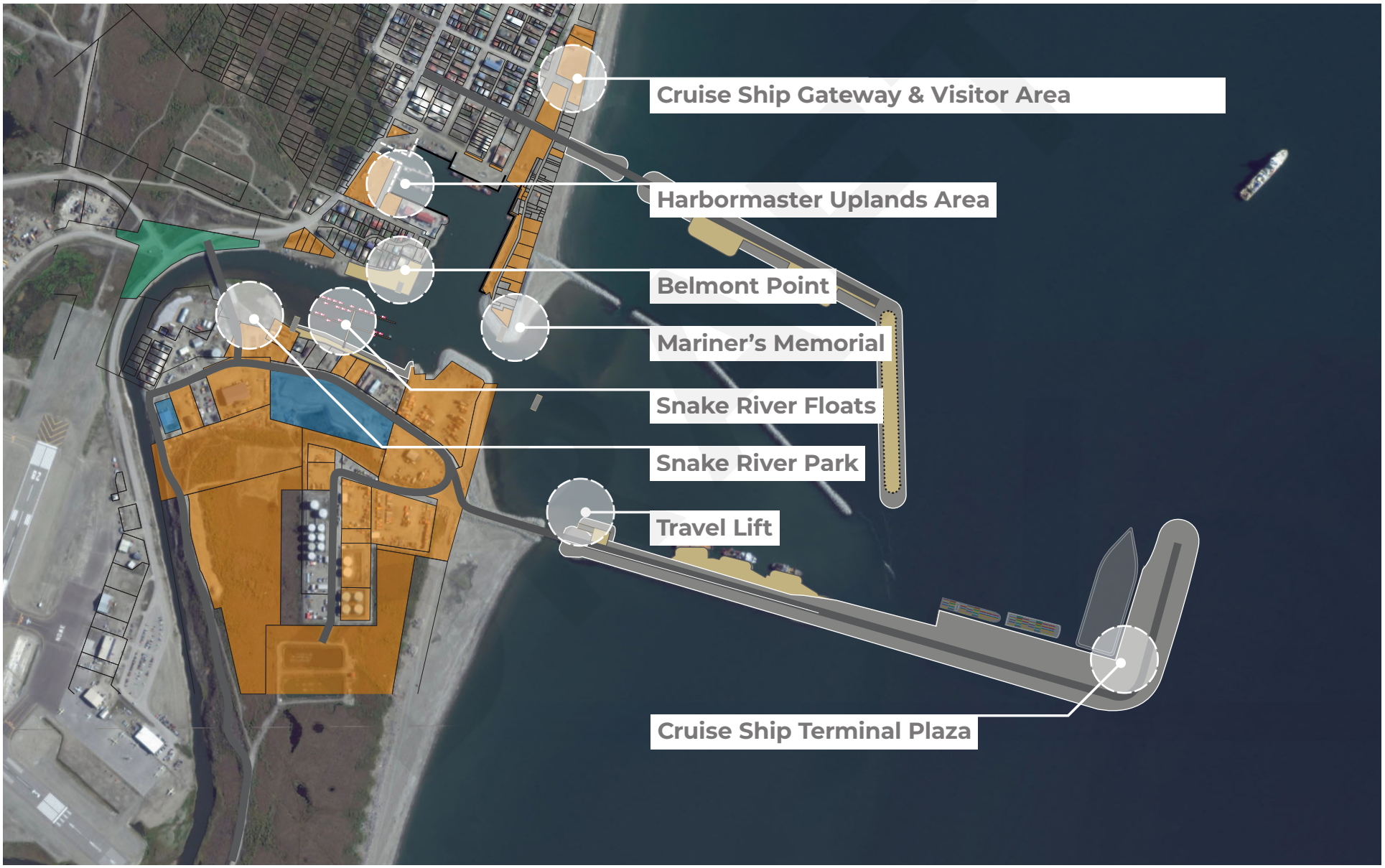
4

FOCUS AREAS

Review Note: This section will be added to previous documents. Page numering is contiguous with previous chapters.

Focus Area Key Map



Snake River Park

SUMMARY:

General

The roughly 3-acre property is situated on the west bank of the Snake River, just south of the Jafet Road bridge. The riverfront section of the site remains undeveloped and mostly in its natural state, while the uplands closer to the road have been filled and leveled for the storage of equipment and materials. During salmon runs in the Snake River, residents and visitors often fish from the shoreline and utilize the area for recreation, despite the absence of facilities.

