



# Seward Small Boat Harbor Master Plan and East Harbor Expansion Schematic Design

March 2003 – Informational Flyer

## Master Plan Evolves with Public Input

The objective of this Master Plan includes upgrade and replacement of existing floats, docks, and upland facilities as well as determining the float layout for the east harbor expansion to coordinate with the Federal east expansion project.

The plan gradually developed in response to comment received at public meetings in November and December 2002 and a questionnaire (see Results of Master Plan Questionnaire). In addition, during January there were several meetings with the Port and Commerce Advisory Board, which provided additional direction to begin the process of arriving at the Master Plan presented in this newsletter (see page 4).

Selection criteria were developed and the best three plan concepts were refined, Plans M, N and O. Statistics of each plan and preliminary cost estimates were developed. Two other plans were also considered. These are the plan suggested by Jim Hubbard and a plan developed in 1991 by the Alaska Department of Transportation and Public Facilities. All plans are discussed in this newsletter with some of their pros and cons.

## Results of Master Plan Questionnaire

Approximately a thousand Master Plan questionnaires were distributed in November to people with an interest in Seward Harbor. They went to people in the Seward and Anchorage areas, and other Seward harbor users from all corners of the nation. About 10% were returned. Many responders included a line of thanks for the opportunity to have their opinions included in the process of developing the Plan. Opinions varied widely, but when the entire body of input was brought together certain definite themes emerged. There was nearly unanimous demand for more parking and restrooms in the harbor area. Many people recognized the need for remote parking that a larger harbor will bring, and had valuable suggestions for allocating space and making practical use of the more remote parking locations.

More rest room facilities will certainly be a part of the Master Plan.

Opinions diverged on the sizes of slips to be added in the expansion. Boat builders and marine architects noted the trend toward larger vessels while small boat owners spoke for those who cannot afford or do not wish to move up to larger craft.

The survey showed demand for a commercial loading and fuel dock area, and for a longer launch ramp useable at lower tides. Many spoke for the reinstatement of a tidal grid, a new boatlift, and water, power, and good drainage for the minor maintenance area.

Many people favored harbor amenities such as boardwalks, more fish cleaning stations, and showers. Better security was requested in the form of better lighting and locked gateways to the slips. Power and water utilities were requested for slips, as well as more sewage pump outs. Ladders, life rings, fire extinguishers, and emergency telephones were the safety items most requested for the floats.

All of the returned surveys were carefully read by the harbor planners and considered in the plans we show in this newsletter. Let us know if we've developed a good plan.

## Background

Our planning efforts began with the Corps of Engineers East Expansion Feasibility Study, Recommended Plan. This plan creates additional harbor space by moving the east breakwater from its present position to adjacent to the Coal Dock. It also relocates the entrance channel to the east and provides a disposal area for dredge material to the south of the harbor. The feasibility study was published in 1998 and is presently authorized and funded. Any significant changes would delay the Federal project. Construction is planned to begin in the fall of 2003.

## THE PLANS EXPLAINED

Several plans have been presented to the study team as potential candidates for the master plan.

**DOT/PF Plan--**This plan was developed in 1991 for one of the earliest reviews for east harbor expansion. This plan expanded the basin to the east toward the coal trestle. The east breakwater included a narrow causeway to provide access to the float system, but no parking. Due to the cost of constructing the causeway, even for a minimum access road and turnaround, plus the loss of harbor basin area, the annual net benefits were far too low when compared to the other three alternatives. It was therefore dropped from consideration in the COE feasibility study.

**Hubbard Plan--**The Hubbard plan proposes the basin created by the east expansion have moorage facilities that could be used primarily by the larger commercial vessels that use the harbor. Smaller vessels could also use these facilities. The floats on the west side of the harbor would be extended to increase the number of slips available.

## MASTER PLAN DEVELOPMENT

Fifteen alternative plans along with many additional minor variations were considered while bringing the master plan to the present stage of development. Most of these have been presented in the questionnaire and/or the several public meetings in November, December and January. Three plans have emerged as candidates for the final master plan. These are identified as Plan M, Plan N and Plan O. Plan M focuses strongly on the commercial fleet occupying the east expansion area. It provides additional slips by extending the existing float system to the east. Plan O focuses strongly on providing additional slips, limiting the commercial moorage. Plan N is a combination of Plan M and Plan O, providing for both commercial moorage and additional slips when fully developed. Plan N is the most likely master plan choice.

### Plan N—Proposed Master Plan

The east expansion area would contain five new main floats with slips accommodating 32 foot to over 100 foot vessels. A 400-foot section of the old X Float would be relocated eastward. The fuel dock would be moved northward and doubled

in size. The entrance channel and main interior access channel traverse the basin from the new entrance to the existing T Dock, eliminating the sharp turns presented in the earlier plans. The SW launch ramp is relocated to the old entrance channel area and is supported by the new fill to be used for parking, relieving the present congestion on Fourth Avenue. Floats S, A, B, C, D and E would be upgraded and/or extended. S Float becomes a transient float. J Float is extended and K Float is upgraded to include slips and transient space. The Travelift and minor maintenance area are paved with proper drainage and utilities and includes a new Travelift and dock. The old Travelift dock is rehabilitated. The T Dock is shortened and is used for loading and fuel. Additional commercial moorage utilizes old X Float sections in two locations along the north side of the harbor. A grid is not shown, but could be included in the NE corner, if additional commercial moorage is developed elsewhere, such as SMIC. The harbormaster's office is planned at the old SW launch ramp area. New and expanded restrooms would occupy the present office along with a smaller restroom in the NW parking area. See Plan N, page 4.

