



City and Borough of Sitka

DEPARTMENT OF PUBLIC WORKS

100 Lincoln Street, Sitka, Alaska 99835
(907) 747-1804 • Fax (907) 747-3158

PROJECT _____
LOCATION _____

DATE _____ BY _____
SCALE _____ SHEET _____ OF _____

PUBLIC MEETING APR 8, 2010
SIGN-IN

NAME	EMAIL
Thad Povelson RALPH ASH	Thad@sitkasentinel.com
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Karen Lucas	jdunlap@allenmarine.com
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MIKE TRAINOR	gavia-arctica@ak.net
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Mary Jo & Bill McNalley	



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PUBLIC MEETING - APRIL 9 SIGN-IN

NAME

EMAIL

Pat Eliason
Jack Lynn

d.eliason@gci.net
mpil

Mason Postema
Reber Stein

Nancy Short
Monica Davis

Kim Elliot

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James Poulson

Shun Poulson

David Cross-Tomkins

WHE Davis

Connee Sipe

Public Meeting - April 9
SIGN-IN

EMAIL

NAME

Re: Cruise ship head tax money

Greetings,

I am just a fisherman. That does make me a businessman, and it tends influence the way I look at the world. My hat is off to those blessed with the patience it takes to work in public service.

In regards to spending the head tax money, here is how I see it. Legally the money should be spent to benefit the safety, transportation, and security of the people who are paying the tax. That makes sense to me.

There is another priority (set locally) to spend the money on projects that benefit the whole community. Although this goal is admirable, personally it is not as important to me.

I look at spending this money as a simple return on investment. How can we best spend this money to have the largest return in maintaining Sitka's sales tax base?

Last winter I took my family on a cruise. It was enlightening to see this industry from the other side. The cruise was great, but the weather sucked. Most stops our water excursions were canceled due to high seas. I bring this up because I think Sitka has similar problems as we experienced in the Grand Caymans. A four foot wind chop made boarding the tender vessels uncomfortable, even dangerous. Boarding and unloading of the tender was even worse with children. I couldn't wait to get off that tender. If I was a frequent cruiser I think I might have stayed on the ship.

Despite the weather there were several things that the Grand Caymans did to improve service.

One thing that helped was the tenders were not launched from the ship. Tenders had local crews. Local crews were more accustomed to harbor traffic concerns and conditions.

Tenders were designed to fit local conditions. Weather conditions are always a factor for design. Tenders were two levels, and carried large loads of people.

I wonder how other lightering cruise ship ports improve customer satisfaction.

Sitka has many natural strengths that make it a great destination. The scenery is great. It has a quaint small town atmosphere with some international flare. The fishing is good. It is also very close to international waters where ship board casino's are legal. Every big cruise ship heads straight to international waters after leaving town.

However Sitka also has problems, or else boats wouldn't be leaving and cruise ship sales tax dollars slipping. This money is a unique opportunity to invest in this revenue stream. Not letting the problem get much worse may be the best case solution in the short term.

I am not well versed with the politics behind tender offloading. I've heard there are some politics involved with business at one end of town over another. There must be a reason (beyond a safer

harbor) that people want tenders to unload in Crescent Harbor. I am just blissfully unaware of what such community concerns are, so were not part of my planning.

It seems that the city has made sizeable investments in the O'Connell Bridge site. This site seems to work well for the business district. However the site is lacking in a sheltered harbor for off loading. Van and bus loading and unloading is limited. So is vendor space. I have witness long lines of people waiting to get on and off the ship, sometimes in adverse weather. There is the additional issue of confusing guests when two different unloading sites are used. I showed a friend of mine (who makes his living selling tour packages on the Ketchikan cruise dock) our cruise ship lightering site. His comment was, "This is it." The site is a little inadequate.

Despite the O'Connell bridge limitations it may have one important advantage. Is there room for expansion on the outside of the bridge?

Can a rock breakwater be installed to shelter this site, improving safety of unloading?

Can instead of just a boardwalk being installed, as suggested in project #4 of the tier 2 plan, consideration be made to have one way bus traffic and a loading lane outside of the bridge that connects back to the road by the parking lot at Sitka Reality. The sea walk could still be there just farther out from the bridge. This expanded area could also have a better shelter and more room for vendors. Is there also room for a visitor center and more parking?