The community has indicated that the optimal use of the site would be for recreational purposes and to provide access for fishing in the river. A proposed community park could include day-use recreational facilities, trails leading to the river, and fishing platforms along the river's edge. There is ample space elsewhere in the community to relocate the existing storage yard and materials to make way for the park.

While the site offers adequate space for a park, there are some challenges related to steep grading between the filled slopes created for the storage yard and the grades adjacent to the Snake River. The considerable distance between the two areas should allow for accommodating the grade changes and developing an accessible park. Additionally, constructing stable fishing platforms at the water's edge will be necessary to mitigate the effects of river currents and freeze-up, while also providing access to deeper parts of the river where fishing is more productive.

Economic Feasibility & Other Benefits

Establishing a public fishing facility along the Snake River will create a recreational destination for both locals and visitors. This development could encourage visitors to extend their stays in the community, leading to increased economic opportunities. Benefits could include additional spending on accommodations, dining, and fishing supplies, as well as services like fish processing. Fees could be collected for the rental of the day-use shelter.

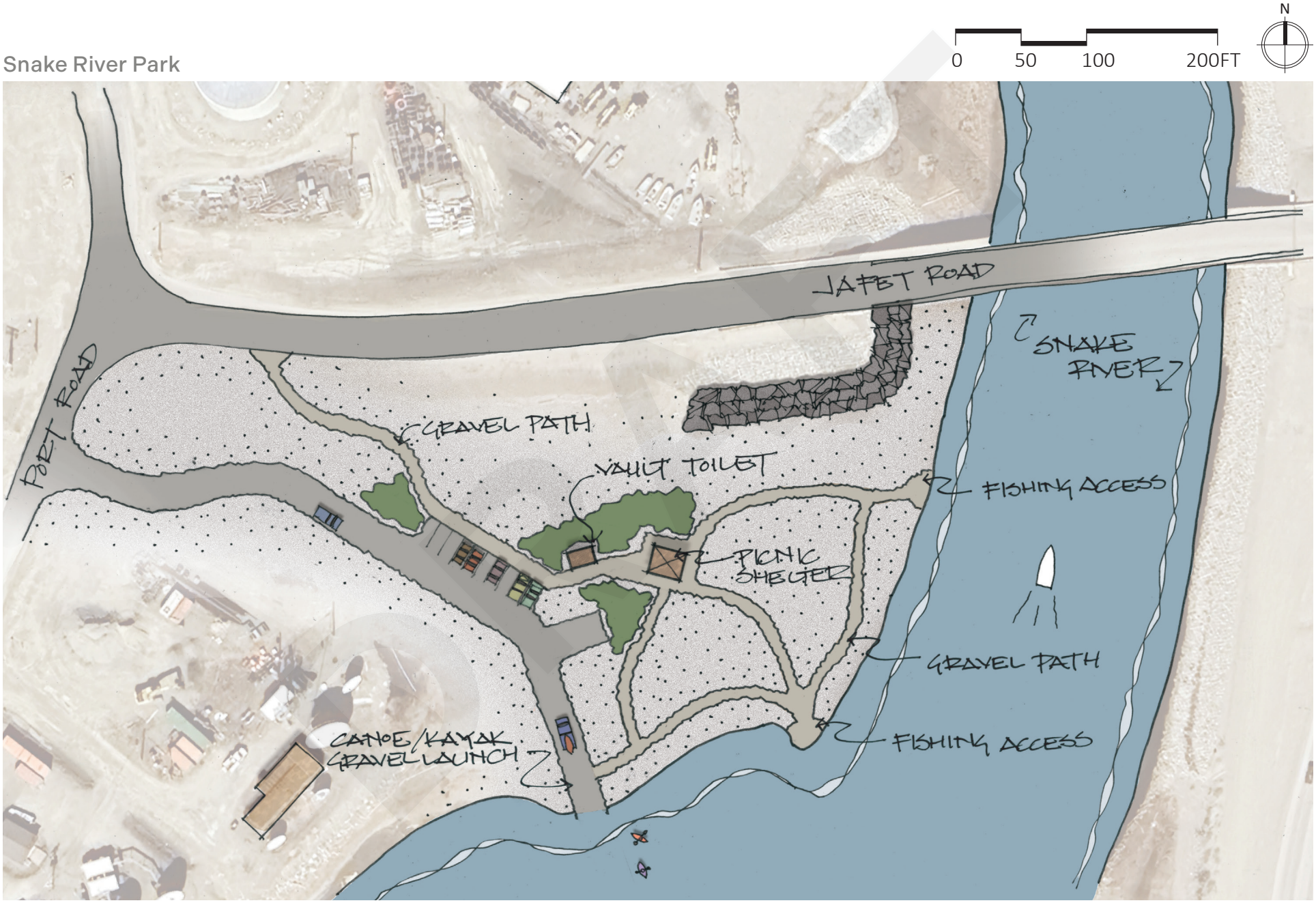
Enhancing angling access will offer valuable recreation and subsistence opportunities, significantly improving the quality of life for residents, particularly those without boats. Additionally, creating a public park along the Snake River will establish a new recreational area, providing opportunities that are currently lacking in the community. By developing shoreline angling facilities, the project can minimize habitat impacts and enhance fishing experiences.

