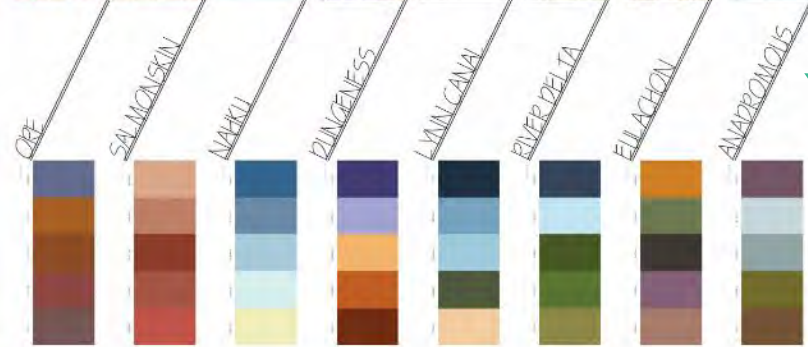


Sign board inspired by the dimensional wooden signs of early Broadway Street.



Natural materials reflect the historical resources of Skagway.

SIGNAGE DESIGN & POTENTIAL COLOR THEMES



Potential Color Themes

DOCK GATEWAY ELEMENT

Seawalk Railing

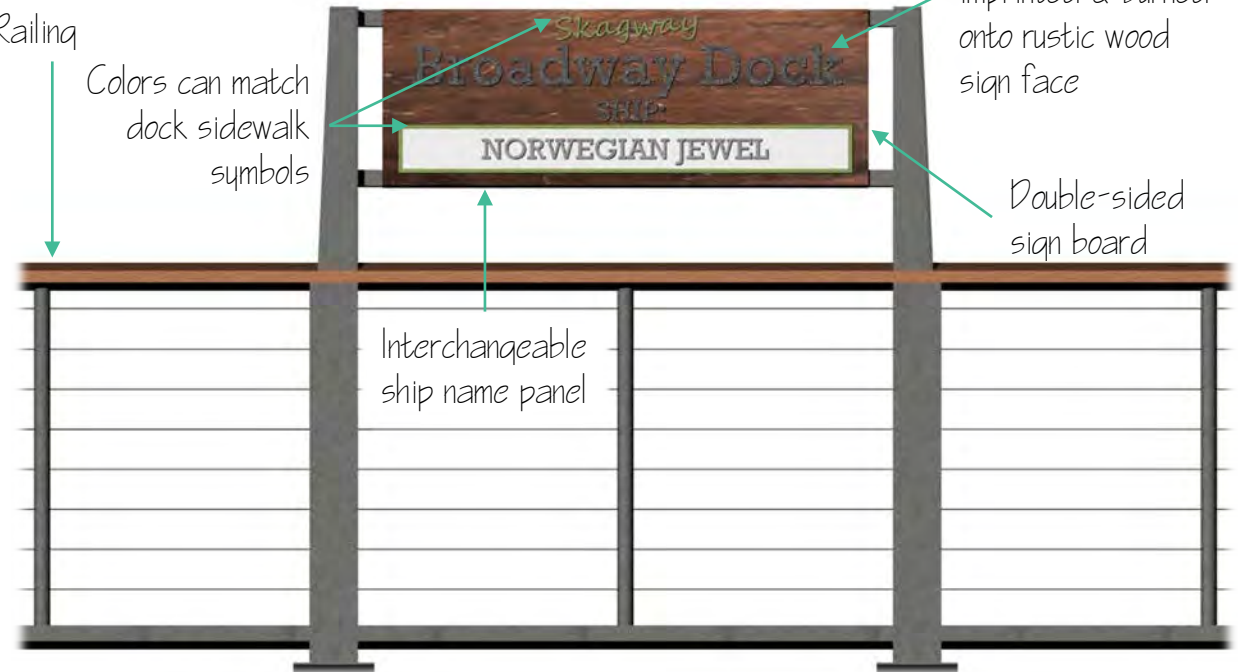
Colors can match dock sidewalk symbols

Dock name imprinted & burned onto rustic wood sign face

Double-sided sign board



Interchangeable ship name panel



DOCK SIDEWALK SYMBOLS

Option 1: Shapes & Colors



Option 2: Icons & Colors



Ferry Dock



Broadway Dock



Ore Dock

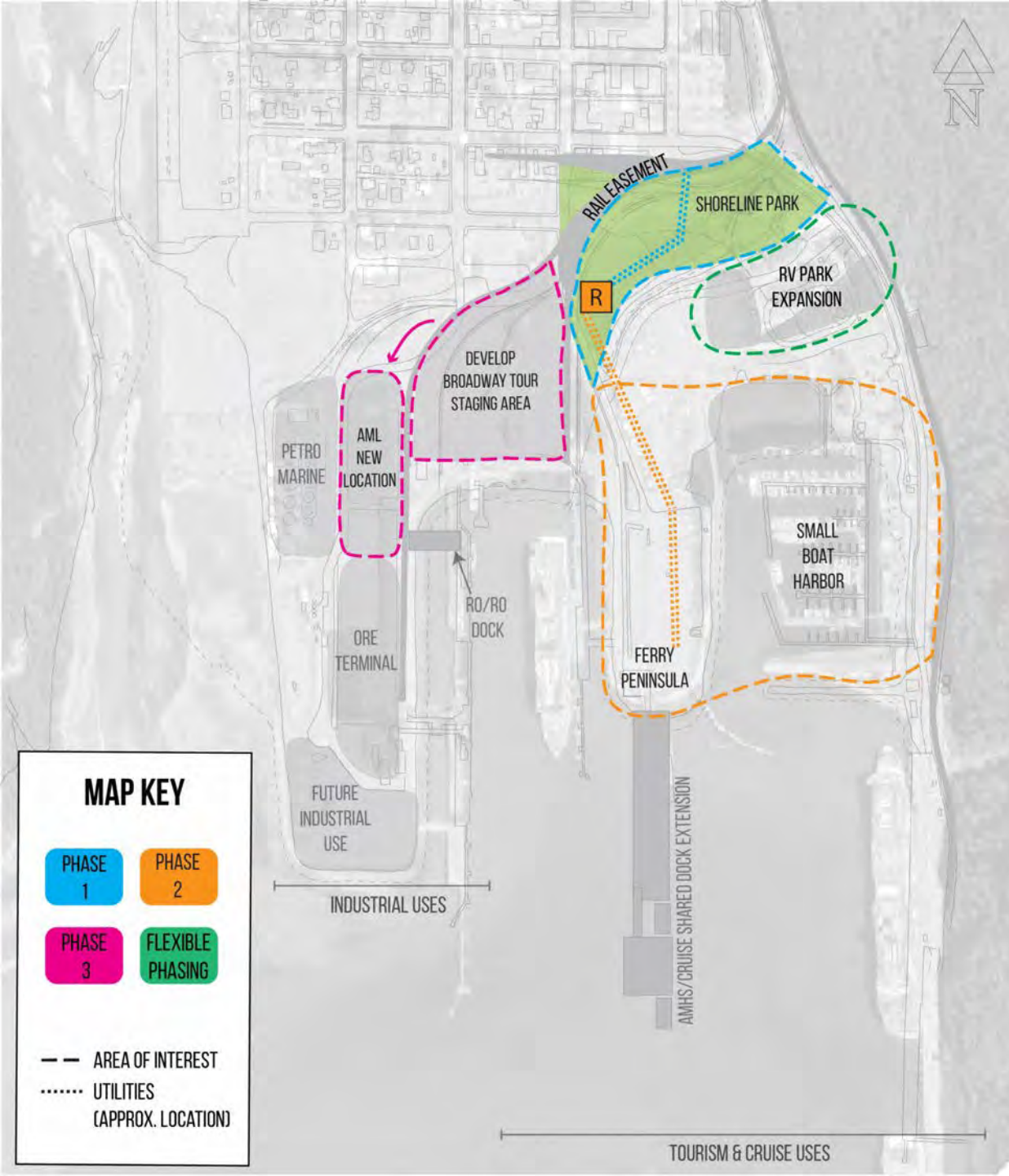


Railroad Dock

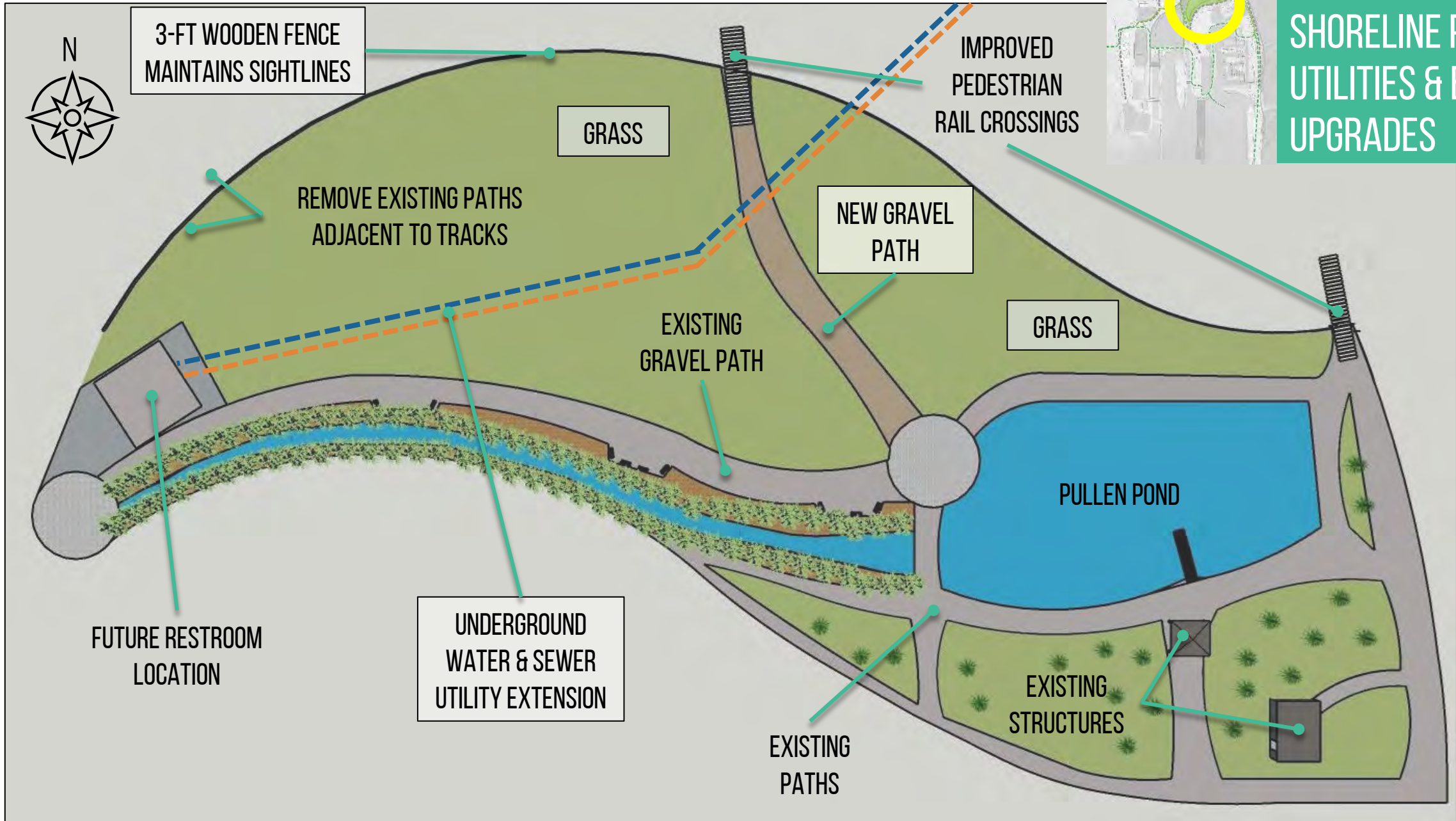
PROJECT PHASING

HIGHLIGHTS:

- **PHASE 1** (COVID relief grant funded):
 - Shoreline Park utilities, grass, gravel path, rail safety improvements
- **PHASE 2** (GO bond funded)
 - 2A: Shoreline Park restroom facility
 - 2B: Utilities extension to Ferry peninsula & Small Boat Harbor areas
- **PHASE 3:**
 - AML move to new location
 - Develop Broadway tour staging area
- **FLEXIBLE PHASING:**
 - Pullen RV Park expansion