I am simply uninformed to possible growth potential on the outside of the bridge. Maybe there is a simply reason (other than high cost) why further growth in this area is impossible.

Also, in the plan, money is budgeted for Crescent Harbor improvements (tier 2 # 11). If that money was instead used to build a U shaped dock sheltered by a rock breakwater under the O'Connell Bridge perhaps more (or all) tender traffic could use a central site. Perhaps a larger, U shaped dock could also accommodate local charter and water based tour operators loading and unloading clients.

Another benefit of a rock breakwater is that the lightering dock will not have to be removed every year, creating more moorage and extending the life of the lightering dock.

I see in tier 3 planning there is money budgeted for a boat ramp, perhaps this money could be better spent to improve the O'Connell site.

I learned at the meeting on the night of April 8th that there are attempts to get legislative funding (or maybe some money has already been dedicated) to make other improvements to the O'Connell bridge site. Could all of these sources of funding be pooled to make some master plan for the site?

I will have to defer to your experience for answers? (Although no written reply is necessary.)

At a previous meeting, plans for a visitor center were discussed. One drawback of either design was that if the library was to ever expand, parking would become even more of a problem. By taking all the vendor/bus traffic out of the Centennial Hall area more parking is available for the harbor, Centennial

Hall, library and downtown users. Additionally offseason downtown parking could be created by an expanded bus area outside of the bridge, since the loading lane is only needed in the summer. A convenient sea walk connecting parking to activities in Centennial Hall or the library would get more community use.

In general I am supportive of the sea walk concept. I like the idea of the different zone's information kiosks. I even like the plan to improve Crescent Park as presented April 8th. I just think that lightering needs to be addressed in the comprehensive plan.