Restoring the site to a natural state with designated low-impact facilities will create a pleasant park setting along the Snake River, conveniently located near downtown Nome.

Innovation

Much of Nome's waterfront is heavily developed or engineered to withstand storm events. The park provides a unique waterfront experience where the Snake River and adjacent site is restored to a natural state and provides river angling from the shore and day-use facilities, providing a desired recreation destination near downtown. As the site goes through natural regeneration, the site could include education and interpretive elements that discuss the importance of healthy riparian ecosystems and supporting natural runs of salmon in the Snake River.

Snake River Park



FACILITY IMPROVEMENTS:

Day-Use Recreation Park

The improvements aim to create a natural park setting with enhanced river access for shore fishing along the Snake River. The upper portion of the property, which has been disturbed, is well-suited for the construction of a parking lot, a large day-use recreation and picnic shelter, a vault toilet, and driveway access. Vehicle access to the park will be facilitated by a gravel road leading from Port Road. The central parking lot will be made of gravel and will accommodate approximately eight vehicles, with the potential for expansion to 20 stalls if future demand arises. Additionally, the gravel driveway and parking areas could be paved to reduce dust and maintenance if desired. In addition to standard vehicle parking, there will be designated space for six vehicles with trailers or larger recreational vehicles. These dedicated trailer stalls provide access to a gravel boat launch for those wishing to launch a kayak, canoe, or other small boats. The boat launch will be basic, involving only grading to allow access to the river, and will only accommodate small watercraft. Facilities for launching larger boats will be available at the new Snake River Floats or Belmont Point.

Adjacent to the main parking lot, there will be an accessible vault toilet, which is a pre-manufactured concrete structure with a minimum 500-gallon vault tank. A 20-foot by 20-foot picnic shelter located at the top of the riverbank will overlook the water and provide a centralized location for gatherings and picnics. The shelter could either be a durable, pre-manufactured metal structure for cost-effectiveness or a more aesthetically pleasing timber structure with a metal roof. It should include at least two picnic tables, a BBQ grill, and trash cans. Additional features, such as a fire pit and benches, could also be included if desired.

From the picnic shelter, 5-foot-wide gravel trails will gently descend down the slope to the river's edge, creating a looped trail network. This trail system will extend from the parking lot to Jafet Road, providing non-motorized access to the park from surrounding neighborhoods for both cyclists and walkers.

Along the river's edge, two fishing areas—potentially more if there is sufficient demand—will be established to offer angling access to the Snake River. This section of the river features a gently sloping bottom, and access to deeper water is desired. This can be achieved by constructing an armored rock jetty into the river or fishing pier, which can withstand currents and freezing conditions while improving fishing access. Those who wish to wade into the river will still be able to do so.

Areas of the property that are not developed but have been disturbed by previous usage will be revegetated using soil, as necessary, and native plant materials to restore the site to a more natural condition.

GENERAL CONDITIONS:

Implementation

The first step would be to relocate the existing storage yard on site to a new and more appropriate location. For success, the full development of the park would need to be completed. With the exception of the vault toilet and day-use shelter, most of the work is related to earthworks and the installation of gravel surfacing for trails, parking areas, and river access. In the longer term, these could be paved.

Staffing and Operations

Recreation facilities typically require a daily walk-through to check existing facilities and empty trash. There is no need for on-site staffing of this facility.

Maintenance

Daily trash collection is recommended as part of the site walk-through with daily cleaning of the restroom interior. Seasonal pumping of the vault toilet will occur several times during the season if the recreation area is overly popular. The toilet needs to be winterized once the fishing season ends and opens in the spring. Gravel driveways, parking areas, and the kayak launch would need annual grading. Trail grading may need to occur every two to three years unless subject to heavy use or damaging weather events.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

Base Cost: $1.3MM

Planning Range: $650,000 – $2.5MM

Snake River Floats

SUMMARY:

General

The City of Nome owns several parcels totalling approximately 1.5 acres on the west shore of the Snake River, south of Satellite Drive and north of the roll-on, roll-off facility. Much of the site is level and undeveloped, primarily used for storing equipment and materials. However, it has been identified that this use is not the highest and best option for such a prime public waterfront location, given that ample storage space is available elsewhere in the community.