### Plan M—Commercial Fleet Emphasis

Plan M is very similar to Plan N, except in the east expansion area. This area would include the full relocated X Float as a commercial and small boat transient float. A new fixed dock and heavy duty commercial float would be added between X Float and the relocated fuel dock. Slips additions would be only from extending the existing floats. All other features remain essentially the same as Plan N. See Plan M, page 3.

### Plan O—Maximize Slip Emphasis

Plan O also is similar to Plan N, again except for the east expansion area. Four or five additional floats with slips would be added without any portion of X Float. Commercial moorage would be limited to relocated smaller sections of X Float along the north side of the harbor. The T Dock is shortened and upgraded and the Travelift Dock is upgraded. All other features remain essentially the same as Plan N. See Plan O, page 6.

**EVALUATION CRITERIA**

Evaluation criteria were drafted and pros and cons of each plan were considered. Criteria included: float layout plan, moorage statistics, costs, economic impact to the community, phasing flexibility, environmental permit aspects and land use and zoning. Plan N appears to provide the best compromise plan development and is discussed below.

*Pros and Cons*

*Plan Pros*--Positive aspects include:

Provides additional slips, some of which are large enough for commercial vessels and maintains some commercial linear moorage.

Main interior channel is straight from the entrance to the commercial docks or X Float.

No net loss of commercial linear moorage

Fisheries operations have minimal offloading/loading impacts.

S and K Floats have transient small boat moorage.

Larger 60 to 100+ foot slips provided.

Parking is increased in the NE and new South parking areas.

Relocated SW launch ramp relieves Fourth Ave. congestion.

Improved Travelift and minor maintenance area

Fuel dock is relocated away from entrance channel and doubled in size.

Although the T Dock is shorter, it and the old Travelift Dock are improved.

Restrooms are expanded and improved.

Harbor Office is reasonably accessible.

*Plan Cons*--Unfortunately, not all our desires can be realized.

Additional slips are still needed.

Additional commercial moorage is desirable.

The tidal grid is eliminated or significantly delayed.

Operations and moorage for commercial activities will be somewhat impacted.

Smaller slips are eliminated

*Float Plan Layout*

Over the course of the plan development numerous float layout concepts were developed. Limitations exist due to the configuration of the old and new harbor expansion and present float system layout. The plan presented is believed to be the most workable, given the fleet mix and engineering considerations.

*Land Use and Zoning*--Land use and zoning are consistent with the present uses and are expected to present few obstacles.

*Moorage Statistics*--The following table contains a summary of the significant moorage statistics follows:

Item	Plan M	Plan N	Plan O
Total Slips	573	626	651
Net Increase Slips	51	104	129
Transient Moorage	4210	3180	2460
Net Increase Transient Moorage	1033	5	-717
Total Lineal Feet Of Moorage	27376	28814	29042

*Costs*--A summary of costs follows:

Item	Plan M	Plan N	Plan O
Upgrade Old	\$8,374,000	\$8,417,000	\$8,417,000
New Expansion	\$9,593,000	\$7,531,000	\$8,028,000
Upland Improvements	\$3,227,000	\$3,227,000	\$3,227,000
Mob/Demob, E&D S&A, Contingencies	\$6,881,000	\$6,663,000	\$6,794,000
Total Cost	\$28,075,000	\$25,838,000	\$26,466,000

*Economic Impact to the Community*--A brief review of the future potential for commercial fishing activities was made. Little or no growth in commercial fishing is expected in the foreseeable future. It is also noted that many recreational boaters utilize local stores and business while in Seward.

*Phasing Flexibility*--Funds are limited for the initial phase of development following completion of the Federal expansion project. Initial work will be to develop the float system for the expansion area along with replacing the older most deteriorated floats and docks. The present plan calls for the Fuel Float and X Float relocation, new float system in the east expansion, new G Float from E Float to A Float and new extended D Float. The second phase of development would relocate the SW launch ramp, replace S Float connecting it to G, extend E and J Floats and replace K Float with G Float connection. Options for parking paving and future phasing are still under discussion at this time.

*Environmental and Permit Aspects*--Permits will be needed to develop the inner harbor float system, docks and launch ramp relocation. It is anticipated the work inside the harbor will require only the "usual" environmental stipulations relating to in-water work. The development of a new tidal grid is expected to be "difficult", in that it is not upgrading an existing grid facility.

Tryck Nyman Hayes  
Attn: Seward Small Boat Harbor  
911 W. 8th Avenue  
Anchorage, AK 99501-3497

Presorted Std  
US Postage PAID  
Permit # 500  
Anchorage, AK

Log onto the web for more information at:  
<http://www.cityofseward.net/harbor/expansion.htm>

#### THE NEXT STEP

A public workshop is scheduled for March 26<sup>th</sup> in Seward. At this workshop the draft master plan, Plan N, will be open for further discussion and comment along with Plans M and O. Plan N will then be reviewed incorporating comments from the March PACAB meeting and the workshop. More in depth details of the various features will be developed, including float and utility details and constructability reviews to arrive at schematic design level drawings and cost estimates. Phasing of the initial development will be confirmed along with estimated funding availability. The draft master plan document will then be written and presented for review by the PACAB and a final public meeting prior to presentation to the City Council for review and approval. The draft master plan document will be completed in early May 2003.

#### SEWARD SMALL BOAT HARBOR MASTER PLAN PUBLIC OPEN HOUSE

**When:** Wednesday, March 26, 2003  
6:30 p.m. to 9:30 p.m.

**Where:** Seward City Hall  
Upstairs Conference Room

**Purpose:**

- Show boaters plan versions M, N & O (Details inside)
- Solicit comment on these plans
- Solicit comment on master plan phasing

*For more information contact:*

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