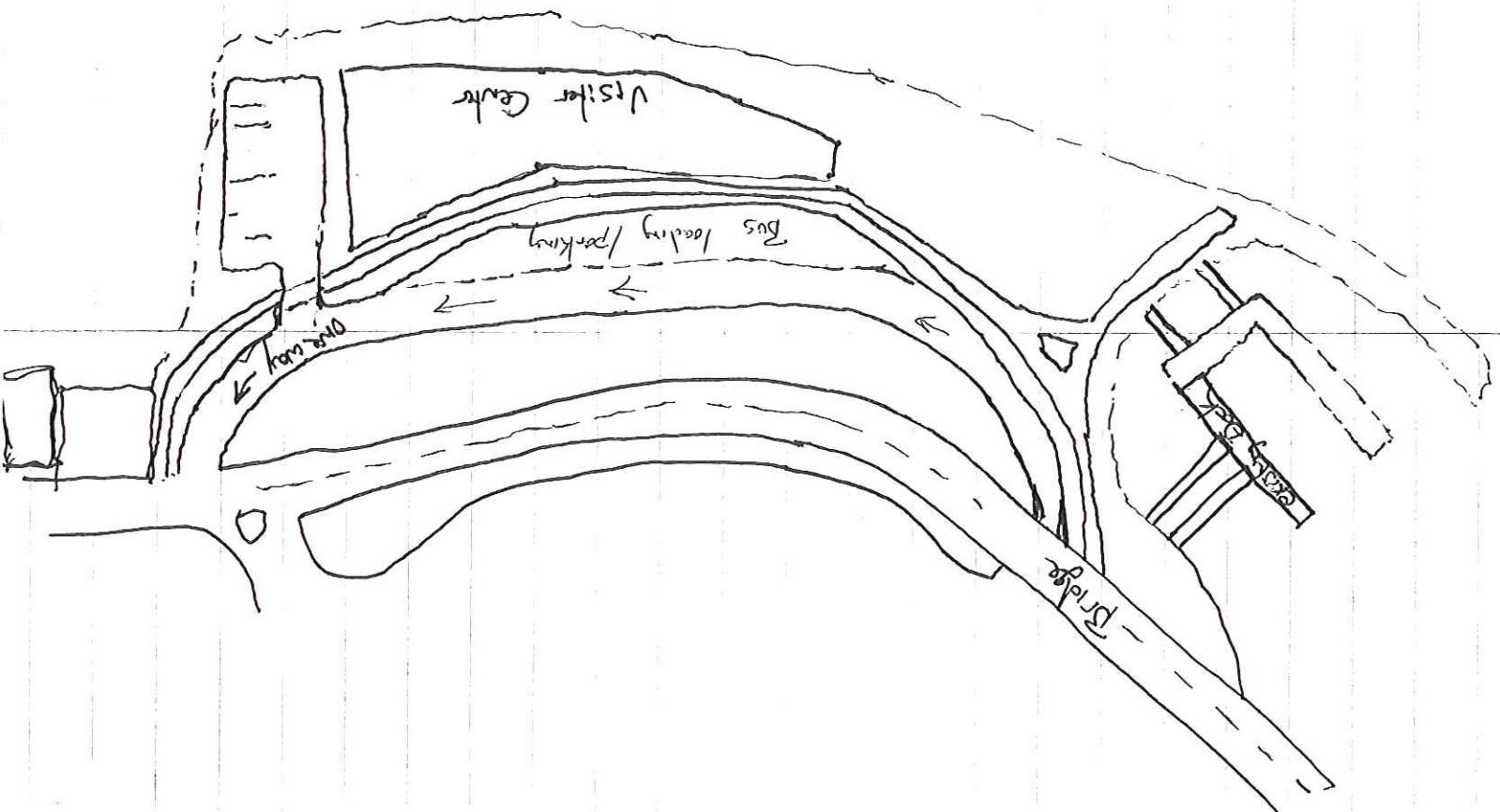
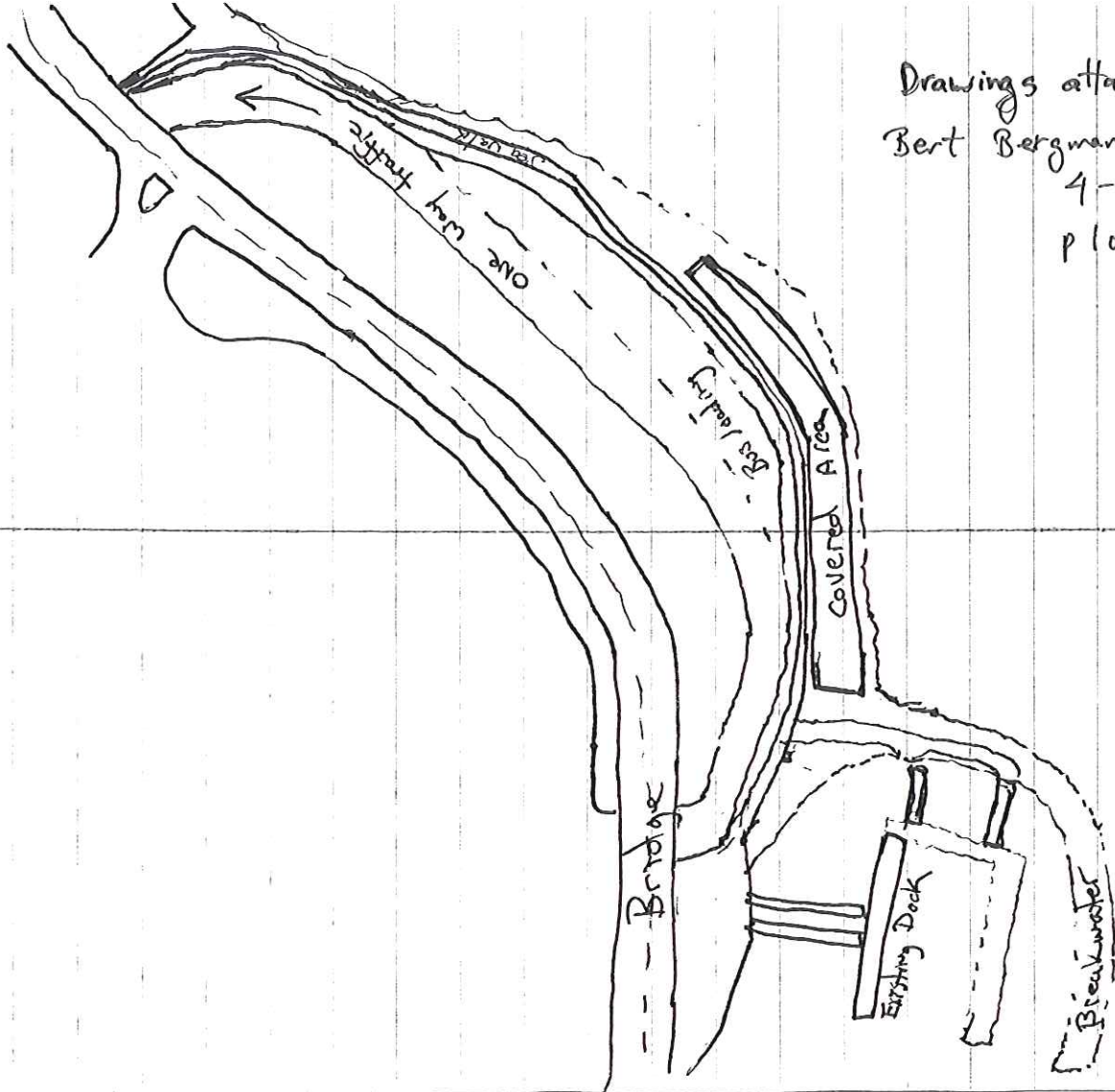
Thank you for your time and hard work.