Initial community discussions about the site considered developing a new boat launch and associated parking. However, further public conversations revealed that the site, along with the Snake River, is suitable for the creation of a new small boat moorage facility. This facility will help alleviate current overcrowding in the existing harbor, enhancing overall efficiency and user experience. The new Snake River Float facility will better organize waterfront activities by providing dedicated spaces for recreational and subsistence users, effectively separating them from the commercial and industrial operations of the existing harbor, thereby improving both harbor safety and operation.

Another identified need for the Snake River Float facility is the inclusion of a fuel dock to serve local boaters. Currently, vessels are fueled by delivery trucks at various locations on the waterfront, as the community lacks dedicated marine fueling facilities.

The site has a few challenges, primarily addressing the seasonal freezing of the Snake River and ensuring that all marine facilities can either be removed or can withstand the freeze-up. The shoreline will need to be stabilized to protect the proposed improvements, and dredging will be required to achieve the necessary water depth for vessel moorage. Given that the publicly owned site is small, additional upland uses, such as parking, will likely need to occur on an adjacent site across Port Road.

Economic Feasibility & Other Benefits

A critical need in Nome is for additional moorage space. Expanded moorage space will attract the community and visitors who may desire to moor their vessels in Nome but are currently trailering and launching their boats. Additional moorage space will generate revenue for the City by renting the new slips. New moorage could generate $XXX annually for the City.

In January 2025, the City of Nome was awarded a $13.2 million RAISE grant to support the construction of the Snake River Floats. This funding significantly improves the project's economic feasibility by covering major infrastructure costs.

The fuel dock was not part of the original scope and was not included in the grant estimate. However, its addition is expected to enhance long-term utility and service capacity.

A critical benefit is the dedication of space for recreational and subsistence users at Snake River and the dedication of commercial and industrial operations in the existing harbor. This separation of users improves the safety and operation of the harbors.

Innovation

A key innovation is the dedication of the new Snake River Floats to recreation and subsistence boaters, which removes them from the existing harbor and allows the dedication of the existing harbor to commercial use. The expanded capacity for all users also improves safety and operation by having dedicated use in each harbor rather than mixed-user types. The additional moorage at the new Snake River Floats provides the expanded capacity at both harbors. It reduces the need to store vessels off-site and trailer to launch facilities, making it safer and more efficient by reducing the transport of boats to the harbors.

The dedicated fuel dock will also allow safe and efficient fueling of vessels by providing a dedicated fueling area that eliminates the current logistics of mobilizing fuel trucks to individual vessels that are often rafted alongside one another.