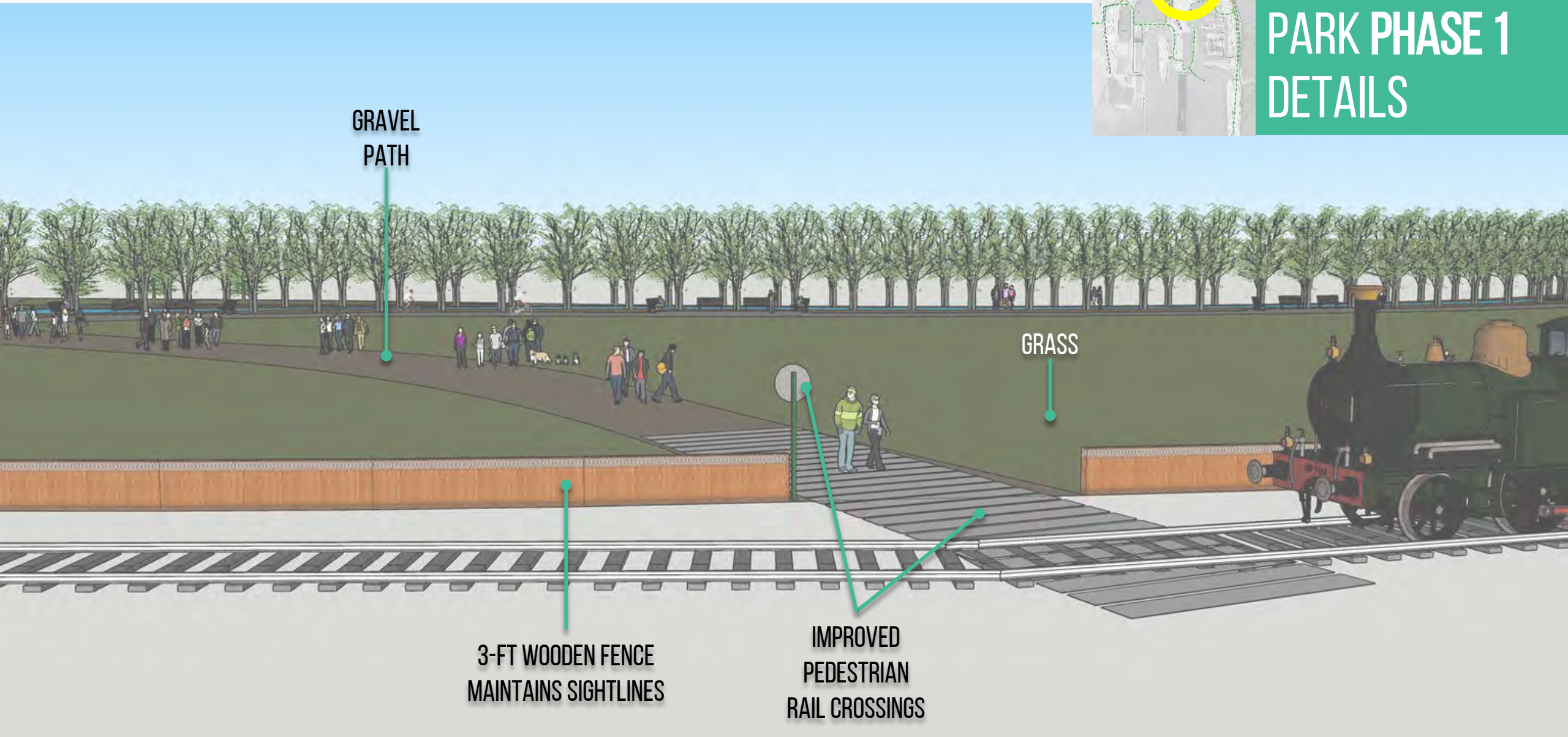


PHASE 1 – SHORELINE PARK UTILITIES & BASIC UPGRADES





SHORELINE PARK PHASE 1 DETAILS



GRAVEL
PATH

GRASS

3-FT WOODEN FENCE
MAINTAINS SIGHTLINES

IMPROVED
PEDESTRIAN
RAIL CROSSINGS



3-FT WOODEN FENCE
MAINTAINS SIGHTLINES

IMPROVED
PEDESTRIAN
RAIL CROSSING

GRASS

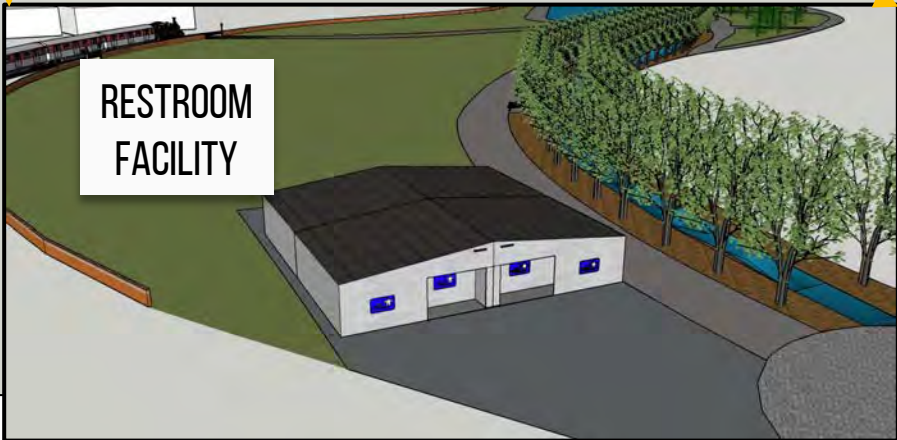
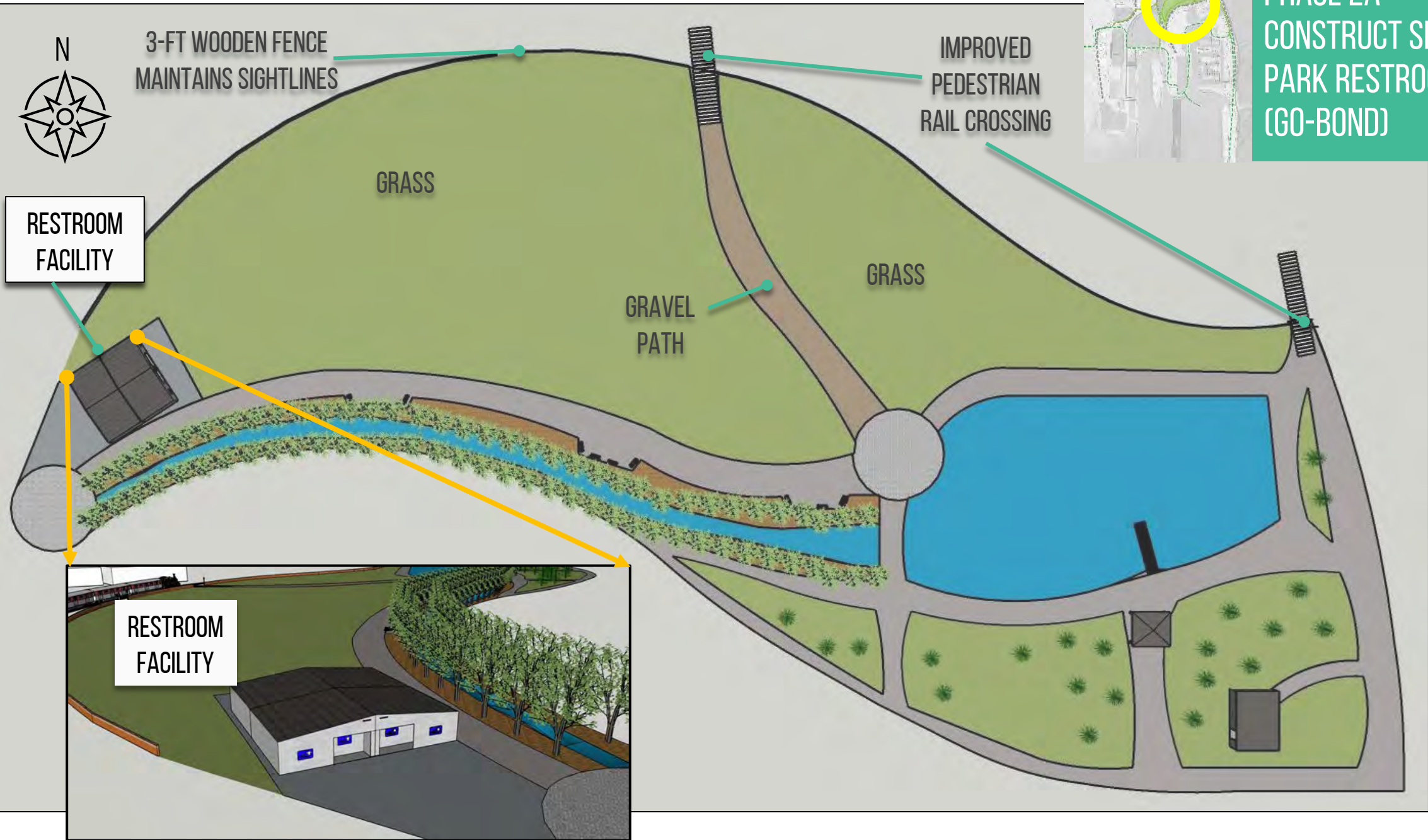
GRASS

GRAVEL
PATH

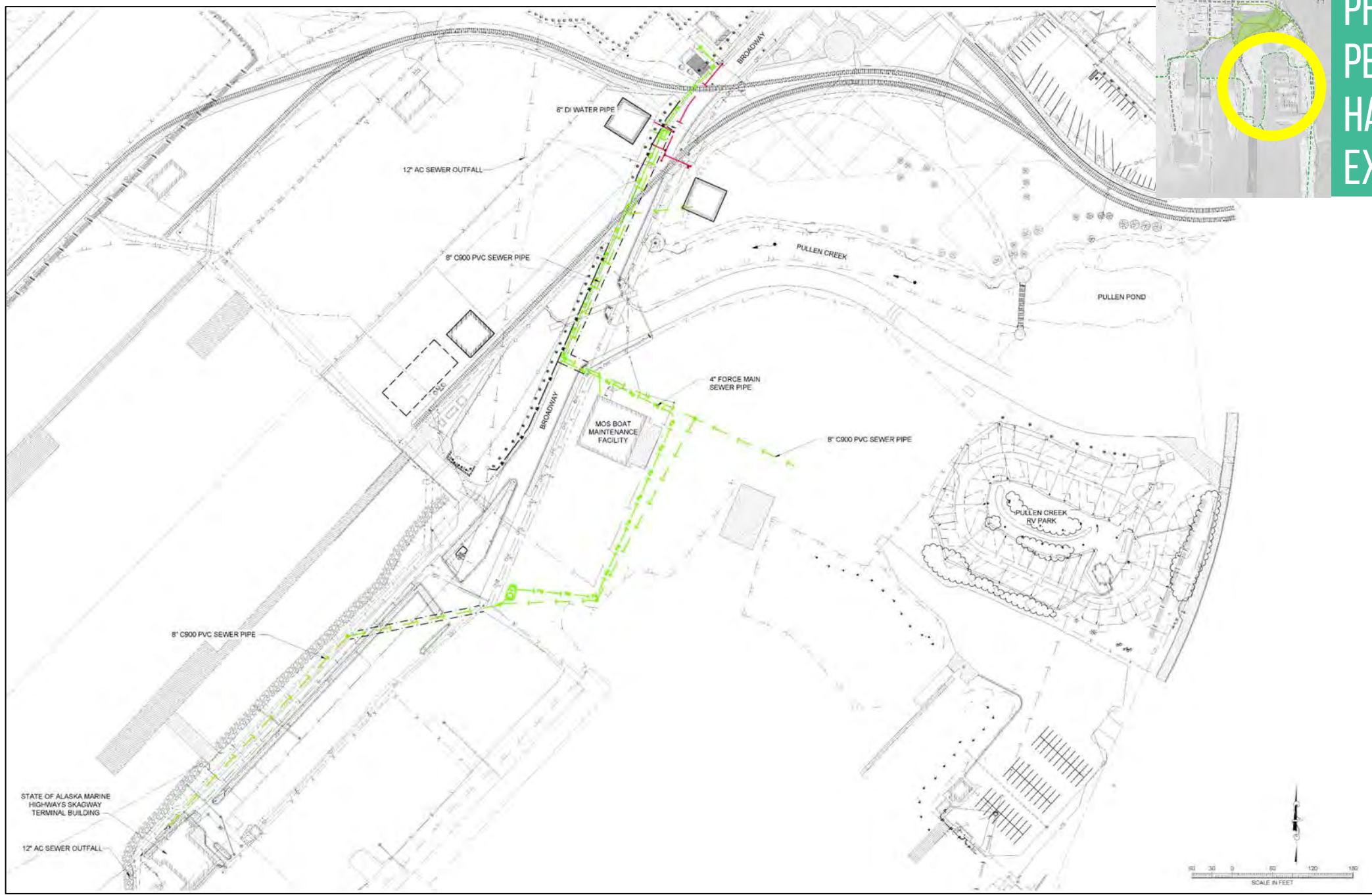
RESTROOM
FACILITY

RESTROOM
FACILITY

PHASE 2A –
CONSTRUCT SHORELINE
PARK RESTROOM
(GO-BOND)