Bert Bergman

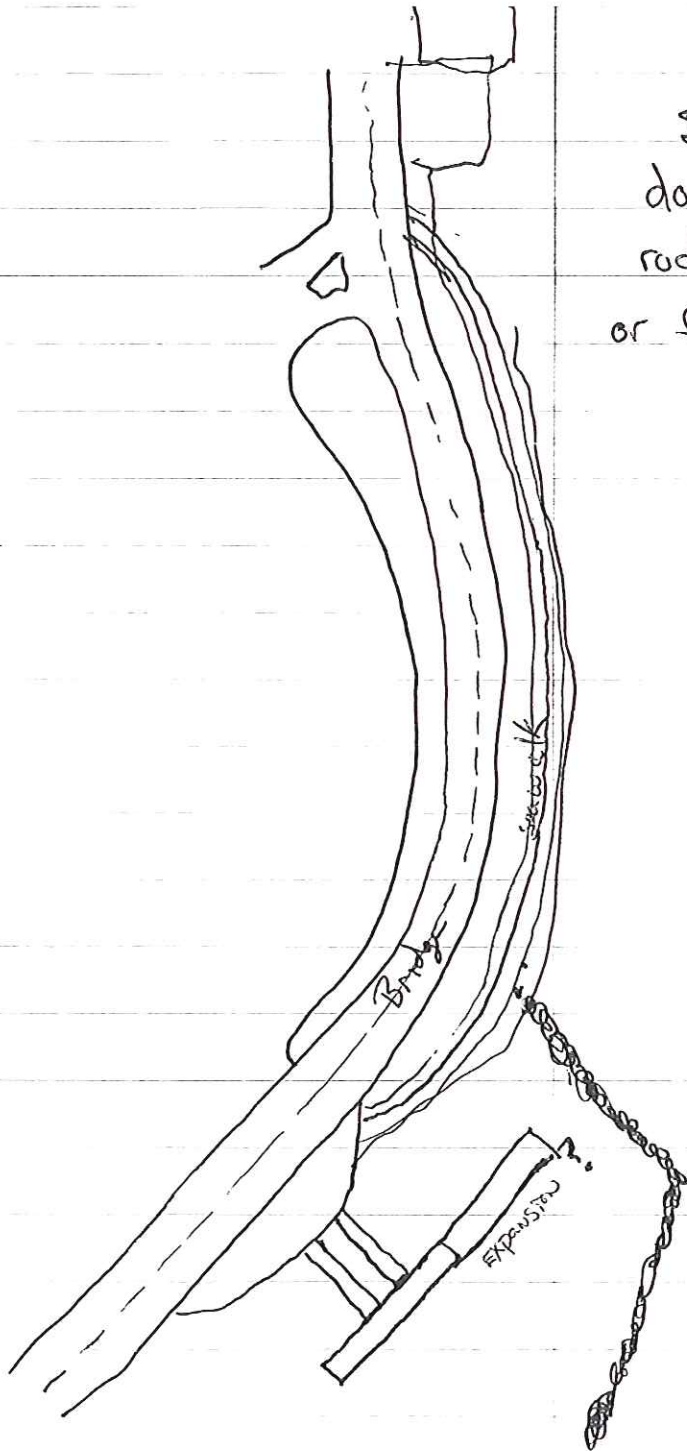
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b.r.bergman@att.net