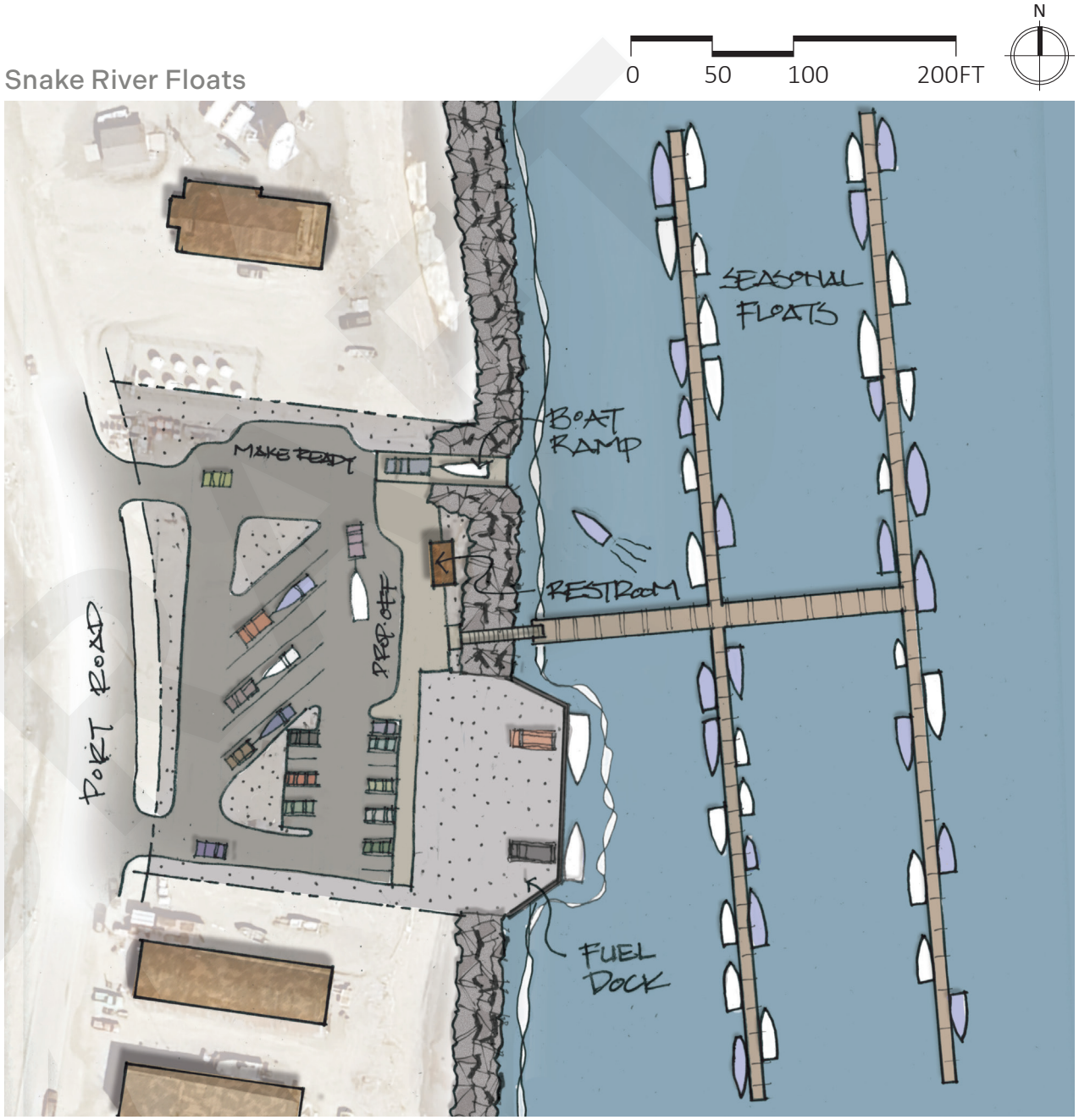
FACILITY IMPROVEMENTS:

Floats

The Snake River Floats and Fuel Dock will be a key facility for supporting the seasonal moorage of small vessels up to 40' +/- while enhancing the separation between recreational, subsistence, and commercial uses along the waterfront. The site will provide public restrooms and a trailered boat launch, with designated trailer parking to accommodate a wide range of users and create a complete facility.

Approximately 2,400 feet of floating moorage within the 8 foot deep basin will offer seasonal dock space for 60+ small boats. These floats will be designed similar to the existing small boat harbor floats and would allow for easy removal during the winter months to protect infrastructure and extend service life. The developed uplands areas adjacent to the floats would be utilized to stage the floats and gangway during the off-season.

Snake River Floats



An armored beach will be constructed to provide shoreline protection and ensure the site's long-term resilience along its entire length. The basin will be dredged or maintained to an approximate depth of 8 feet, supporting safe and reliable use by various small vessels.

Fuel Dock

A fuel dock will be installed to support local boating activity and improve access to essential services on the water. The waterside facility will be on expanded uplands supported by vertical sheet pile that juts into the Snake River and provides access with a water depth of 8'. The fuel dock will provide approximately 150+ linear feet of fueling access with an uplands constructed of gravel. Initially fuel trucks would be staged at the site to facilitate fueling, however, future site upgrades could accommodate a dedicated tank and fueling station on-site to service vessels.

Launch Facility and Parking

The boat launch will be a gravel launch facility that is 80' +/- feet long and 18' +/- feet wide, accommodating trailered vessels up to 40' +/- feet long. The uplands include parking for approximately six vehicles with trailers and twenty passenger vehicles for those using the moorage facility. Parking and driveways would be gravel and, if desired, could be paved with curbs and gutters to reduce dust and maintenance at a future date. Parking on-site does not meet the anticipated demands of the new facility, requiring additional off-site parking for trailers and passenger vehicles on an adjacent site across Port Road.

The improvements will include a two-fixture vault toilet as a pre-manufactured concrete structure with a vault tank.

GENERAL CONDITIONS:

Implementation

Bryan thoughts on this-phasing

Staffing and Operations

The facility would require part-time staffing during the busy season to monitor the fuel dock, moorage and boat launch.