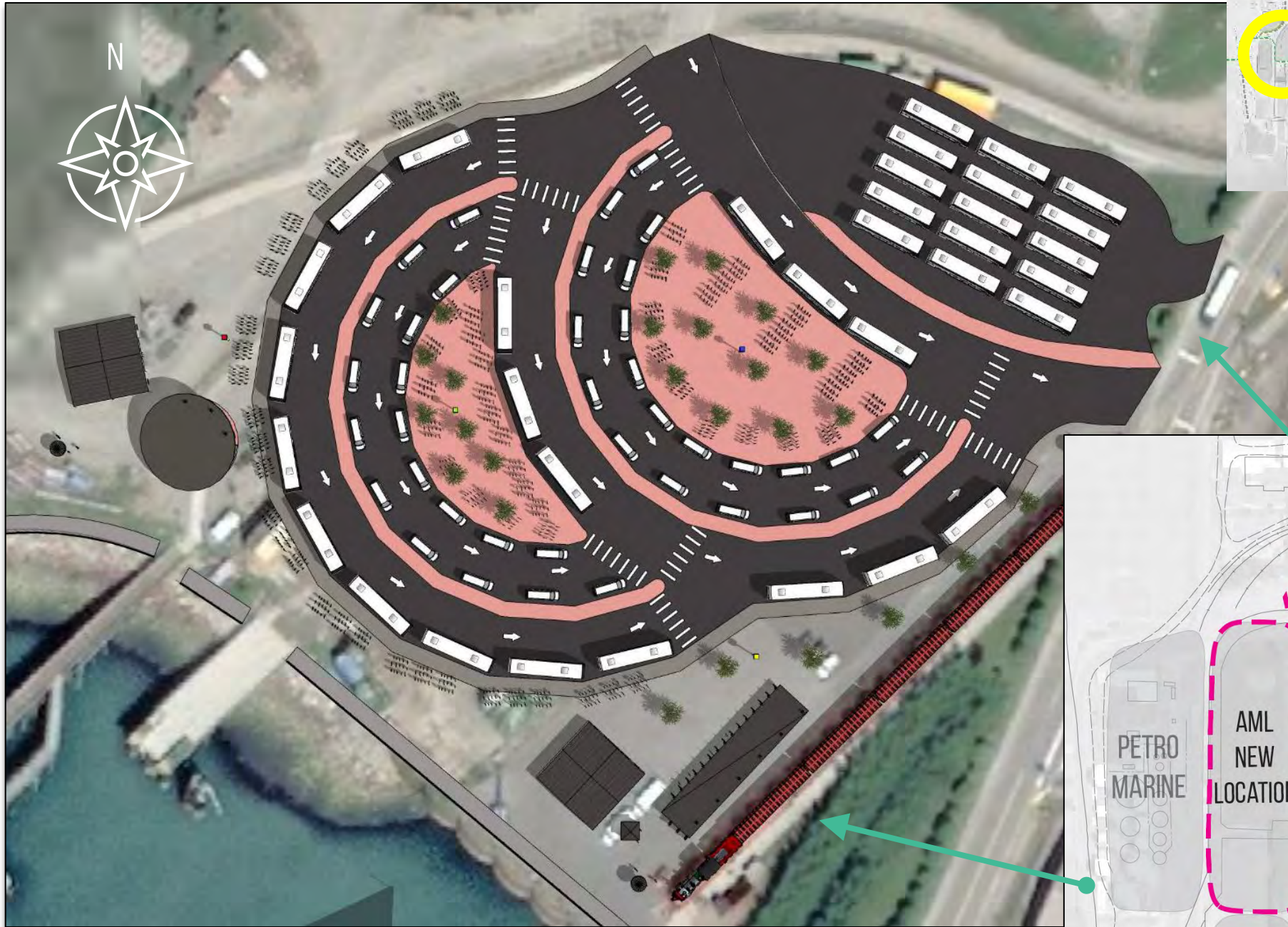


PHASE 2B- FERRY PENINSULA & HARBOR UTILITIES EXTENSION

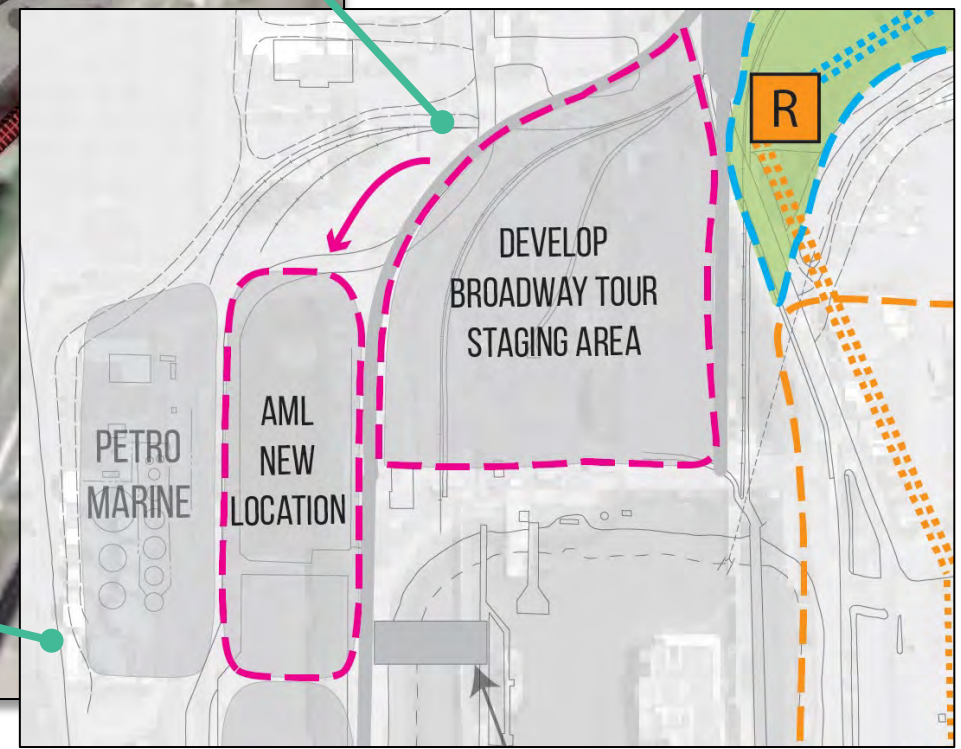


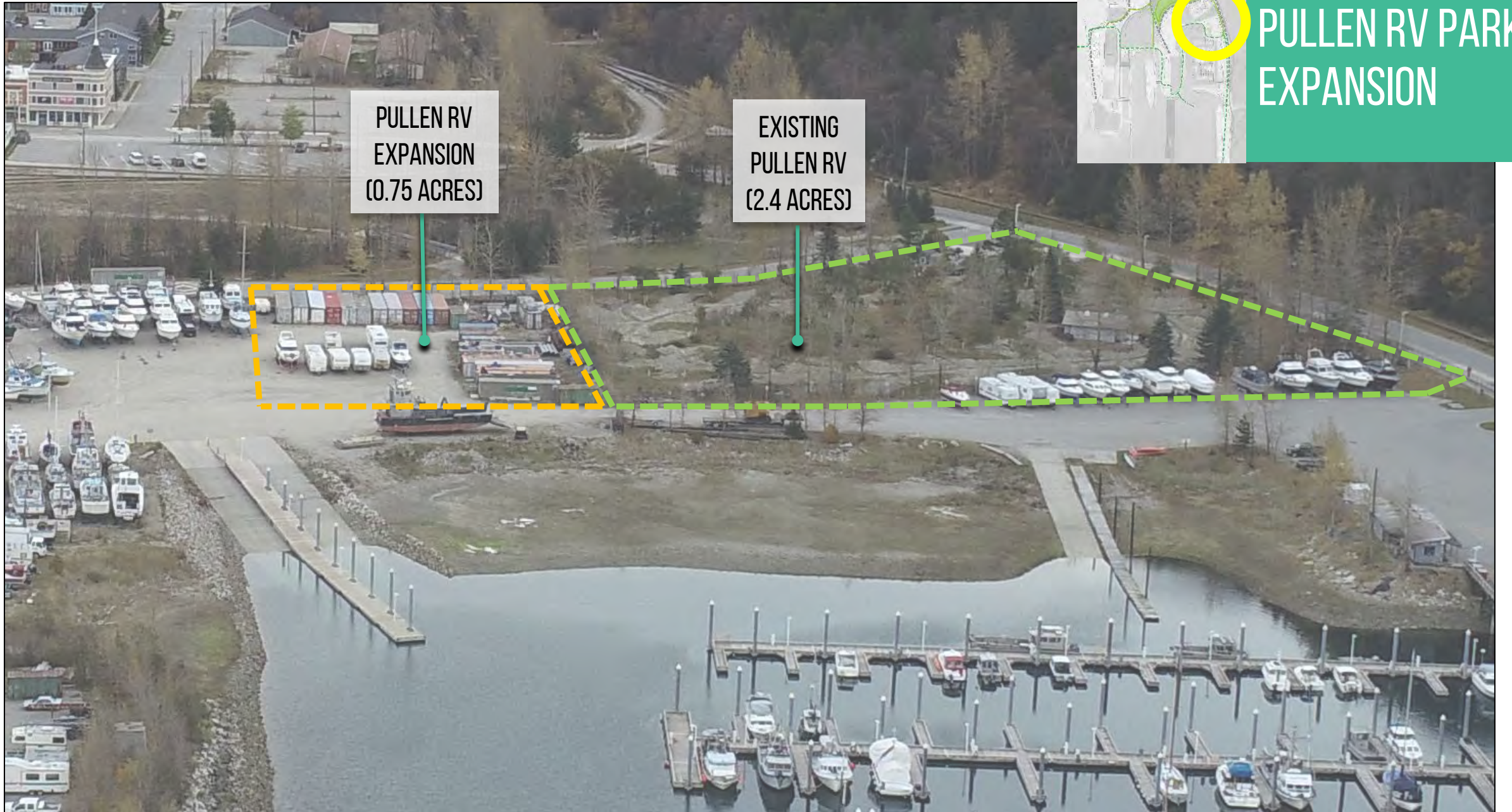
HIGHLIGHTS:

- Sewer utility extension shown in green.
- Water utility extension shown in red.



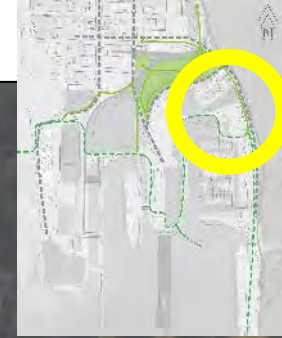
**PHASE 3-
AML MOVE &
DEVELOP BROADWAY
TOUR STAGING AREA**





PULLEN RV
EXPANSION
(0.75 ACRES)

EXISTING
PULLEN RV
(2.4 ACRES)



PULLEN RV PARK EXPANSION

QUESTIONS & DISCUSSION

1. MICROSOFT TEAMS VIDEO PARTICIPANTS:

Please raise your hand using the TEAMS feature if you have a question/comment.



Or type a question into Chat Box to be read aloud and answered.



2. PHONE AUDIO-ONLY PARTICIPANTS:

When prompted...please unmute & indicate that you have a question.



****PLEASE BE CONSIDERATE OF EVERYONE'S TIME AND LIMIT YOUR QUESTION TO 3 MINUTES****

WRITTEN COMMENTS & QUESTIONS CAN BE SUBMITTED TO: PortofSkagway@skagway.org

UNTIL MARCH 10, 2021.

THANK YOU!

Brad Ryan

Borough Manager

Municipality of Skagway

Manager@skagway.org

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PDC Engineers

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Alex London

Planner

PDC Engineers

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Project Manager

PDC Engineers

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Natalie Lyon

Planner

PDC Engineers

NatalieLyon@pdceng.com



**February 10, 2021, 5:30 PM Skagway Port Master Plan Presentation
Chat Comments from Microsoft TEAMS**

[02/10/2021 4:52 PM] Andrew Cremata (Guest)
Andrew wiz here

[02/10/2021 5:49 PM] Ms C (Guest)
I don't see the wave barrier in your slides for the berthing of a ship on an extended ferry peninsula.

[02/10/2021 5:52 PM] sherry corrington (Guest)
the round where two rows of vans drop at braodway dock would be a pedestran nightmare as vans and buses load on the right hand side. Visitors will be standing and gathering en masse in the driving thoroughfare--

[02/10/2021 5:55 PM] Pete Griffard (Guest)
We can't see anymore...can you fix the feed? We didn't touch anything on our end. Thanks!

[02/10/2021 5:56 PM] Skagway Alaska Mountain Guides
I cannot see the image anymore

[02/10/2021 5:56 PM] Brian Cozzens (Alaska Coach Tours) (Guest)
I refreshed my browser and it started working again.

[02/10/2021 5:58 PM] Tina Cyer (Guest)
I logged out and it appeared when I rejoined

[02/10/2021 6:01 PM] Kelly Healy (Guest)
will we see the public comments that have been submitted so far?

[02/10/2021 6:01 PM] Lauren Taylor (Guest)
In regards to the additional restrooms what will be done to upgrade the treatment sewage plant to accommodate this and what will that cost?

[02/10/2021 6:02 PM] p clark (Guest)
maybe i missed this, but given the need to replace both ore dock and broadway dock, is the proposed new amhs/cruise ship dock an additional dock, so that ultimately MOS would own three docks?

[02/10/2021 6:03 PM] Verhaeghe, Jason R
Will you be sending out a questionnaire on this design? similar to what was sent out to collect public feedback for the last design

[02/10/2021 6:05 PM] Ms C (Guest)
A wave barrier already exists. Its not accounted for in your slide.

[02/10/2021 6:05 PM] George Butt (Guest)
You may rethink having a concave circle bus loading zone. If a 40 foot bus in the middle has to leave and another take it's place, it would be difficult to navigate.

**February 10, 2021, 5:30 PM Skagway Port Master Plan Presentation
Chat Comments from Microsoft TEAMS**

[02/10/2021 6:06 PM] Kaitlyn Jared (Guest)

Will cars be able to load onto the ferry with a a cruise ship in port if it is a shared use dock?

[02/10/2021 6:06 PM] Jesse Dominick (Guest)

It will be painful to see the ore dock empty most of the summer, why not utilize it like we have been doing for years?

[02/10/2021 6:07 PM] Jaime Bricker (Guest)

What is the plan for the current Ore Terminal Facility and Dock in conjunction with AML RORO?

[02/10/2021 6:07 PM] John Tronrud (Guest)

The idea of a shorek

[02/10/2021 6:07 PM] Tyler Rose (Guest)

Is there a cost estimate for the new ferry peninsula dock? And what size vessels will be able to dock on the west side or will it be exclusive to AMHS?

[02/10/2021 6:07 PM] Jeremy Jansen

Is there a reason that TEMSCO was excluded from any "future land use" maps?

[02/10/2021 6:07 PM] Nedler (Guest)

What about phase 3 of the harbor expansion?

[02/10/2021 6:08 PM] Jeff Brady (Guest)

Sorry I'm late joining and maybe this has been addressed. Will TEMSCO heliport remain where it is under this latest design?

[02/10/2021 6:08 PM] TEMSCO Skagway Staff (Guest)

Brad mentioned that the MOS might only get a "smaller" sized dock off the ferry peninsula. If you cannot accomodate a large-class cruise ship, then will you continue to use the Ore dock, so that Skagway does not lose passenger traffic?

[02/10/2021 6:09 PM] John Tronrud (Guest)

The idea of a shoreline walk along the ferry peninsula will add to congestion at the AMHS penninsula. The walk should cut short off

[02/10/2021 6:12 PM] Tyler Rose (Guest)

Will there be a consideration of rail access to the ferry peninsula?

[02/10/2021 6:12 PM] TEMSCO Skagway Staff (Guest)

A lot of time and effort went into answering the Design charrette. These are valuable comments/input from the community. Were these comments submitted to MOS, and when will they become public?

[02/10/2021 6:15 PM] Lucy (Guest)

**February 10, 2021, 5:30 PM Skagway Port Master Plan Presentation
Chat Comments from Microsoft TEAMS**

Won't adding a cruise berth to the Broadway dock add congestion to the Broadway staging area, in general? Wouldn't it be advantageous for a town this size to be able to disperse this foot and bus traffic?

[02/10/2021 6:19 PM] Kaitlyn Jared (Guest)

Why run utility expansion from Spring street to service the park and Broadway to service the ferry peninsula and not just both from Broadway? Second, With the restrooms situated the way it is on the current field area in the plan looks like it blocks the entrance and other use of the field area besides it just being a park. The MOS pays money to rent land on 1st to be a parking lot, why not use part of the grass field to be a parking lot that integrates well with accessing the welcome garden, stream walk and town?

[02/10/2021 6:21 PM] Jeff Brady (Guest)

It was hard to tell on the maps, but I just want to make sure that any plan preserves Centennial Park as a gateway into the Historic District.

[02/10/2021 6:23 PM] Kaitlyn Jared (Guest)

I would suggest running the bathroom concepts, layout and materials by Chris Valentines

[02/10/2021 6:23 PM] Jaime Bricker (Guest)

I appreciate your consideration and inclusion in conceptuals of Tlingit and Haida language, culture and art

[02/10/2021 6:24 PM] N (Guest)

What about phase three of the small boat harbor expansion?

[02/10/2021 6:24 PM] Jeff Brady (Guest)

Also, in terms of signage, you should be aware that an effort is being made to incorporate Tlingit names into many of Skagway's signs so please note that.

[02/10/2021 6:26 PM] Jaime Bricker (Guest)

How will you accommodate loading and unloading a ferry on the same dock and handle vehicle and pedestrian traffic when a cruise ship is in at the same time? There is a bottle neck for traffic leaving the ferry peninsula headed into town.

[02/10/2021 6:26 PM] Brian Cozzens (Alaska Coach Tours) (Guest)

I agree with Sherry and Tom that a lot of thought needs to go into the tour vehicle traffic flow, including parking/loading/unloading that should include interested parties, companies, etc. A new berth at the ferry peninsula seems like it will cause significant challenges in terms of accommodating access from all the players...

[02/10/2021 6:27 PM] Kelly Healy (Guest)

This is kelly healy, the phone is not working

[02/10/2021 6:28 PM] Kelly Healy (Guest)

please check the receiving from phone users

**February 10, 2021, 5:30 PM Skagway Port Master Plan Presentation
Chat Comments from Microsoft TEAMS**

[02/10/2021 6:29 PM] Kelly Healy (Guest)

I would like to point out that the Assembly has never voted that TEMSCO will not be at their location post 2023.

[02/10/2021 6:30 PM] Tyler Rose (Guest)

Will there be a consideration of rail access to the ferry peninsula?

[02/10/2021 6:31 PM] Steven (Guest)

In reference to the color scheme/logo ideas for wayfinding for the docks: for Railroad dock, using the color red and train tracks would feel more like a "warning - train" than a wayfinding for Railroad Dock. It may be important to think that most cruise guests have no idea about the names of the docks, so that could be a struggle.

[02/10/2021 6:31 PM] Jonas Smith YPG (Guest)

Will you share tonight's slide deck?

[02/10/2021 6:32 PM] Natalie Lyon

Yes! Slide deck is already posted on the MOS event page.

[02/10/2021 6:32 PM] Unknown User kristen mcelheny left the conversation.

[02/10/2021 6:34 PM] Sager (Guest)

Temsco should remain where they are!

[02/10/2021 6:35 PM] Jeff Brady (Guest)

Temsco is in a great location now and moving it should be a last resort

[02/10/2021 6:35 PM] Jesse Dominick (Guest)

Kelly's words on Temsco are spot on.

[02/10/2021 6:37 PM] mp schaefer (Guest)

Agree with Kelly Healy, to those who have been here long enough TEMSCO used to operate at Broadway and First street, not the best place for the community. The current location is the best location for the community.

[02/10/2021 6:37 PM] Vickey Moy (Guest)

If the Ore dock is designated industrial, does that mean that it is no longer available for passenger vessels?

[02/10/2021 6:37 PM] John Tronrud (Guest)

Temsco is an industrial business, that happens to haul people , at times.

[02/10/2021 6:39 PM] Lucy (Guest)

I also agree that TEMSCO is in the best location for its use.

**February 10, 2021, 5:30 PM Skagway Port Master Plan Presentation
Chat Comments from Microsoft TEAMS**

[02/10/2021 6:40 PM] sherry corrington (Guest)

is the move to avoid docking at ore about avoiding scheduling conflicts with industrial or because white pass has not followed through with it's promise to clean up the basin making upgrades to the dock impossible--

[02/10/2021 6:41 PM] Jesse Dominick (Guest)

will this meetings' comments be available to the public in document form or is it just the audio?

[02/10/2021 6:42 PM] Jesse Dominick (Guest)

Thanks

[02/10/2021 6:42 PM] Ms C (Guest)

let's keep our Canadian friends in mind...we need diversification on the waterfront and room for industrial use

[02/10/2021 6:43 PM] Sara Kinjo-Hischer (Guest)

I appreciate seeing the Tlingit design on the signs. I am sorry if this has already been discussed but some of the docks could be renamed to make tribute to the indigenous population.

[02/10/2021 6:43 PM] Jeff Brady (Guest)

We need to preserve an area for industrial so shippers will see Skagway as open to them. That said, we should be flexible.

[02/10/2021 6:45 PM] Jaime Bricker (Guest)

Thank you for the information and presentations!

[02/10/2021 6:45 PM] Verhaeghe, Jason R

thank you!

[02/10/2021 6:46 PM] Kaitlyn Jared (Guest)

Thank you!

[02/10/2021 6:46 PM] Jeff Brady (Guest)

Thank you for all the work so far!

[02/10/2021 6:46 PM] Ashley Call (Guest)

Go Panthers!!!

[02/10/2021 6:56 PM] Deborah Morse (Guest)

I have no audio

SKAGWAY PORT MASTER PLAN

Updated Design Concepts for Skagway's Waterfront

APRIL MASTER PLAN PRESENTATION



HOUSEKEEPING

- Please keep microphones muted during the presentation 

- Please hold questions until the discussion period at the end 

- This meeting is being recorded for those who couldn't attend today 

- Thank you for your participation! 