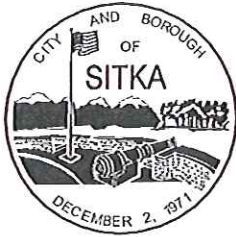
Drawings attached to
Bert Bergman comments
4-10
p 1 of 2



Drawing attached to
Bart Bergman comments
4-10
p 292



Sea walk
dock expansion
rock breakwater
or floating breakwater



City and Borough of Sitka

PUBLIC WORKS

100 LINCOLN STREET • SITKA, ALASKA 99835
PHONE (907) 747-1804 • FAX (907) 747-3158

We request your comments on the Commercial Passenger Excise Tax Project Implementation Master Plan or on the Crescent Harbor Seawalk Project. Thank you.

Name (optional): *MIKE TRAINOR*

Contact info – phone or email (optional):

COMMENTS:

① Minimize concrete + steel
How about natural wood (yellow cedar)
and stone

② Protect the existing trees
Mountain Ash - Pines etc

③ IF you MUST have lighting
Keep it to a minimum!

④ On sheet C 305. Why do you
need more concrete for the benches?
I am referring to the left side of
the page

⑤ Have a 6' sidewalk and not 8'

②a We constantly hear from tourists
how nice the Mountain Ash are. "
Mountain Ash are no more "non native"
than Douglas Maple. OVER →

Have "Public works" paint lines
in the parking areas, sometimes there
are cars parked 5' apart

April 9, 2010
607 Itolin
Sitka, Ak 99835

To Sitka Planning and Zoning
After hearing the ideas for the
walk way presented at last night's
meeting, my husband and I
would like to tell you how
important the big green, grassy
area is to us and Sitka. We
have enjoyed it just the way it
is with our children and grandchildren
for 20 years. The meandering side
walk is a poor idea, not only
because it would interrupt the
grass, but the boat harbor is what
what we want to walk by. I
suspect even if the side walk were
not there people would still walk
along the edge. Concealing the garbage
and the oil disposal are excellent
thoughts. Please, please leave the

grass alone!

Sincerely,

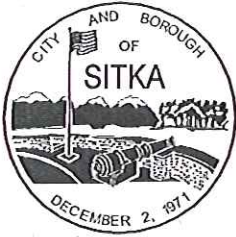
Janine Holzman

Bud Dodson

JANINE HOLZMAN

BUD DODSON

747-5476



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Name (optional): *Karen Lucas*

Contact info - phone or email (optional): *7-7803*

COMMENTS:

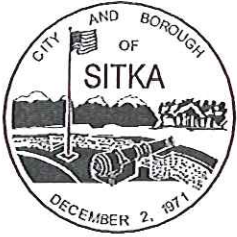
*I want to acknowledge
Thad Pontson and thank him
for educating Sitkan's about
the Crescent Park' history.
Unfortunately, the crescent
sandy beach is gone forever
and what is left, as a con-
solation, perhaps, is a strip
of green grass. This "park"
was created for Sitka citizens
to recreate and enjoy. It is
the park of the people.
Any changes to this strip
of grass, and other existing
aspects, needs to be a public
process. Before any more →*

concrete is poured along
the Sitka shoreline, espec-
ially in the people's park,
we need a to have a vote
to make those changes, on
what is now being called the
SeaWalk... this for the
tourists, not Sitka's

citizens. Put any
developmental changes
to Crescent Park on
the ballot, otherwise
you subvert the public
process. The people own it, the
city does not. Thank-you -

Larry
Lucas

April 8th
2010



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Name (optional): Trista Patterson

Contact info - phone or email (optional): 738-9133

COMMENTS:

trista123@yahoo.com

I'm appreciative of the importance of public input & wish it had come sooner. I only have a few minutes to jot notes here:

① benches (especially more than one in a place) are unlikely to be used. Benches for cruise ship tourists could be at higher density nearer the lightering stations, tourists rarely walk or sit near the basketball court - the entire outpath & benches between the basketball court & easterly park are sure to be unused. They should be eliminated & this space left open grass.

② 5' strikes me as sufficient, 8' seems excessive.

③ Frisbee playing is an important local use of this space. (I know that sounds absurd, but it's true) Please leave a big green space to do that near the gangways.

④ The plantings near the Harbor parking lot trashcans are going to get hammered & not last very long.