Maintenance

The seasonal removal of the float systems in autumn and the reinstallation in early spring will be required, similar to the existing small boat harbor floats, to ensure that damage during the winter ice season does not occur. Floats will be designed to be easily detached into manageable sections so they can be removed and launched as needed. Floats will be able to be removed via the boat ramp and staged in the parking lot during the off season. Removal of the floats will also allow for ease of inspection and maintenance as needed.

Daily trash collection is recommended as part of the site walk-through with daily cleaning of the restroom interior. Seasonal pumping of the vault toilet would be needed and could occur several times during the season if heavily used. The toilet would need to be winterized once fishing season is over and opened in the spring. Gravel driveways and parking areas would need annual grading.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

Base Cost: $47.5MM

Planning Range: $23.8MM - $95MM

Harbormaster Uplands Area

SUMMARY:

General

The uplands associated with the Small Boat Harbor and surrounding the existing harbormaster office consist of a large unsecured gravel lot that currently has little defined use. The only structure on the site is the aging 1,400-square-foot harbormaster office located off Belmont Street. This flat 1.8-acre site is situated at the corner of Belmont and Seppala Drive.

The gravel lot lacks defined driveways, parking areas, or spaces for storage, resulting in haphazard use that allows for maximum flexibility. Its primary function is to store seasonal harbor floats during the winter months and unorganized parking in the summer. The site includes numerous shipping containers, stored vehicles and vessels, as well as materials and equipment used by harbor staff for the operation and maintenance of the harbors. The existing harbormaster building has exceeded its intended lifespan and is insufficient for the needs of the harbor department.

Feedback regarding this site emphasizes the necessity for a new, modern, and larger harbormaster office, along with a harbor warehouse to store equipment and vehicles, which would also include a small workshop. Additional improvements desired include secured fenced storage, open flexible storage areas, and organized harbor parking that could double as float storage during the winter months. There is also a request for a harbor comfort station equipped with restrooms, showers, and laundry facilities to support users of the Small Boat Harbor. Furthermore, stakeholders wish to connect the harbor to downtown through a harbor walk. Adjacent to the harbor, a covered area for used oil receptacles is needed to facilitate safe and efficient harbor operations.

One significant advantage of this site is its flat terrain and largely unprogrammed use, which poses few challenges for development. All necessary utilities are available, supporting both the Small Boat Harbor and its operations. The proposed improvements to the Harbormaster Uplands Area, along with the development of new floats on the Snake River and relocating all recreational boating to these new floats, will enhance functionality and user services at the Small Boat Harbor. This shift will place a greater focus on accommodating commercial boaters.

Economic Feasibility & Other Benefits

A larger and modernized harbormaster office, new warehouse, and organized storage are not expected to provide economic benefits but will greatly improve the efficiency and operation of the Harbor Department. Similarly, the harbor comfort station and used oil receptacles will not generate significant revenue but will provide the needed amenities to support users at the Small Boat Harbor.

FACILITY IMPROVEMENTS:

Harbormaster Office

The Harbormaster Office is a 3,600-square-foot facility that will support the operational needs of the Harbormaster and port staff. It provides a centralized location for administrative functions, allowing port users direct access to staff for coordinating berthing assignments, handling duties and fees, and addressing other harbor-related needs. The facility plays a key role in ensuring efficient and responsive port operations.

As part of the improvements an established driveway with designated parking stalls and sidewalks are developed around the harbormaster's office. Defining these spaces with asphalt pavement, concrete curb and gutters and striping will organize the site and reduce dust and maintenance. The site would include lighting and security cameras.