INTRODUCTION

Port Master Planning Goals

Project Timeline

Elements of the Plan

Project Area | Existing Land Use

PORT MASTER PLANNING GOALS

01

ADDRESS THE IMPACTS OF
COVID-19 THROUGH URBAN
PLANNING & ENGINEERING
DESIGN



02

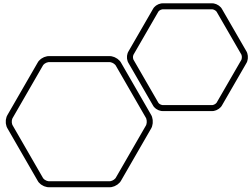
DEVELOP CONCEPTS FOR FUTURE
WATERFRONT



03

ENGAGE THE PUBLIC +
STAKEHOLDERS IN THE
PLANNING PROCESS





TIMELINE

- 200+ virtual attendees at the February presentation
- 52+ pages of emailed letters and comments to PortofSkagway@Skagway.org email address

★ WE ARE HERE



Initial outreach

Oct.-Nov.
2020

Refine concepts

Dec. 2020-
Jan. 2021

Integrate Feedback &
Update concepts

Feb.-Mar.
2021

Final Public Event
Develop Draft Plan
Shoreline Park Phase 1
construction begins

Apr. 2021

Final Plan
Phase 1
construction
complete

June 30th,
2021

Sept.-Oct.
2021

Design charrette &
Interviews

Master Plan
Presentation

Phase 1 Shoreline
Park bids

Integrate
Feedback
Finalize Concepts,
Plan & Specs
Phase 2A
construction
begins

Phase 2A
construction
complete
Phase 2B
construction
begins

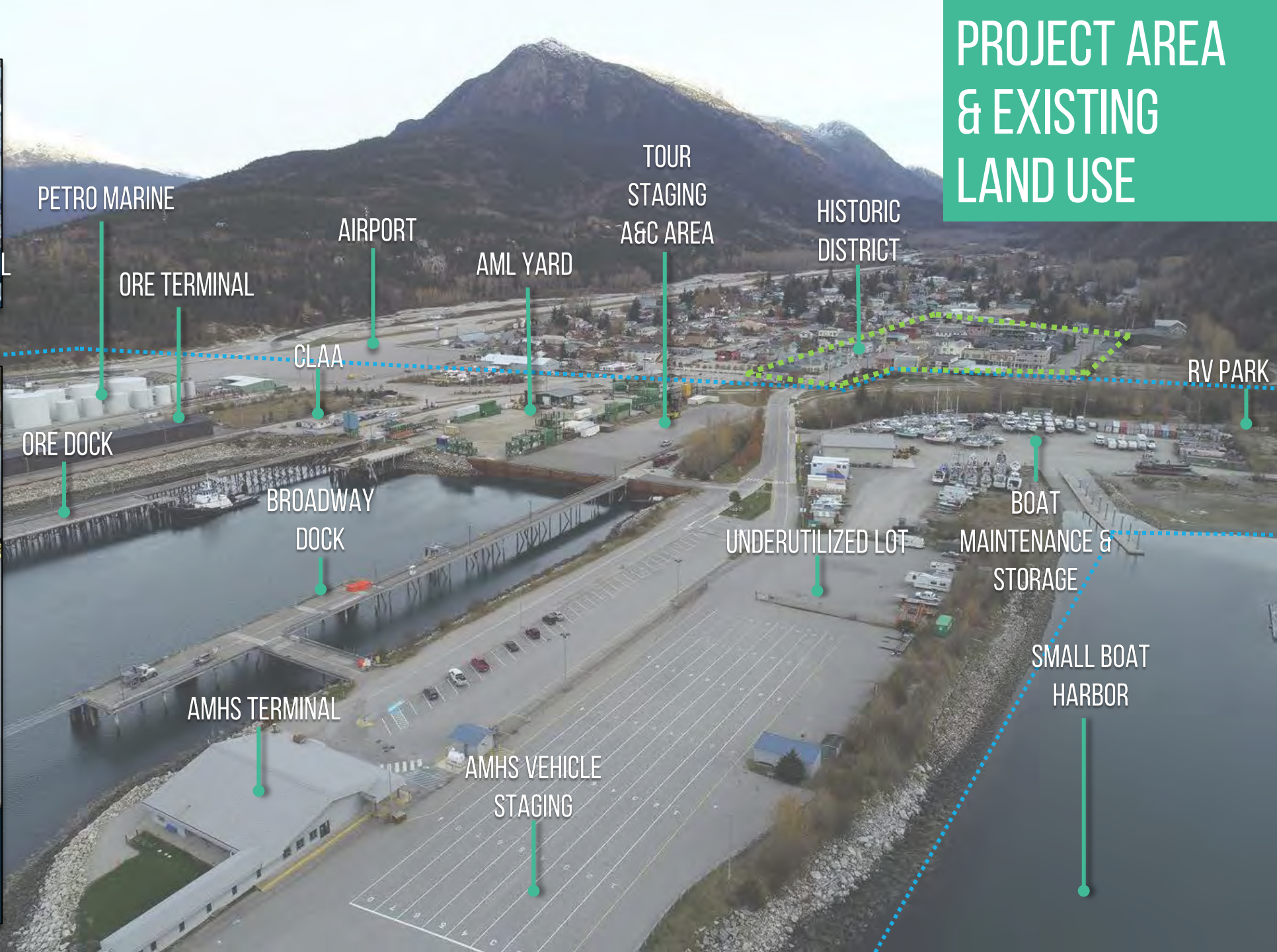
- 41 households attended the in-person charrette
- 75 participants viewed & commented on the online charrette
- 30 interviews were conducted with waterfront stakeholders



WHAT ELEMENTS ARE BEING EVALUATED?



PROJECT AREA & EXISTING LAND USE



FUTURE LAND USE

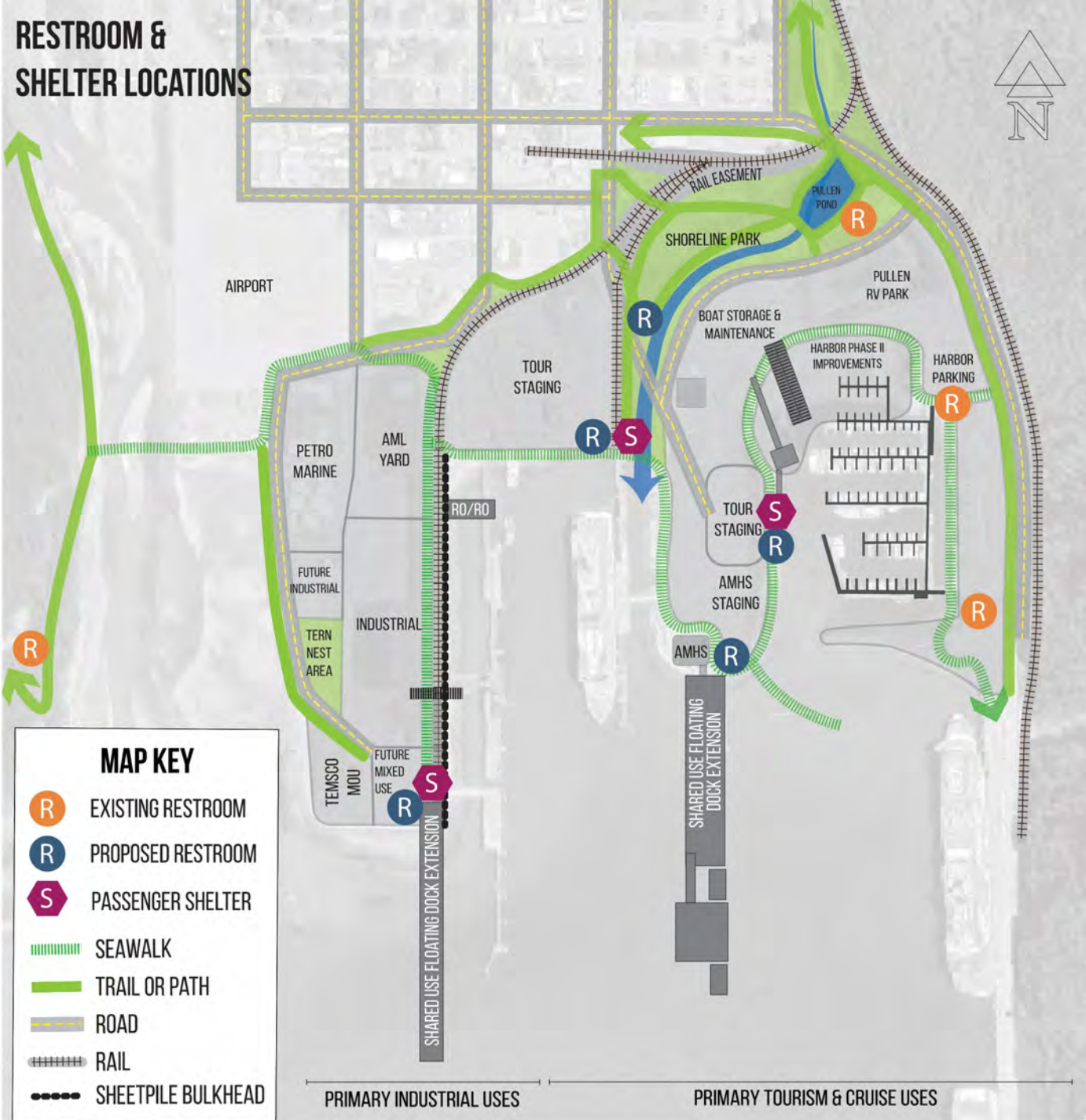


FUTURE LAND USE

HIGHLIGHTS:

- **GREATER SEPARATION OF USES**
 - Primary tourism & cruise uses east
 - Primary Industrial uses west
- **MAINTAINED USES**
 - Petro Marine
 - AML (at new site)
- **NEW USES**
 - Expanded tour parking, access & circulation areas
- **NEW DOCKS**
 - RO/RO facility
 - Ferry Peninsula AMHS/cruise shared use dock extension
 - ORE dock shared floating extension

RESTROOM & SHELTER LOCATIONS



RESTROOM & SHELTER LOCATIONS

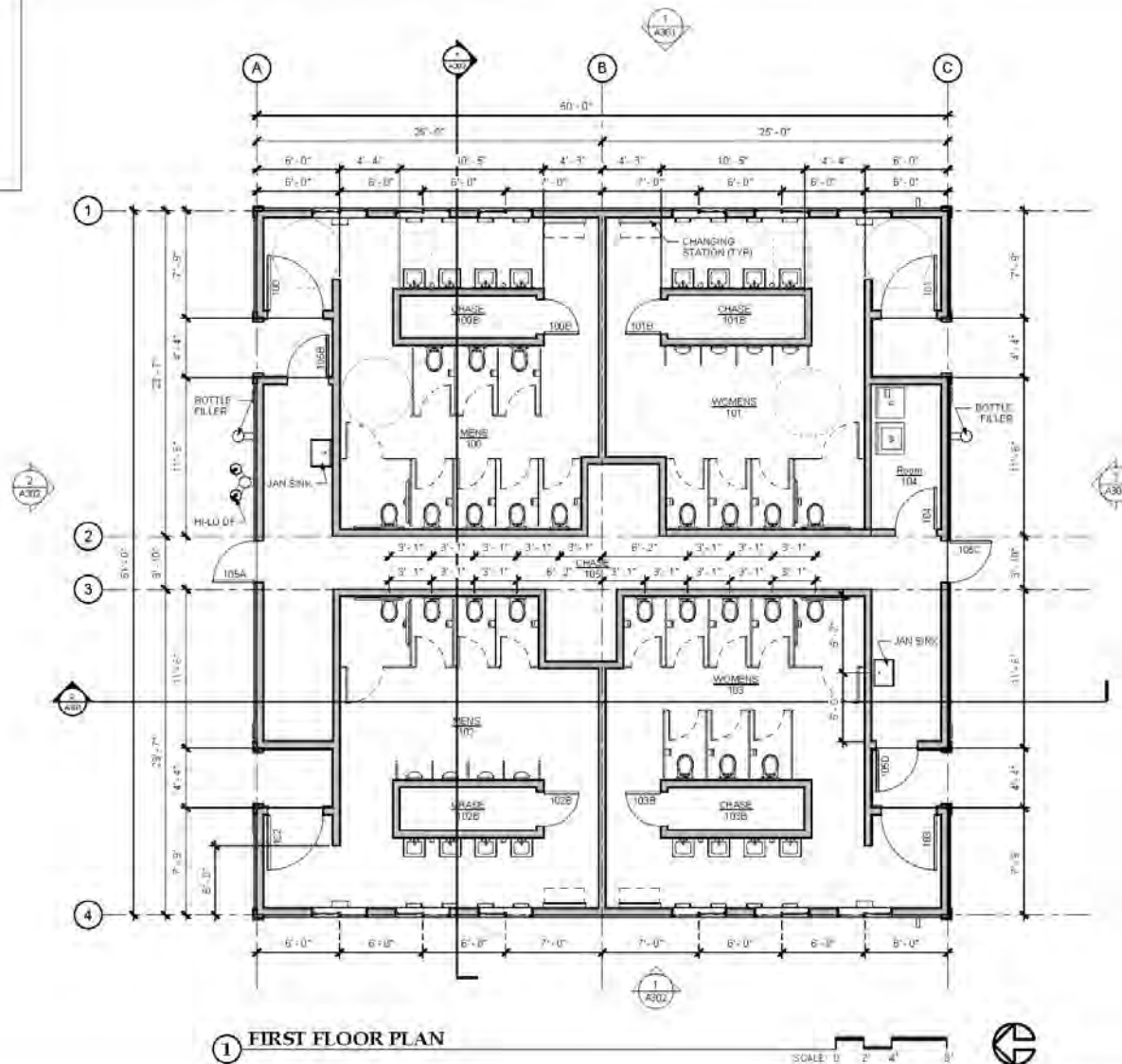
HIGHLIGHTS:

- Accessible restrooms at every dock
- New additional restroom in Shoreline Park (westside)
- New passenger waiting shelters at each dock with tour info stations & windbreaks

RESTROOM FACILITY CONCEPT

CODE SUMMARY

INTERNATIONAL BUILDING CODE	3B13
CONSTRUCTION TYPE	VII
OCCUPANCY TYPE	O
<u>AREA CALCULATIONS</u>	
ALLOWABLE AREA	5200 sf
ACTUAL AREA	2850 sf
<u>HEIGHT CALCULATIONS</u>	
ALLOWABLE HEIGHT	40 ft (4 STORIES)
ACTUAL HEIGHT	20ft 6" (1 STORY)



1 FIRST FLOOR PLAN

CONSULTANT:
Jensen Yorba Wall Inc.
 1000 W. 10th Street
 Anchorage, Alaska 99501
 907.562.2070

PDC
 ENGINEERS
 PLAN / DESIGN - CONSTRUCT
 1000 W. 10th Street
 Anchorage, Alaska 99501
 907.562.2070

PROJECT:
**MUNICIPALITY OF SKAGWAY
 WATERFRONT RESTROOMS**
 Skagway, Alaska

SHEET TITLE:
FLOOR PLAN
 SCHEMATIC DESIGN

PROJECT NO.
21020
 SHEET NUMBER
A201

HIGHLIGHTS:

- Flexible Floor Plan
- Allows for social distancing movements
- Layout allows for easy maintenance
- Standardized restroom design can be replicated

© 2020-2021 PDC ENGINEERS
IF THIS SHEET IS USED FOR MEASUREMENT, THE SCALE OF THIS DRAWING HAS BEEN ALTERED DURING ITS PRODUCTION. AFFECTING ALL LABELED SCALES.