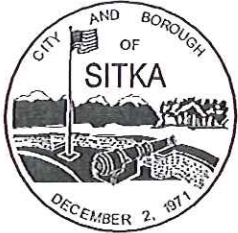
③ I like the part of the plan that goes along the water by the hatchery. I think its important that the doorways leading to that hatchery is considered - this is a very valuable interpretive opportunity & should be developed in cooperation with Sitka Sound Science Center.

⑥ I use & know of many folks who use the boat ramp by the new proposed 'amphitheater'... its really an important part of how I work with my little skiff at the harbor - please don't take it away!

⑦ please consider breaking ^{this} up into smaller contracts ~~that~~ that locals can compete successfully on. these jobs are important economically & are important opportunities for local pride & craftsmanship!

⑧ please consider local wood products, borders benches - yellow cedar is amazing, beautiful & different! Cruise ship tourists appreciate this local feel & its important to the integration of the economy

⑨ We should spend more \$ on items that are locally made, & provide local jobs - even if it scales the plans back. Its important to involve the community in getting this work done!



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Name (optional):

Contact info – phone or email (optional):

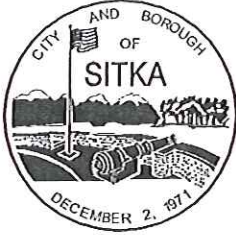
COMMENTS:

(10) please do not plan ~~new~~ ^{new} trees just to the east of the Sage Hatchery building! It's important that this beach still be visible from the road. (Specifically I'm commenting on the view line of sight for 833 Lincoln - the house across from the hatchery)

(11) I wrote my dissertation on cruise ship destinations, economic & ecological impacts. Please feel free to contact me if you want any help!

(I work for the forest service & can help get you hooked up with local folks/brainstorm to do more local wood products/local labor/local craftsmanship)

Thanks



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Name (optional): *Cindy Edwards*

Contact info – phone or email (optional): *7-0693 beacindy@yahoo*

COMMENTS:

As I appreciate the idea of "beautifying our Park", I think it's critical that we understand that it's a park for Sitkans 9 months of the year. As a Sitkan that guides tourists in the summer, I'm well aware of the importance of those 3 months as well. I feel strongly that we alter your well devised plan in the following ways:

- 1) Cut benches back to an appropriate number. It is odd that Sitkans sit on benches. We always chuckle when we see people sitting because it's a sure sign of tourist season. (in the Crescent Harbor area)
- 2) Do not proceed with the 8' sidewalk, instead consider 5-6' sidewalk knowing that our grass space is highly utilized by locals.
- 3) Native plants sound great and I'm sure that term would attract applause from a certain

population, yet I know, as an avid hiker what "native ^{plant} beds" look like the rest of the year. If we aren't maintaining our current park, I think it's very unwise to take away the green space used well & replace it with an area to be dug up by dogs, picked by children & tourists and left as a muddy area needing more maintenance.

4) It is intriguing that multiple comments referred to Barth Hamburg and it made me wonder if we are not already overlooking local talent & wisdom. Please use locals. For example, we could hire a survey class to flag off the proposed walk so we can actually visualize it (though I like how your "after" photo rendering added all the leaves to the trees). It would be helpful to actually see first hand how much grass is removed and envision it.

5) Doubling the path around the benches is completely excessive in my opinion. It's too risky to ^{higher} prioritize a place to sit.

6) A lovely seawall in Anchorage & Bellingham is a great idea due to the large area covered. We need to be careful that we don't adopt a concept that is a bad match for our town. Sitka has such a small area to cover. A large production on a small area steals the quaintness from a town. The unique & curious qualities are why people travel. I know tourists love watching dogs (like the ones left at home) and children (like the G-kids) play in the large grass. The "gardiose plan" trumps the "town character" in this ^{situation}.
Finally, none of the public have a framework for this process.
I know there are a lot of strong opinions, but busy folks need a deadline & structure for accepted comments. Thanks for your time.

I would be very interested in spending time on this plan. It's critical in many ways and it would be advantageous to plan & execute so well, that it would have decades of life before the next re-vamp.

Things I like:

1) The connector from the tennis courts to totom park is imperative. It makes sense to beautify that walk and it would be equally appreciated by visitors & locals. That is the path to "meander". There are great options for that path with glorious spots taking advantage of views & outcroppings. Why not make this tier one?

2) Signage to the Raptor Center is crucial. I do spend a lot of my summer giving directions to it. Most prefer the "concept" of taking the park route, but it's a little risky for some tentative travelers?