Warehouse and Storage Yard

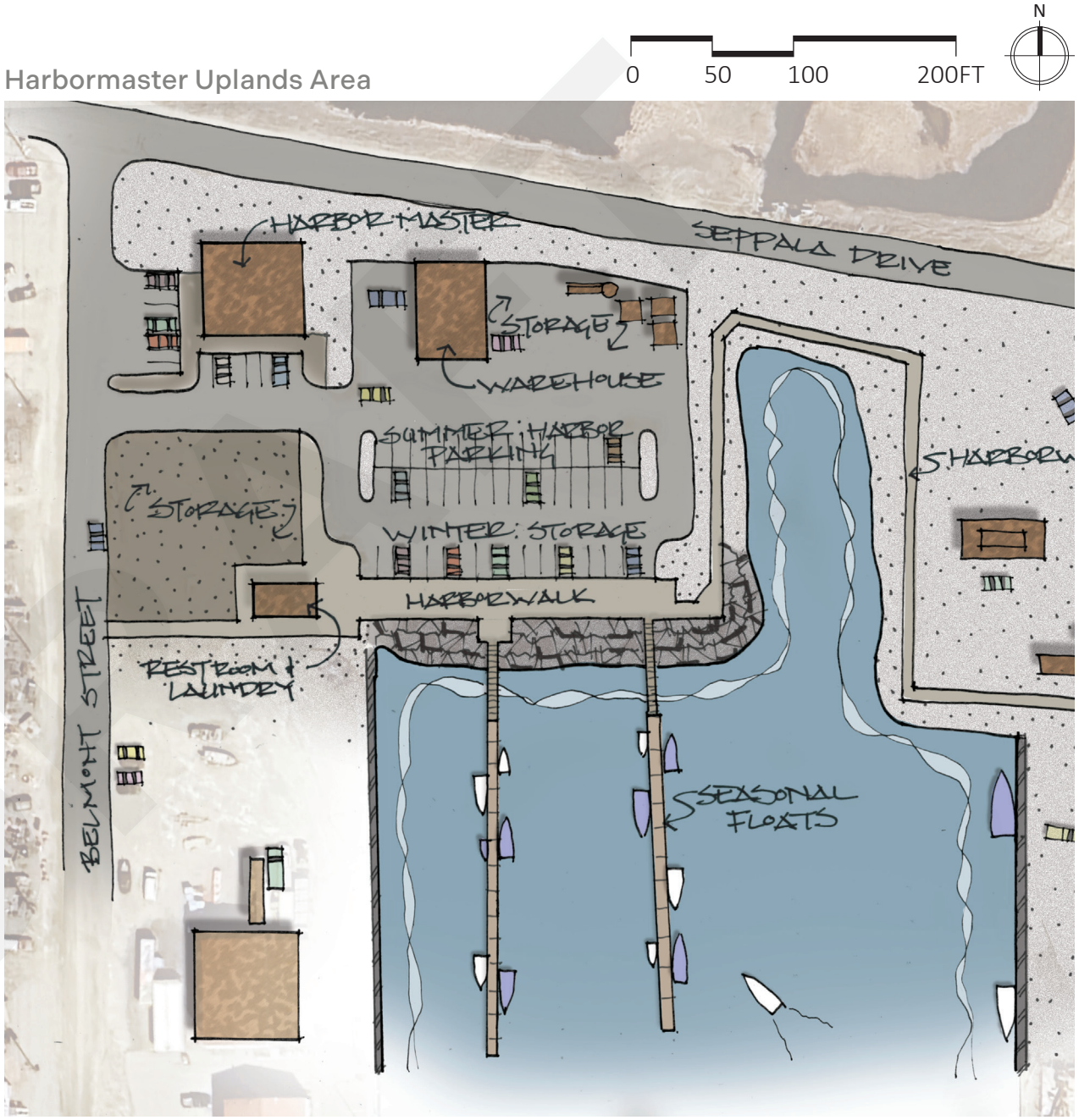
The warehouse is a 2,400-square-foot heated pre-manufactured metal building that will accommodate the storage of equipment and materials, allow the storage and maintenance of vehicles and small boats, and include a small shop for the maintenance and repair of harbor elements. Large, motorized roll-up doors allow easy vehicle and equipment access, while the shop area includes workbenches, tool racks, storage cabinets, and the needed ventilation and lighting. Racks allow for the storage of materials.

The yard has two storage areas: an unsecured gravel lot approximately 6,000 square feet to the east of the warehouse and a fenced gravel yard roughly 8,000 square feet to the south of the harbormaster office. In the winter, the parking lot associated with the Small Boat Harbor is utilized for the storage of the harbor floats. The yards are expected to have lighting and security cameras.

Harbor Comfort Facility

This facility provides full-service accessible restrooms with two fixtures and a shower per side. The showers are expected to be coin-operated but generate little revenue. Also included are simple laundry facilities that are expected to include two commercial-grade washers and dryers that are also coin-operated. These facilities would be enclosed

Harbormaster Uplands Area



within a heated structure of approximately 800 square feet. All materials would be durable and low-maintenance. This facility would have complete mechanical systems, be connected to City utilities, and have security cameras in public spaces.

GENERAL CONDITIONS:

Implementation

The highest priorities are the construction of the new harbormaster office and the harbor comfort station. Once completed, the next improvements would be the warehouse, storage yards, and organized harbor parking. Vehicle areas could initially be gravel and be later upgraded to asphalt paving with curbs and gutters.