CONSULTANT: Jensen Yorba Wall Inc. 1234 W. 100th St. JUNEAU, ALASKA 99801 ALCE0037	
PROJECT: MUNICIPALITY OF SKAGWAY WATERFRONT RESTROOMS Skagway, Alaska	
SHEET TITLE: MODEL VIEW SCHEMATIC DESIGN	
DESIGN: ADL	DATE: 4-8-20
DRAWN: ADL	PROJECT NO: 21020
CHECKED: WJ	SHEET NUMBER: A001
DATE: 4-8-20	

RESTROOM FACILITY CONCEPT

HIGHLIGHTS:

- Through collaboration with Skagway Traditional Council, building design integrates Native Alaskan art elements
- Standardized restroom design can be replicated



EXISTING TOUR
STAGING AREA



BROADWAY DOCK UPLAND EXISTING CONDITIONS

STAKEHOLDER FEEDBACK:

- TOUR OPERATIONS
 - Chaotic, cramped, & confusing
 - Passengers exposed to wind & weather
 - Pedestrian & vehicle conflicts
 - Need for improved SMART stop
 - Need to consider bus/train transfers



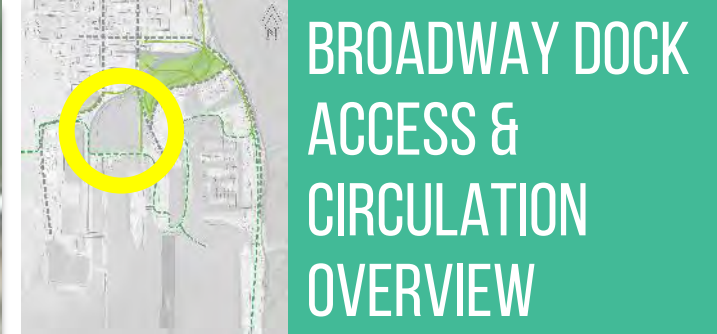
IMPROVED PEDESTRIAN
ROUTES

MARKED PASSENGER
LOADING ZONES

SEAWALK

RESTROOM

WAITING
SHELTER WITH
TOUR INFO
STATION



BROADWAY DOCK ACCESS & CIRCULATION OVERVIEW

HIGHLIGHTS:

- Vehicles do not need to back out
- Enter from State, exit onto Broadway
- Capacity for 2 large ships
- Designated motorcoach & small tour vehicle areas
- Improved turning movements
- Additional staging area to north
- Marked pedestrian routes
- Restrooms



BROADWAY DOCK ACCESS & CIRCULATION





BROADWAY DOCK ACCESS & CIRCULATION





VIEW LOOKING NORTHWEST FROM BROADWAY DOCK RAMP



CENTRAL PLAZA DETAIL LOOKING SOUTHEAST

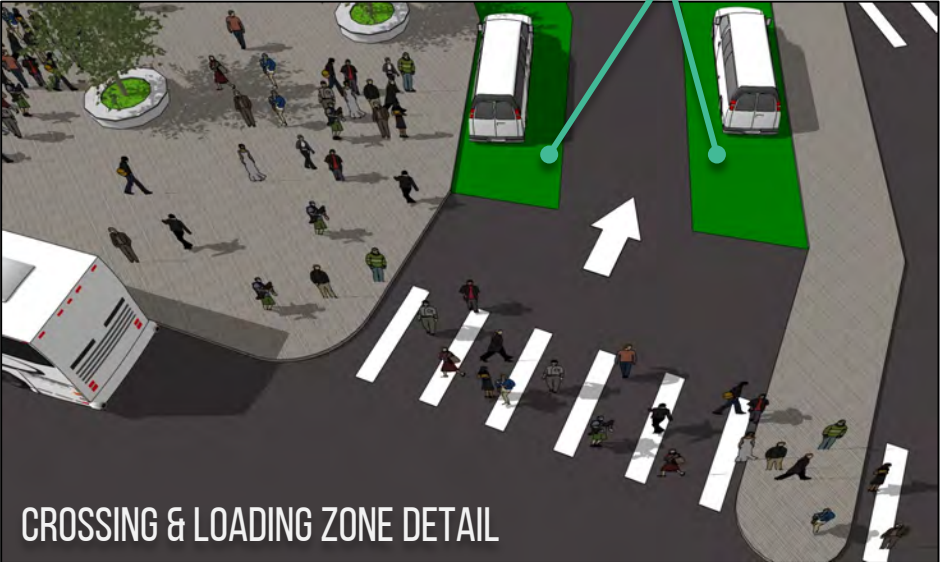


BROADWAY DOCK ACCESS & CIRCULATION DETAIL

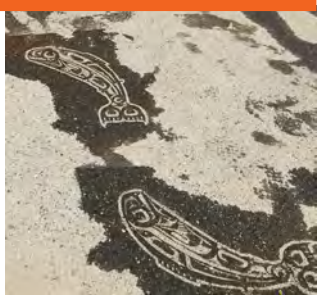
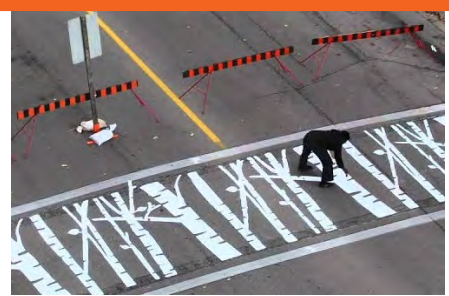
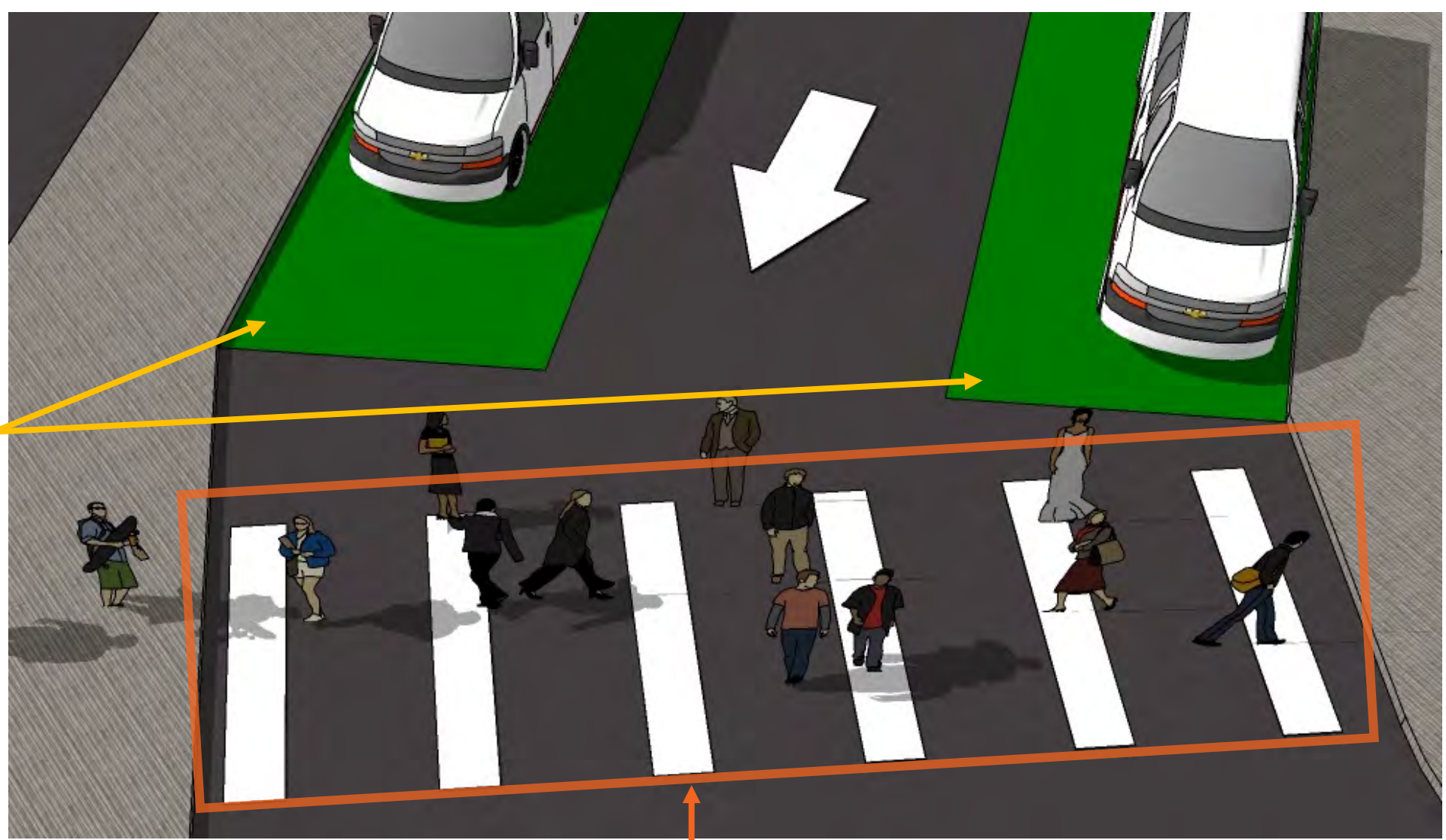
HIGHLIGHTS:

- Walled shelters with tour info stations
- 2 central plazas with seating, landscape trees, & trash receptacles
- Marked passenger loading zones

OPPORTUNITY FOR CREATIVE PAVEMENT MARKINGS/NATIVE ART

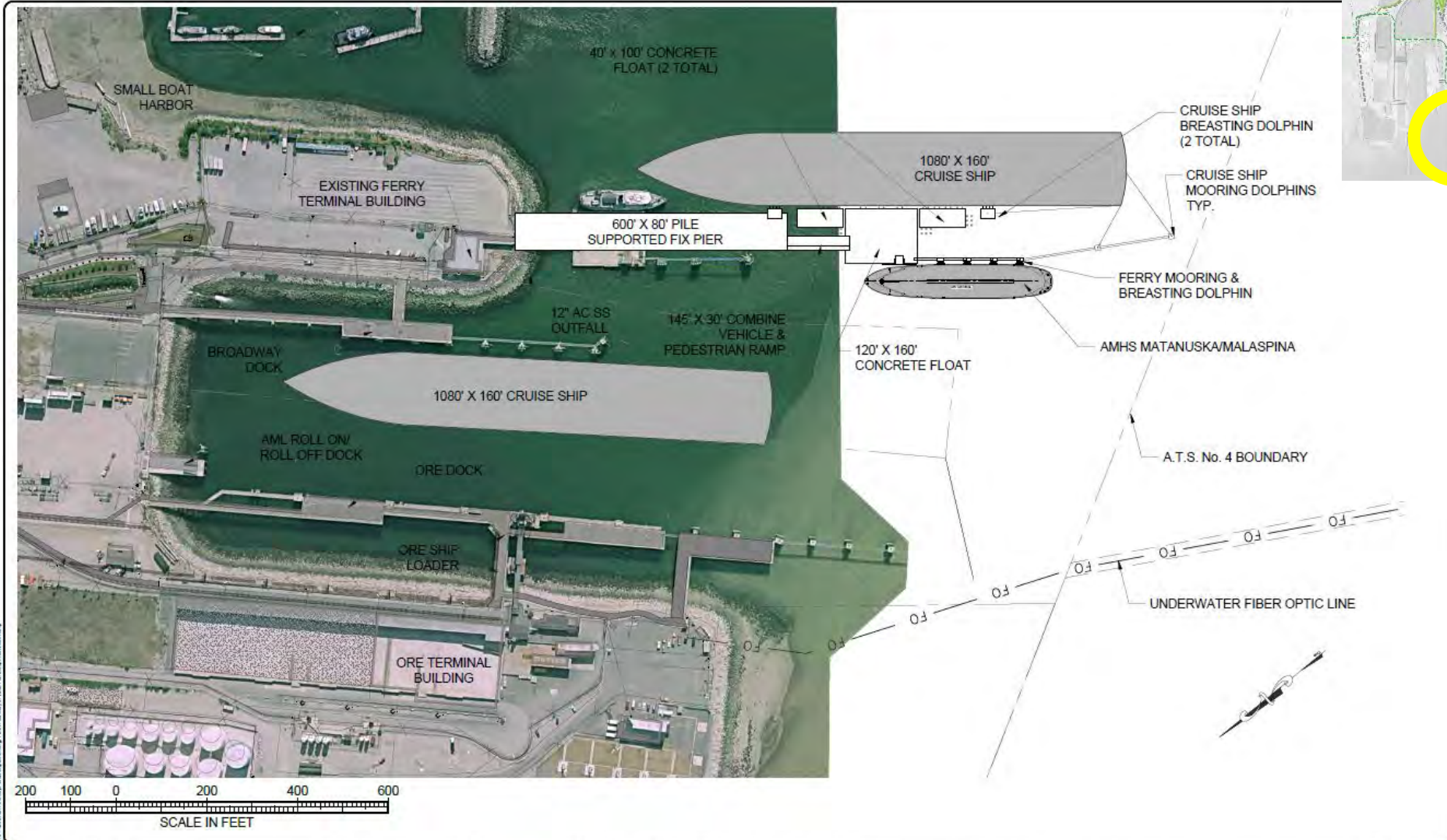


CROSSING & LOADING ZONE DETAIL



ARTISTIC
PAVEMENTS

FERRY PENINSULA SHARED USE DOCK EXTENSION



HIGHLIGHTS:

- AMHS/Cruise shared use
- Communicating with WPYR on options for rail access to Ferry Peninsula

C:\Users\jcamp\OneDrive\Documents\Projects\2021\20210114_Skagway\20210114_Skagway.dwg

DESIGN	JMP			
DRAWN	JMK			
CHECK	JMP			
APPROVED	JMP			
NO.	DATE	REVISION	BY	APPROV.



PDC ENGINEERS

PLAN • DESIGN • CONSTRUCT

4 B I F E R D O U B F A R T

2109 Nordenhoff Mall Rd. Ste. A, Juneau, AK 99801

907.780.6060 | A E C C 6 0 3

CONCEPT FOR
AMHS/CRUISE SHIP DOCK EXTENSION

MUNICIPALITY OF SKAGWAY, ALASKA

DATE	JAN 07 2021
DOC. NO.	2021028
SHEET	2 of 2



FERRY PENINSULA UPLAND EXISTING CONDITIONS



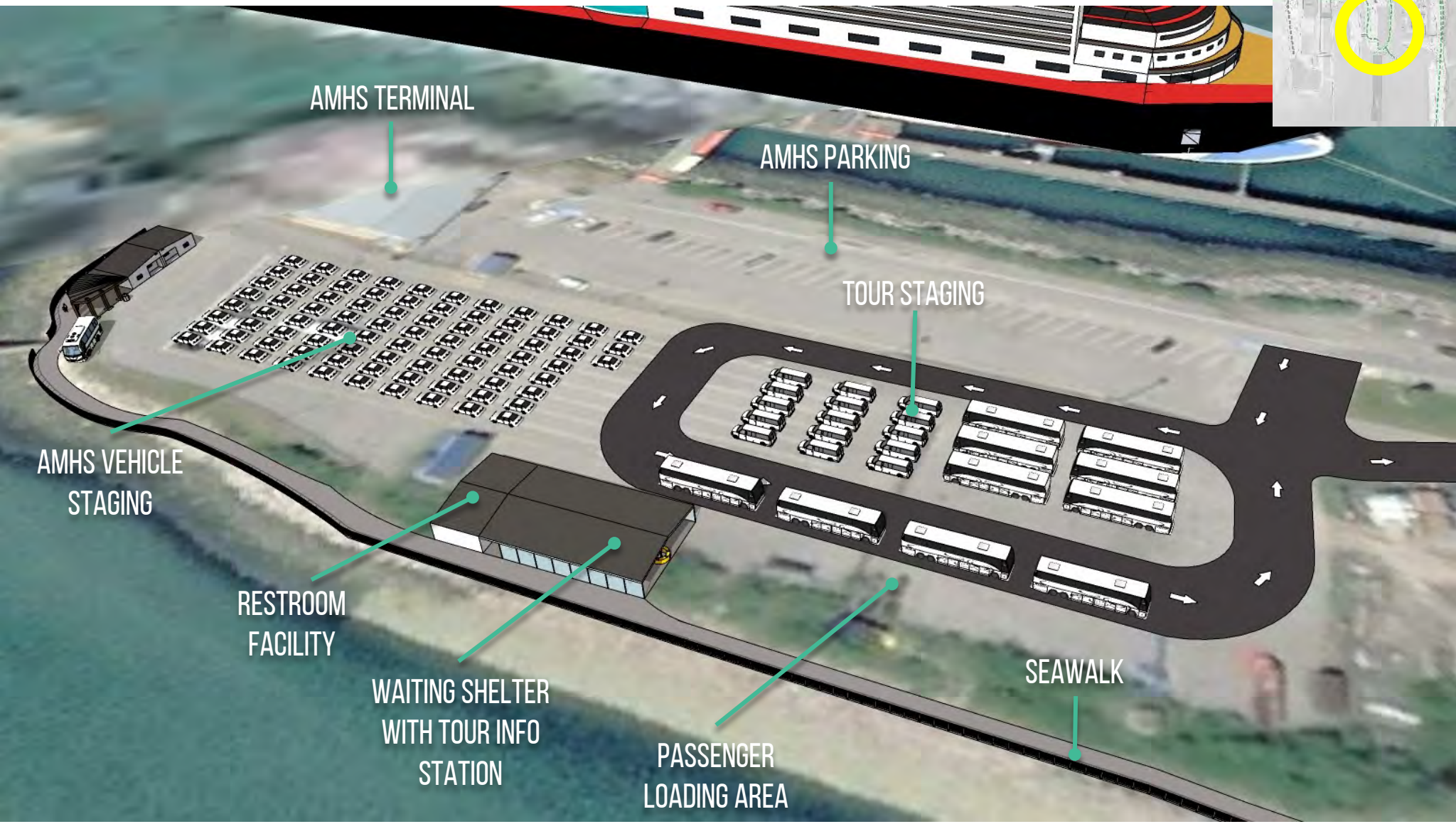
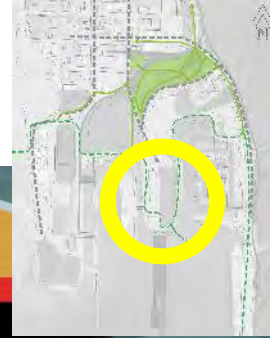
AMHS TERMINAL

AMHS PARKING

AMHS VEHICLE
STAGING

UNDERUTILIZED LOT

FERRY PENINSULA REVISED CONCEPT OVERVIEW



HIGHLIGHTS:

- AMHS/Cruise shared use
- Minimal AMHS & tour loading conflicts
- Passenger shelters & restroom facilities
- Seawalk for pedestrian traffic

CROSSING DETAIL



SIGNAGE, PAVEMENT MARKINGS, & BOLLARDS ALERT PEDESTRIANS TO BOAT LAUNCH ZONES

SEAWALK DESIGN OVERVIEW

HIGHLIGHTS:

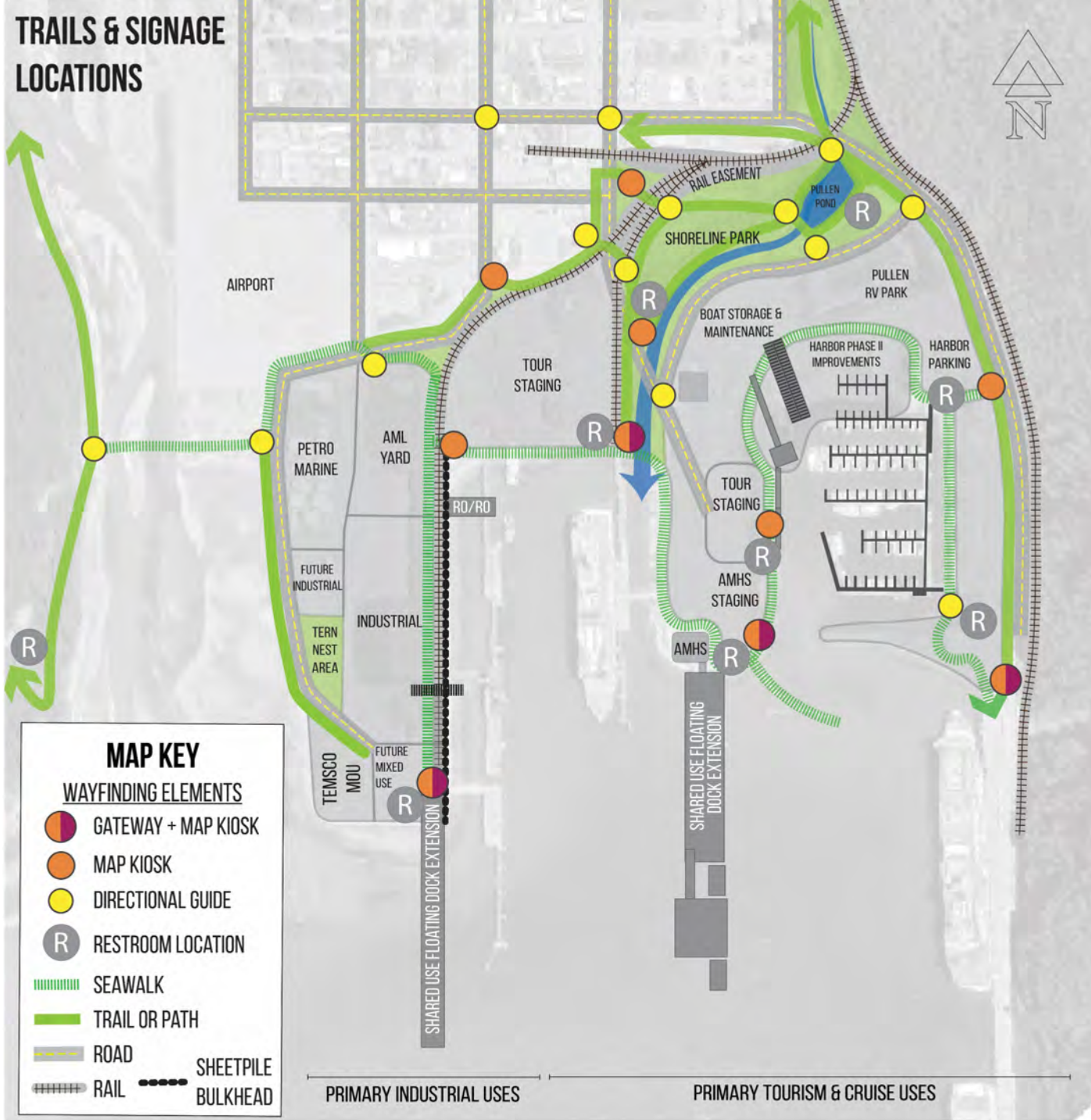
- Continuous Seawalk from Yakutania Point Trails to Railroad Dock



SEAWALK DETAIL



TRAILS & SIGNAGE LOCATIONS



MAP KEY

WAYFINDING ELEMENTS

- GATEWAY + MAP KIOSK
- MAP KIOSK
- DIRECTIONAL GUIDE
- RESTROOM LOCATION
- SEAWALK
- TRAIL OR PATH
- ROAD
- RAIL
- SHEETPILE BULKHEAD

TRAILS & SIGNAGE

MAP KIOSK



DIRECTIONAL GUIDE



DOCK GATEWAY SIGN



POTENTIAL SIGNAGE COLOR THEMES + MATERIALS

FERRY DOCK
"Emerald Sea Foam"



- Seafoam + emerald green tones
- Green painted wood + copper patina footings
- Maritime weathered grey support beams

BROADWAY DOCK
"Salmon Skin"



- Orange, red + copper tones
- Weathered corten steel footings
- Alaska yellow cedar support beams

ORE DOCK
"Dungeness Crab"



- Purple, Lavender + Copper tones
- Purple/ Grey slate footings
- Dark railroad tie support beams

RAILROAD DOCK
"Mountain Sky"



- Sky blues + sunrise orange tones
- Formline art on upper footing
- Weathered light wood support beams

OPTION 1:

Simple
Shapes & Colors



OPTION 2:

Symbols,
Shapes & Colors



OPTION 3:*

Native Formline,
Shapes & Colors



*Partner with a local Alaska Native artist to develop a formline figure representing each dock. Examples of formline:



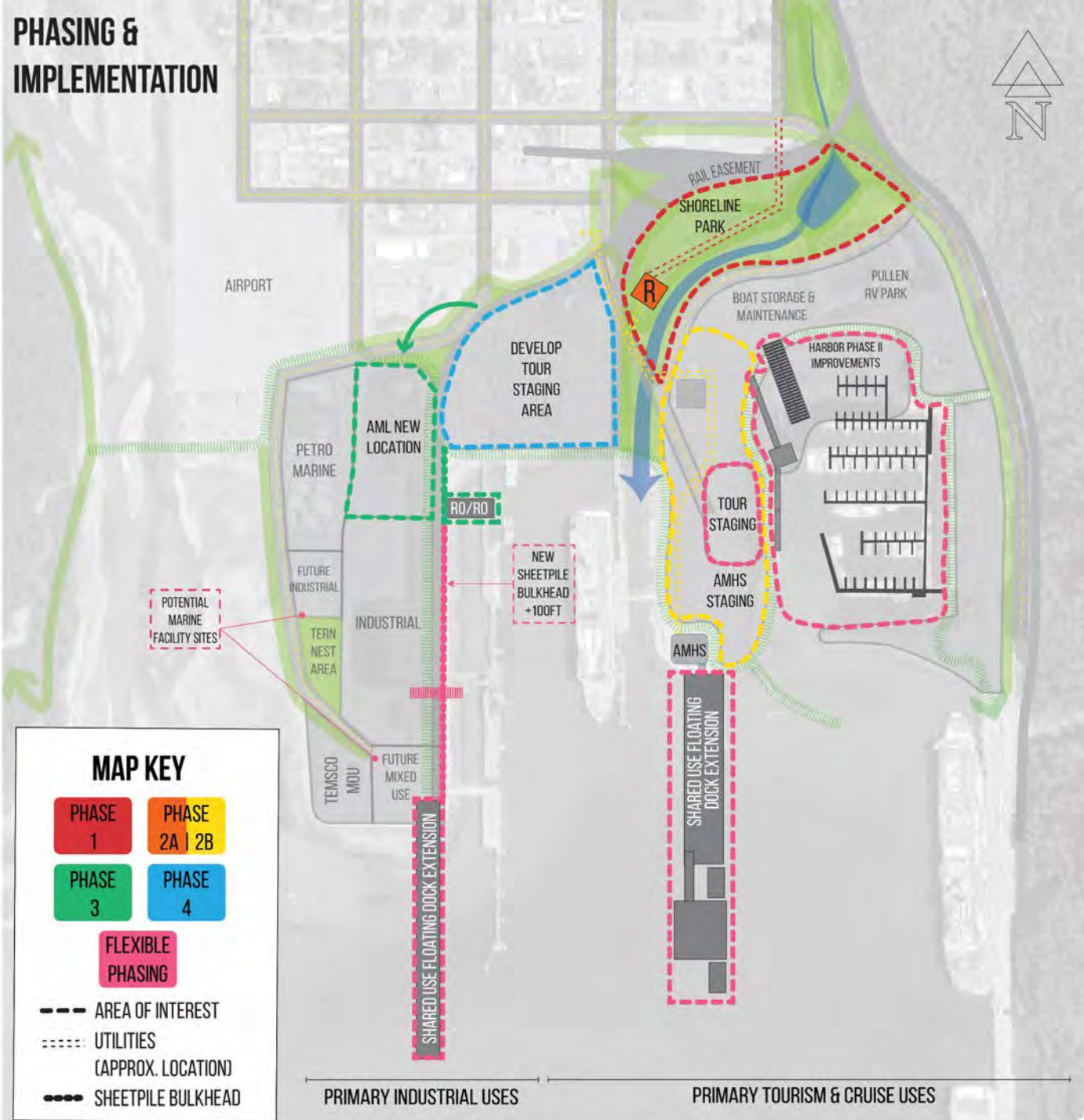
○ ————— Ferry Dock

○ ————— Broadway Dock

○ ————— Ore Dock

○ ————— Railroad Dock

PHASING & IMPLEMENTATION

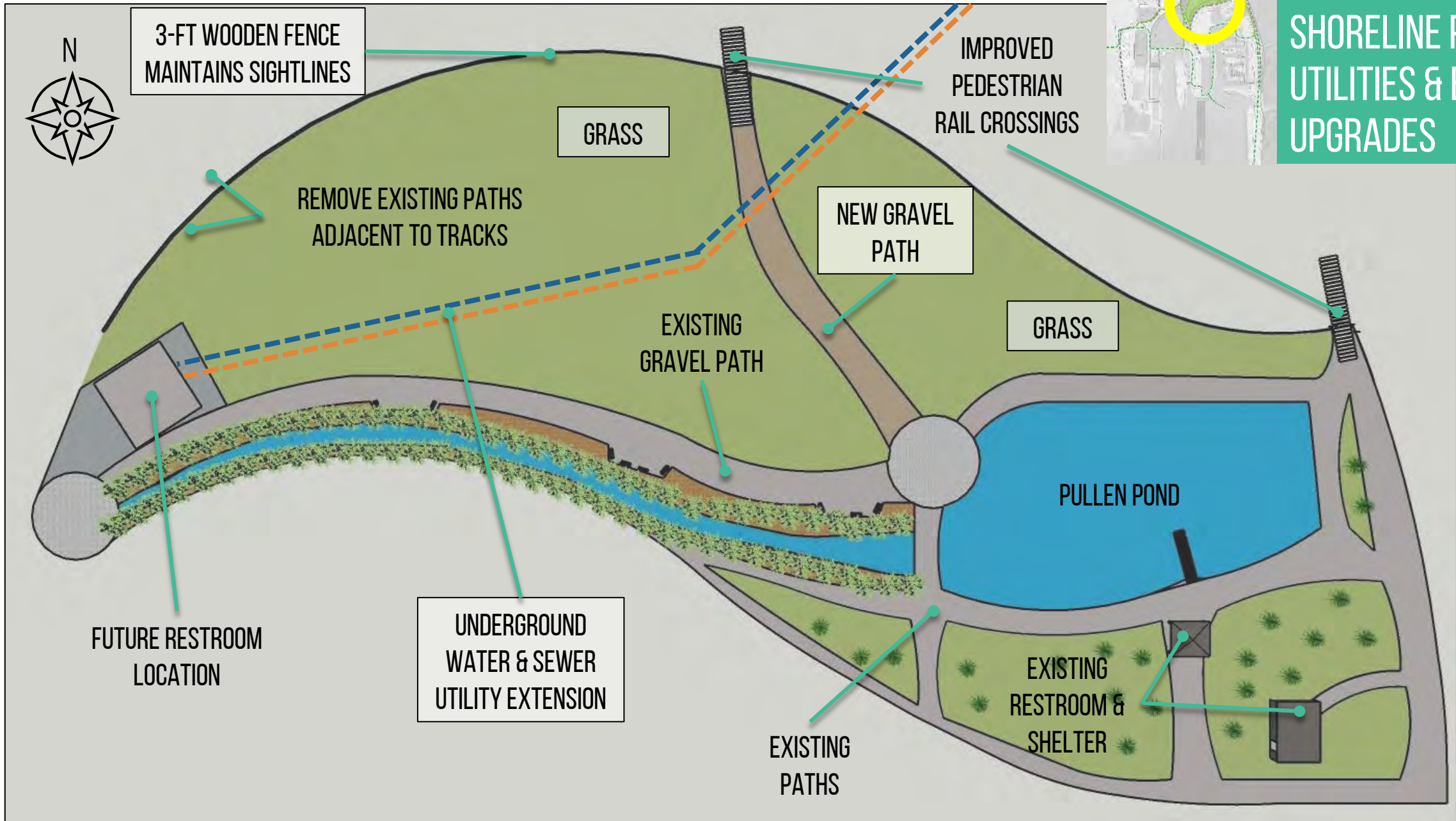


PROJECT PHASING

HIGHLIGHTS:

- **PHASE 1** (COVID relief grant):
 - Shoreline Park basic improvements
- **PHASE 2A & 2B** (GO bond):
 - **2A:** Shoreline Park west restroom
 - **2B:** Ferry peninsula & SBH utilities
- **PHASE 3:** AML move
- **PHASE 4:** Broadway tour staging area
- **FLEXIBLE PHASING:**
 - SBH Phase II Improvements
 - Dock upgrades & extensions
 - Ferry Tour Staging & upland improvements
 - Shoreline Park additional improvements