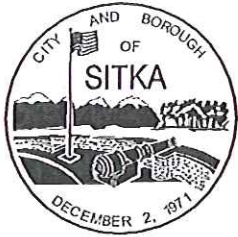
3) Creating signs that aid the beauty! Please please do not re-create a tourist trap feel.

I've seen it in so many towns we've visited. It creates a bad feeling for tourists when they feel the town has lost character for their benefit. We always hear things about Sagway "not being real." Folks notice when the town opens just for them & they don't appreciate the inauthenticity they feel. Creative, handmade, crafted signs that's gotta happen.

4) I like the lightning dock obtaining a lot of these funds to make it more functional & the focus of the tourism "start". Castle Hill? The end of Lincoln St by the P home. How perfect for guests to establish a "home base" I see the layout right away.

5) Baranof Statue can go back up on the Hill to his Castle & a gorgeous walk can be created right there to the road (a crosswalk in that vicinity would help tourist traffic as they always "play Frogger" at that spot). Thanks again for your time & care.

- Cindy Edwards



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Name (optional): Rebecca Paulson

Contact info - phone or email (optional): rebecca_paulson@hotmail.com

COMMENTS:

Master Plan: why go around library - ~~this is~~ library has been considering expansion

- will lose green space and that beach (my kids' favorite)
- amphitheater behind Centennial - not good use of that space.
Public comment + process Yes!

Harbor Drive is a barrier - create safe crossing / lower speed limit? Give priority to safe visitor ~~access~~ and resident access between waterfront & downtown

Sitka is a working town: think "outside the box" w/ design elements so the hand of the architect is not visible - try to make things blend in, so it is functional but not visitory ^{just} like every other town with visitors. Simple. and that sculpture thing
- Question need for bollards & symbols? These take away from the town's authentic atmosphere. Rather than having "sea walk" set down here from other places, aim to integrate walking path w/ what's here. Question all generic tourist design elements, prioritize function so that design is invisible, so it only helps visitors get to and see Sitka. So you don't say, "That's the sea walk" - you say - "That's Sitka."

Interpretive signs: price seems high when it does not include content. Would it make more sense to settle on a design/color/layout after you have some idea of what ~~how~~ the interpretive material will be?

over →

Interpretive sign continued -

Besides gathering "stories" and viewpoints, Sitka is unique in having incredible history that has not yet been gathered into one place.

Very important to have historians ^{research &} work on interpretive signs.

Very important to be able to use this work - on accessible, accurate history of Sitka - ~~to develop~~ ^{to develop} ~~able to develop~~ ^{able to develop} websites, school curriculum, booklets & other material for historic sites. This could be the greatest thing to come out of this plan.

Much of Japonski is a National Historic Landmark. There could be a lovely walking tour all along Sitka Channel waterfront, views of Sitka ^{and NHL:}

Japonski Island Boathouse is being rehabilitated as a boat repair shop, with viewing area & exhibits for visitors. Part of plan is to have interpretive signs for entire Army/Navy NHL, and ultimately public kayak storage/launching float = marine trailhead for Cousensay - for private boats & for kayak outfitters. This by Sitka Maritime Heritage Society, www.sitkamaritime.org.

Walkway attached to stone wall at Totem Square: To me this looks expensive & detracts from that really ~~good~~ ^{cool} wall

Comments on Crescent Park:

I'd like to second other comments - maximize green/lawn, which is rare commodity here -

space benches

keep design low key (not draw attention to itself)

Could you put one of the berm boundaries (that one drawn in for by benches) at the road edge of the park?

People don't tend to use edge of the park along the road because it feels like part of the road, maybe if there felt like more separation from roadway. Or plantings?

Also - needs to be easy to get to St. Peter's + Bishop's House

Native plants: salal native + Baranof Island

maidenhair fern

heathers + other alpine (rock garden) plants

sphagnum moss

Maintenance: This is a problem thru out Sitka. Perhaps you could pay some one to coordinate volunteer efforts. Weeding plant beds would be a wonderful activity for school kids as well as scouting groups etc. (Highly beneficial to young people.)

Looks great! 8-foot path will be nice. (I have childhood memory of having to go off the sidewalk with my bike + let people by, + sinking in the mud, back when it was being built)

Drainage will be great.