PHASE 1 – SHORELINE PARK UTILITIES & BASIC UPGRADES



3-Ft WOODEN FENCE
MAINTAINS SIGHTLINES

GRASS

IMPROVED
PEDESTRIAN
RAIL CROSSINGS

REMOVE EXISTING PATHS
ADJACENT TO TRACKS

NEW GRAVEL
PATH

GRASS

EXISTING
GRAVEL PATH

PULLEN POND

FUTURE RESTROOM
LOCATION

UNDERGROUND
WATER & SEWER
UTILITY EXTENSION

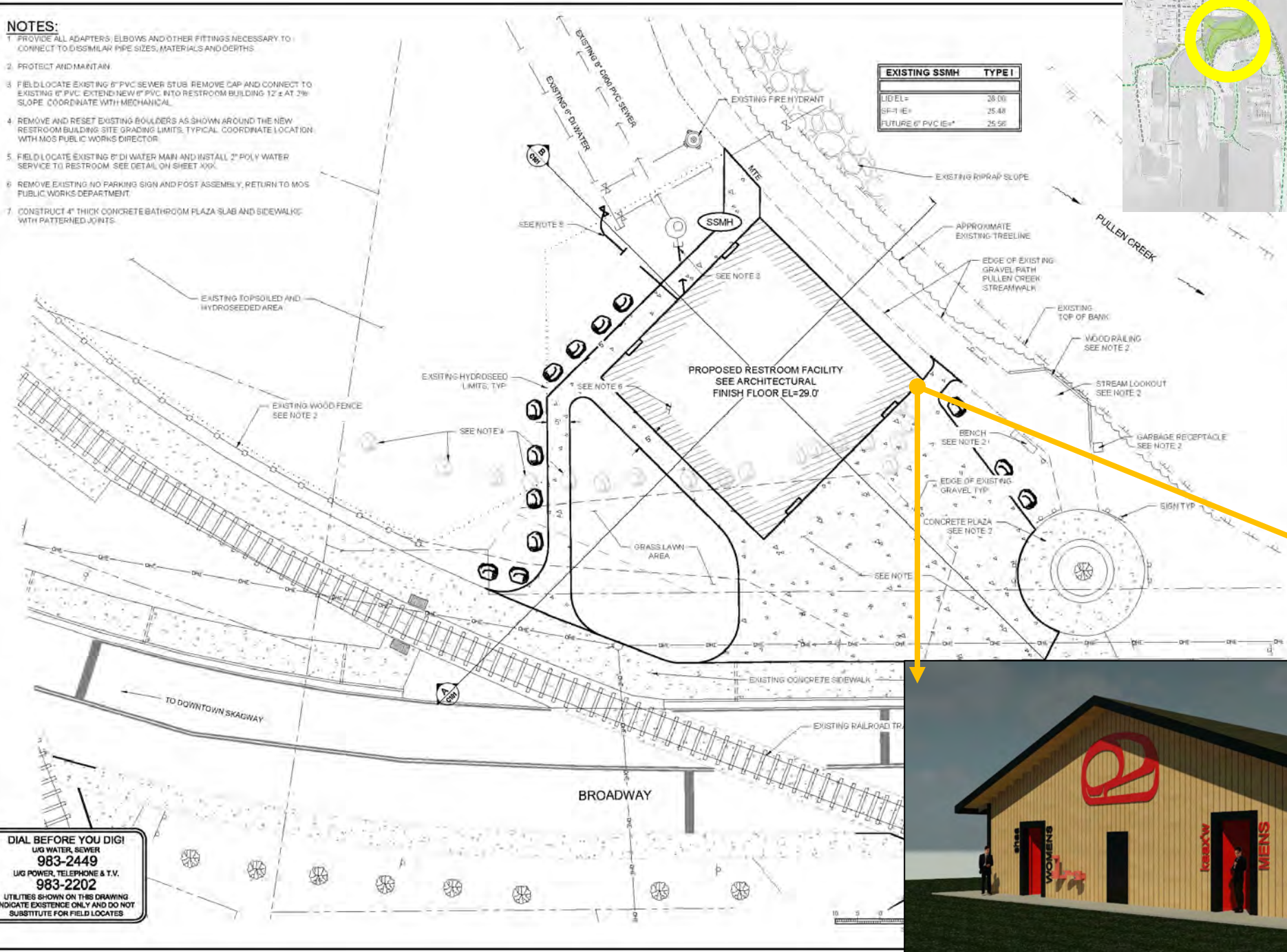
EXISTING
RESTROOM &
SHELTER

EXISTING
PATHS

IF THE BAR DOES NOT MEASURE EXACTLY ONE INCH, THE SCALE OF THIS DRAWING HAS BEEN ALTERED DURING IT'S PRODUCTION. AFFECTING ALL LABELED SCALES

- NOTES:**
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS.
 2. PROTECT AND MAINTAIN
 3. FIELD LOCATE EXISTING 6" PVC SEWER STUB. REMOVE CAP AND CONNECT TO EXISTING 6" PVC. EXTEND NEW 6" PVC INTO RESTROOM BUILDING 12' ± AT 3% SLOPE. COORDINATE WITH MECHANICAL.
 4. REMOVE AND RESET EXISTING BOULDERS AS SHOWN AROUND THE NEW RESTROOM BUILDING SITE GRADING LIMITS. TYPICAL. COORDINATE LOCATION WITH MOS PUBLIC WORKS DIRECTOR.
 5. FIELD LOCATE EXISTING 6" DI WATER MAIN AND INSTALL 2" POLY WATER SERVICE TO RESTROOM. SEE DETAIL ON SHEET XXX.
 6. REMOVE EXISTING NO PARKING SIGN AND POST ASSEMBLY, RETURN TO MOS PUBLIC WORKS DEPARTMENT.
 7. CONSTRUCT 4" THICK CONCRETE BATHROOM PLAZA SLAB AND SIDEWALK WITH PATTERNED JOINTS.

EXISTING SSMH	TYPE I
LID EL=	28.00
SF-1 IE=	25.48
FUTURE 6" PVC IE=	25.58



PHASE 2A – CONSTRUCT SHORELINE PARK RESTROOM (GO-BOND)



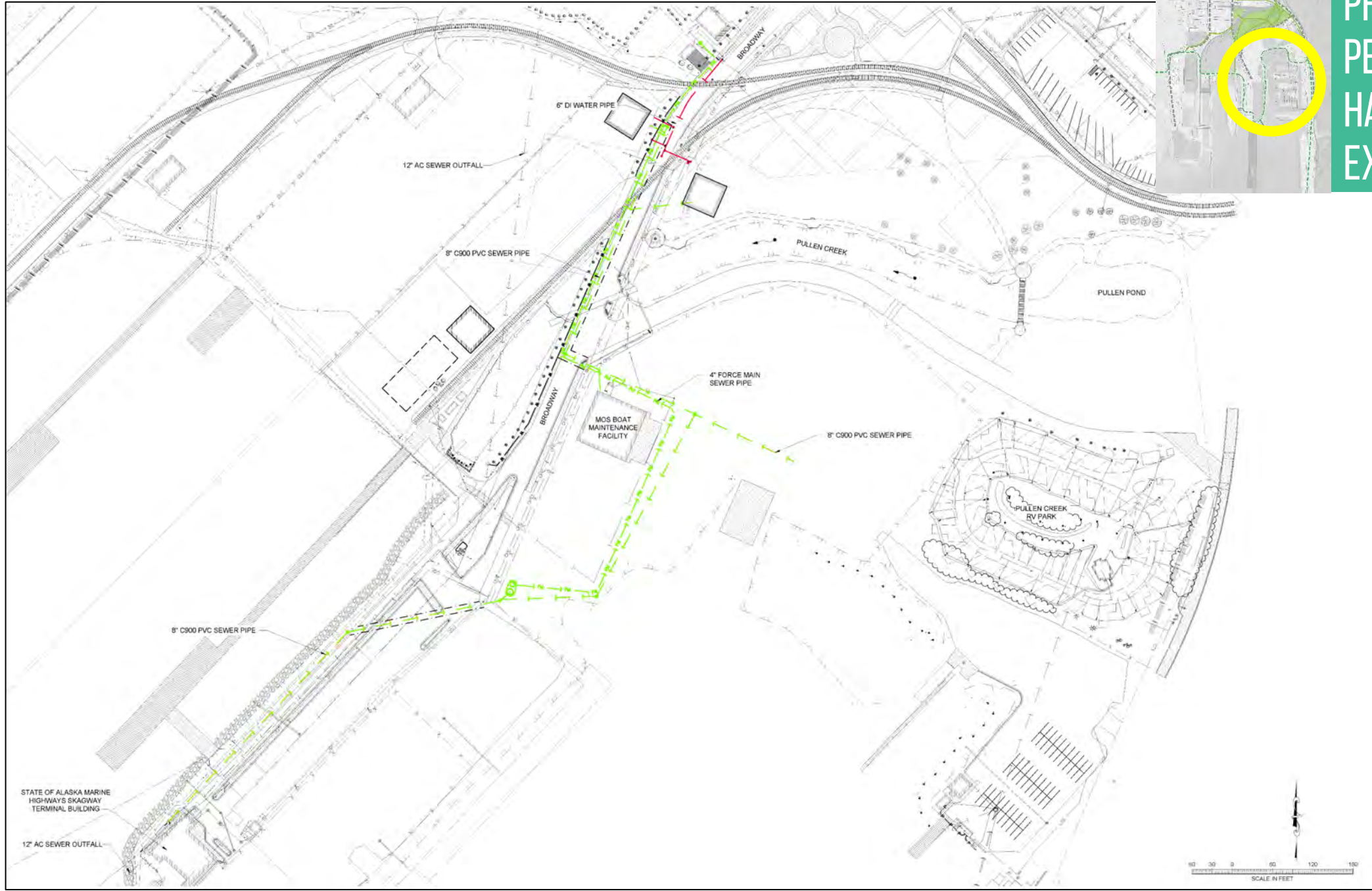
PROJECT: SHORELINE PARK RESTROOM
SKAGWAY, ALASKA

DIAL BEFORE YOU DIG!
LIG WATER, SEWER
983-2449
LIG POWER, TELEPHONE & T.V.
983-2202
UTILITIES SHOWN ON THIS DRAWING
INDICATE EXISTENCE ONLY AND DO NOT
SUBSTITUTE FOR FIELD LOCATES



**RESTROOM
FACILITY**

PHASE 2B- FERRY PENINSULA & HARBOR UTILITIES EXTENSION



HIGHLIGHTS:

- Sewer utility extension shown in green.
- Water utility extension shown in red.



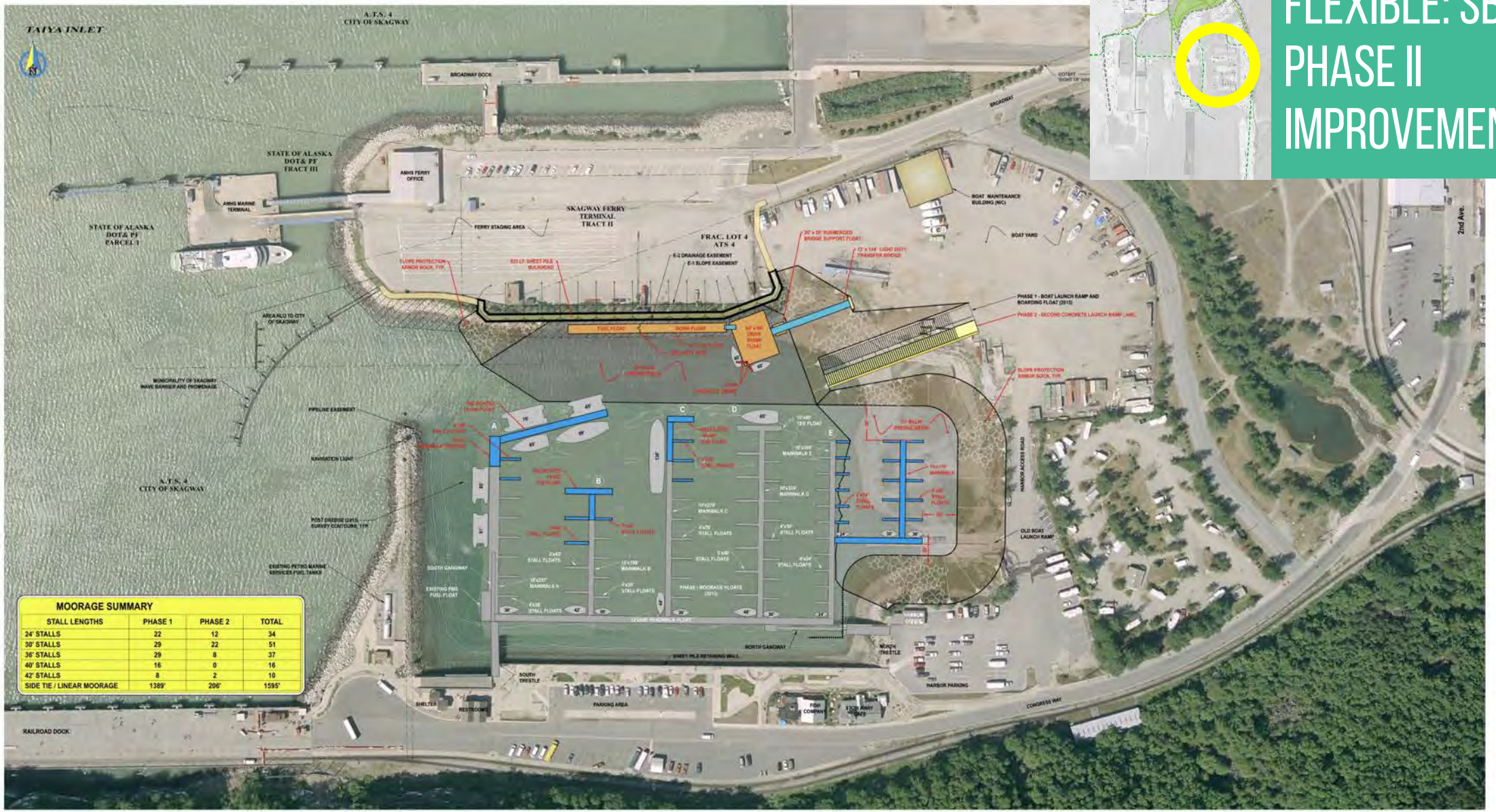
PHASE 3-4:
AML MOVE &
BROADWAY TOUR
STAGING AREA

AML MOVE TO NEW SITE



DEVELOP BRD TOUR STAGING AREA

FLEXIBLE: SBH PHASE II IMPROVEMENTS



PRELIMINARY

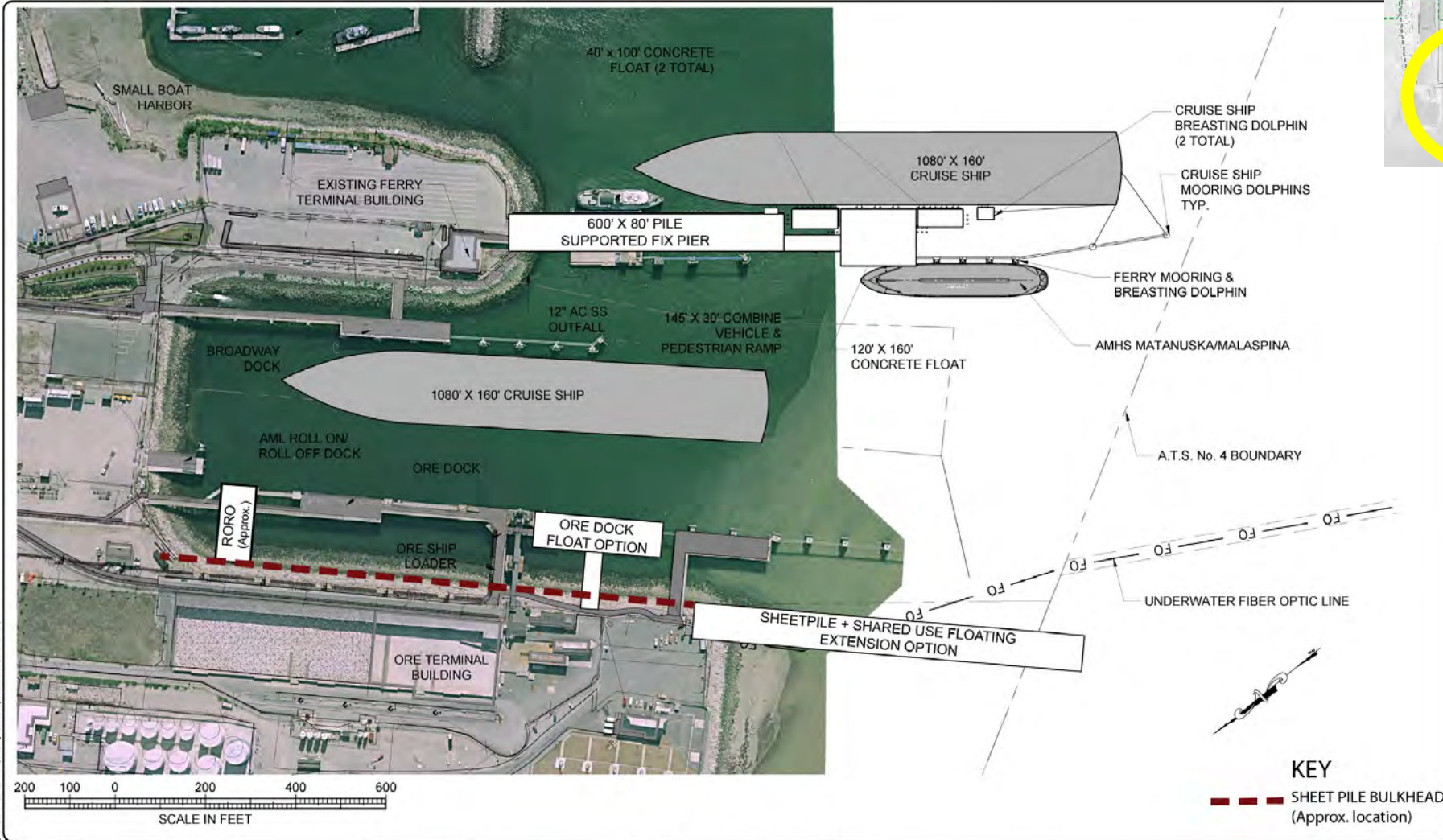
PND
 ENGINEERS, INC.
1000 E. Ocean Highway No. 100
 Kodiak, Alaska 99582
 Phone: 907.546.2911
 Fax: 907.546.2910
 www.pnd-inc.com

SKAGWAY, ALASKA
 SKAGWAY HARBOR IMPROVEMENTS
 PHASE II

SHEET NO. **CONCEPT NO. 1**
DEVELOPMENT PLAN
DATE: 7/2/13
 PROJECT NO.: 13047 | DWG. NO. 1

DESIGN: NAME: CHECKED: CWS DATE: 7/2/13
DRAWN: LRC APPROVED: CWS SCALE: AS SHOWN
0 50 100 FT

POTENTIAL DOCK EXTENSION OPTIONS



HIGHLIGHTS:

- AMHS/Cruise shared use dock extension [conversations ongoing]
- Small Ore Dock float option [conceptualized by WPYR]
- Sheet pile and large shared use floating dock extension off Ore Peninsula
- RORO facility

C:\Users\jamp\Documents\Projects\AMHS\AMHS_Concept_Dock_Extension.dwg, 10/27/2011 10:28:00 AM, 2/20/11, Jennifer Bates

DESIGN	JAMP			
DRAWN	JMK			
CHECK	JAMP			
APPROVED	JAMP			
FILE				



PDC ENGINEERS
 PLAN • DESIGN • CONSTRUCT
 A RESOLVE COMPANY
 909 Mendonhall Mall Ste. 4, Juneau, AK 99801
 907.780.6080 | A8CC6DS

**CONCEPT FOR
 AMHS/CRUISE SHIP DOCK EXTENSION**
 MUNICIPALITY OF SKAGWAY, ALASKA

DATE	Jan 07, 2011
DESC No.	20076AN
SHEET	2 of 2

FLEXIBLE: SHORELINE PARK ADDITIONAL UPGRADES



Existing Restroom

Nature Playscape

Welcome Garden

Open Space
with Shade Trees

New Restroom Facility

Covered Stage/
Picnic Area

Pullen Pond

3' Tall Cedar Fence

Open Space
with Shade Trees



QUESTIONS & DISCUSSION

1. MICROSOFT TEAMS VIDEO PARTICIPANTS:

- Raise your hand using the TEAMS feature.
- Or type a question into Chat Box.



2. PHONE AUDIO-ONLY PARTICIPANTS:

- When prompted: please unmute & indicate that you have a question.



- 3. ALL: Please help us prioritize those who have not yet had a chance to comment. Consider adding additional comments to the chat box.



****PLEASE LIMIT YOUR QUESTION/COMMENT TO 3 MINUTES****

Additional comments can be submitted to: PortofSkagway@skagway.org until 5/28/2021.

Stay tuned for a post-event survey.

THANK YOU!

Brad Ryan

Borough Manager

Municipality of Skagway

Manager@skagway.org

Mark Pusich

Principal Civil Engineer

PDC Engineers

MarkPusich@pdceng.com

Alex London

Planner

PDC Engineers

AlexLondon@pdceng.com

Patrick Cotter

Project Manager

PDC Engineers

PatrickCotter@pdceng.com

Natalie Lyon

Planner

PDC Engineers

NatalieLyon@pdceng.com



Skagway Port Master Plan – April Public Presentation

April 28th, 2021 6:00-7:00PM AKDT

Microsoft TEAMS Chat Box Transcript

[Yesterday 6:43 PM] Jesse Dominick (Guest)

Nope Dyea is a sacred place that needs to stay pretty much the way it is.

[Yesterday 6:45 PM] Jesse Dominick (Guest)

Is there an understanding that the TEMSCO land would be a suitable place to build a dock right next to the river mouth? Wind considerations? Dredging considerations?

[Yesterday 6:49 PM] Brian Cozzens (Guest)

Hi All- Thanks for the presentation! I'm curious if the "future mixed use" at the end of the Ore Peninsula on slide 8 is the same size as the existing tour loading area? If MOS is considering an Oasis class ship on ORE, I believe that area would need to be expanded.

[Yesterday 6:49 PM] Jesse Dominick (Guest)

Are there any new ideas regarding the future usage of the TEMSCO land?

[Yesterday 6:49 PM] Steve Hites (Guest)

The RoRo Skagway Dock would be open to any and all freight operators.

[Yesterday 6:49 PM] Orion Hanson (Guest)

Is AMHS agreeable to sharing gangways and vehicle ramps with cruiseships and other users in the concept off proposed ferry dock?

[Yesterday 6:51 PM] Mike Swasey (Guest): What does the timeline look like? The bathroom next year, then?

[Yesterday 6:52 PM] Bob Carlson (Guest)

The bathrooms look too much like a bathroom! If we want a long house type of shape or consent. Totems at either end might help if the native folks could help with their design. I don't want to disrespect their feelings. Other wise we might try a rail road themed concept as the rr has been here forever.

[Yesterday 6:52 PM] Brian Cozzens (Guest)

Small point on the signage... IMHO I think it would be best to avoid a ship as the symbol for the Ferry terminal, as I think people would just see a boat and walk to it.

[Yesterday 6:53 PM] Kaitlyn Jared (Guest): Agreed Brian boats and trains
(1 liked)

[Yesterday 6:53 PM] Mike Swasey (Guest)

How about the circular bus staging areas and signs, what's the timeline on those?

[Yesterday 6:53 PM] Jesse Dominick (Guest)

Skagway Port Master Plan – April Public Presentation

April 28th, 2021 6:00-7:00PM AKDT

Microsoft TEAMS Chat Box Transcript

Why does TEMSCO have an "MOU" designation on the map while AML and Petro do not? What is the significance of that?

[Yesterday 6:54 PM] John Tronrud (Guest): A possible ferry sign could be a car upon a wave?
(1 liked)

[Yesterday 6:54 PM] Steve Hites (Guest)
There is an international symbol for "ferry" that shows a vessel with a car deck carrying vehicles.
(1 liked)

[Yesterday 6:56 PM] Bob Carlson (Guest)
We have to consider the ferry system They want to be independent. Not necessarily the way it has to be. Consider this inertia in their consideration or sluggish comment. Look at all ferry's locations in southeast. This said since they have been so inconstant this may be considered mute.

[Yesterday 6:58 PM] Bob Carlson (Guest): The state should consider a third lane to the pass.

[Yesterday 7:00 PM] Vickey Moy (Guest)
In regards to the bus staging area on Broadway and slide 17, perhaps consider our gold rush history.
(1 liked)

[Yesterday 7:00 PM] Liz (Guest)
The Gold Rush aspect is seemingly absent from the design. It would be nice to see black and white photos / information included in some of the waiting areas.
(1 liked)

[Yesterday 7:04 PM] Brian Cozzens (Guest)
Perhaps it's just my screen, but two of the symbol colors appear to be blue with either copper or orange accents. Is there an appreciable difference in the plans?

[Yesterday 7:04 PM] "\brad ryan (Guest)"
[Port of Skagway | Municipality of Skagway Borough Alaska](#)

[Yesterday 7:05 PM] Brian Cozzens (Guest): slide 23

[Yesterday 7:05 PM] Jesse Dominick (Guest): Will there be any money left over for a pool?

[Yesterday 7:06 PM] Orion Hanson (Guest): just lap swim in Pullen Pond

[Yesterday 7:06 PM] Jesse Dominick (Guest): HAHHAHA!

End Transcript.

SKAGWAY PORT MASTER PLAN

Appendix D:
February Presentation Compiled
Community Feedback Packet

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

Reply all |

Inbox

[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

Reply all |

Inbox

[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)
(Phone) 907-983-2297 option 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.

-----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

Reply all |

Inbox

[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 backed 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

Reply all |

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 on 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

Reply all |

Inbox

[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 stakeholders. 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

Reply all |

Inbox

Skagway West Harbor 1...
18 KB

Show all 1 attachments (18 KB) Download

[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 wai’ang shelters but wai’ang 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.



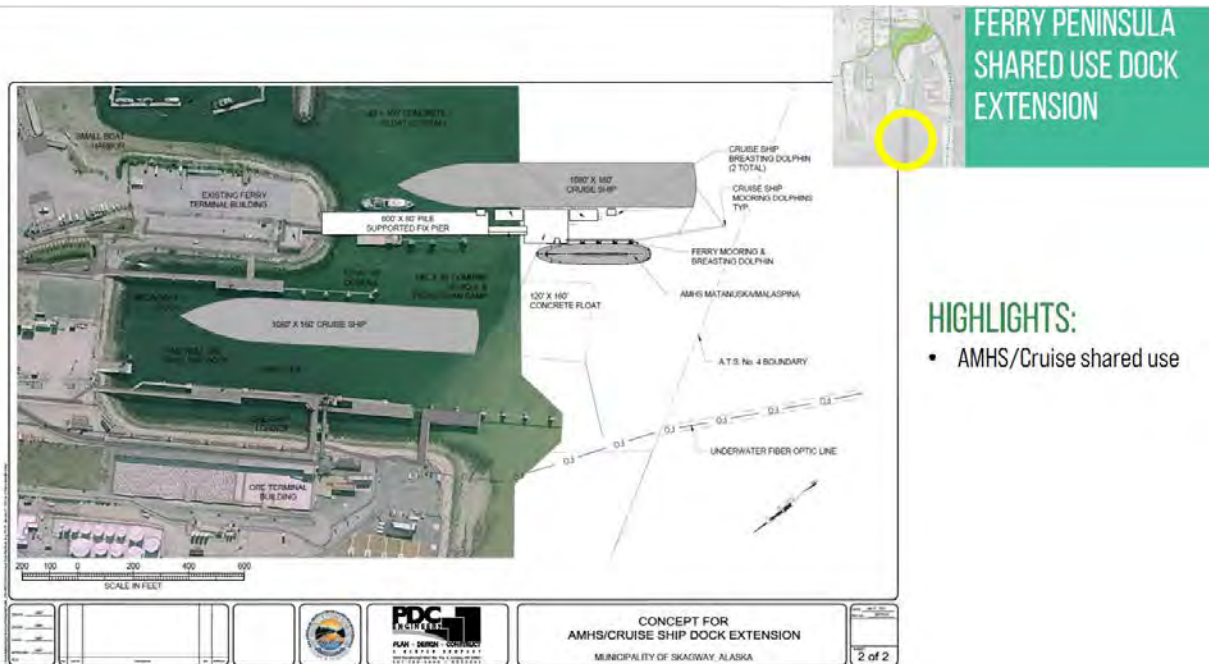
BROADWAY DOCK ACCESS & AND CIRCULATION OVERVIEW

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.

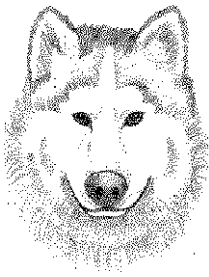
The Ferry Peninsula Revised Concept worries me. I think that the scale is problematic and if that is built, it will not be as free flowing and efficient as it looks on paper. The seawalk design should also have a tie-in with the road to the ferry terminal. All the tourists come back towards the waterfront 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

Reply all |

Inbox

[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

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[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

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[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

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Arctic Tern colony at Or...
696 KB

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[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.

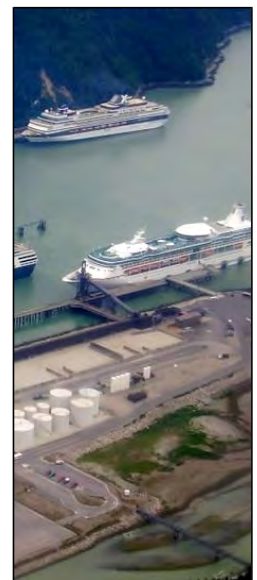
Value of Ore Peninsula industrial area to Skagway

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.

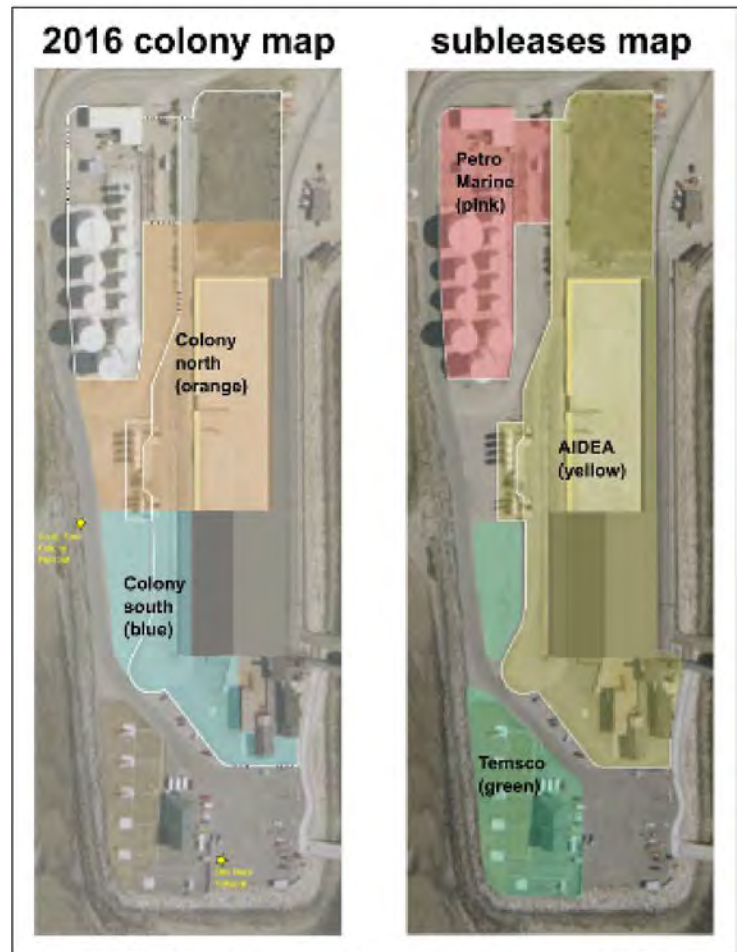
All Arctic Tern nesting sites seen in 2016 were located in areas of high-conflict with commercial businesses.

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.



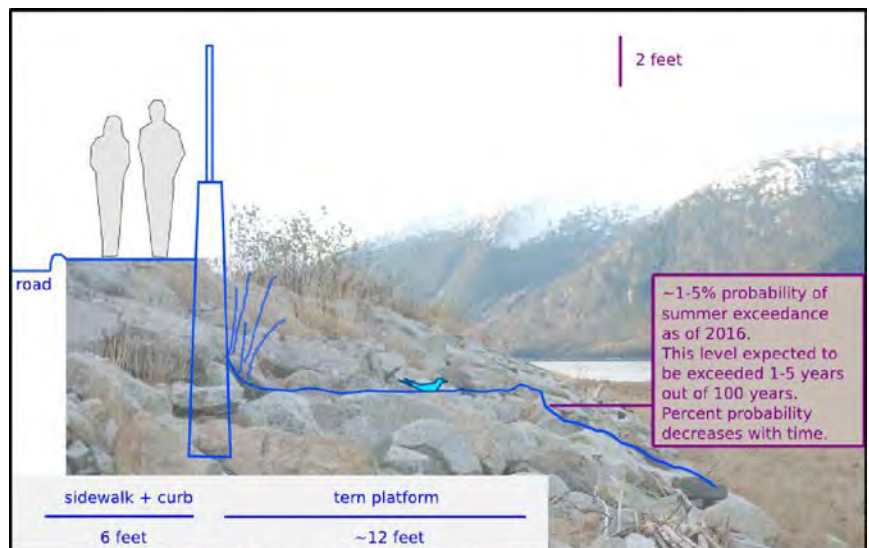
Least Terns nesting on warehouse roof

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 . 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](#)

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)



Keith M. Cianfrani, MAS, CISM, CFI
Aviation Safety Consultants, LLC
3389 Conservation Trail
The Villages, Florida 32163
267-377-5364
Email: kcianfrani@safety4pilots.com
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
Aviation Safety Consultants, LLC
Lieutenant Colonel (Ret) U.S. Army
C: 267-377-5364
www.safety4pilots.com

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



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.

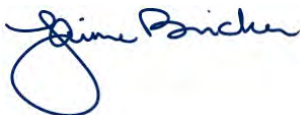
I understand that cruise visitor maximum daily limits could be headed to discussion in committee. While it never hurts to have a conversation, I'd like to remind everyone that cruise passengers are the main source of revenue for the Municipality and everyone in it. While you are currently conceptualizing 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
Skagway Resident
PO Box 619
Skagway, AK 99840
Jaime.bricker@yahoo.com

SKAGWAY PORT MASTER PLAN

Appendix E:
Port Plan Frequently Asked Questions
(FAQ) List

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.