Staffing and Operations

The harbormaster office would be fully staffed and the basis of operations for the Harbors Department. At this time this would not necessitate any additional staffing from that already provided.

Maintenance

The anticipated maintenance for a harbor master office involves regular checks and upkeep to combat the marine environment. This includes inspecting and potentially treating the building's exterior for moisture damage. Work includes maintaining the functionality of communication equipment crucial for harbor operations. Interior maintenance will focus on general wear and tear, ensuring a comfortable and efficient workspace for staff, and addressing any issues arising from the damp coastal climate, like mold or mildew. Inspecting and maintaining doors, windows, and heating and ventilation systems will ensure functionality and comfort within the building.

The anticipated warehouse maintenance will primarily focus on preventing corrosion and ensuring structural integrity. Regular inspections will be crucial to identify any signs of rust, loose fasteners, or damage to the metal panels, roof, and gutters. Periodic cleaning will remove debris and prevent moisture buildup. Additionally, inspecting and maintaining doors, windows, and heating and ventilation systems will ensure functionality and security, contributing to the building's longevity and operational efficiency.

The harbor comfort station will require regular maintenance to ensure functionality and cleanliness for users. Daily or more frequent cleaning of all facilities, including toilets, showers, sinks, and laundry machines, and trash removal will be necessary. Plumbing maintenance will be necessary to address leaks and clogs and ensure proper water pressure and drainage. Electrical checks will be conducted to maintain lighting, outlets, and the operation of the laundry equipment. Periodic inspection and repair will ensure adequate ventilation to prevent mold or mildew. The anticipated maintenance for a harbor master office involves regular checks and upkeep to combat the marine environment. This includes inspecting and potentially treating the building's exterior for moisture damage.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

Base Cost: $34MM

Planning Range: $17.5MM - $69.7MM

Belmont Point

SUMMARY:

General

Belmont Point has traditionally served as a subsistence access point to the Snake River and Norton Sound during late autumn and early spring when the harbor is frozen. The approximate 2-acre site is also used for recreational boat launches during the summer months. Boats are launched from the beach, and both the beach and surrounding uplands are used for short-term storage of skiffs and vehicles with trailers. Currently, there are no formal boat launch or access facilities, so boats on trailers must launch from the gravel shoreline, which poses challenges as not all trailers are compatible with the beach. This method of launching has led to some impacts on the Snake River's shoreline, as well as some safety concerns.

The community has requested the development of simple boat launch facilities to improve access, along with a seal and fish cleaning station, and organized parking to support the launch. In addition, residents expressed interest in having a small day-use recreation facility that includes shelter and picnic areas, which would enhance the area's programming and use. The intention is to continue allowing boats to be launched from the beach while improving waterfront access from Prospect Place to the Snake River and deeper water at the southern portion of the Point. These enhancements would support both recreational and subsistence activities for the community.

A key challenge in this project is the narrow configuration of the site along the Snake River, along with neighboring private property to the east, while still accommodating the desired improvements. Moreover, the new launch facilities at Belmont Point would extend the season for accessing open water, but access may still be compromised during freezing periods on the river when there is a desire to get on the water. Additionally, the natural beach shoreline will need stabilization adjacent to the proposed boat launch.

Economic Feasibility & Other Benefits

The economic benefits of these improvements are limited, primarily to the potential for collecting launch fees or renting the small recreation shelter. However, the most significant opportunity lies in providing an extended season for subsistence access to Norton Sound for fishing and seal hunting. Extended access to open water early and late in the season is a top priority for the community's subsistence needs. The freezing of the harbor and Snake River currently restricts access to this vital resource. Although the river adjacent to the facilities will still freeze, these improvements will help extend the period during which open water is accessible. Establishing an organized boat launch facility and parking area will also minimize the impact on the natural shoreline of the Snake River.

FACILITY IMPROVEMENTS:

Launch Facility and Parking

Improvements include the installation of a gravel boat launch ramp near the southern end of Belmont Point. This ramp will accommodate trailered small boat launches, providing reliable and convenient water access to the Snake River for an extended season. The ramp will allow local recreational and subsistence access to deeper water, potentially down to 8 feet. Due to space constraints, on-site parking is limited; however, dedicated trailer parking will be provided to support boaters and keep the site organized. Additionally, a community-use fish and seal cleaning station will be established to support local fishing activities. This amenity will promote responsible processing of seals and fish while helping to maintain site cleanliness. The community wishes for this station to be covered, with an approximate size of 10 feet by 10 feet, and ideally equipped with water for cleaning seals and fish. However, extending water service will add complexity in terms of installation and maintenance.

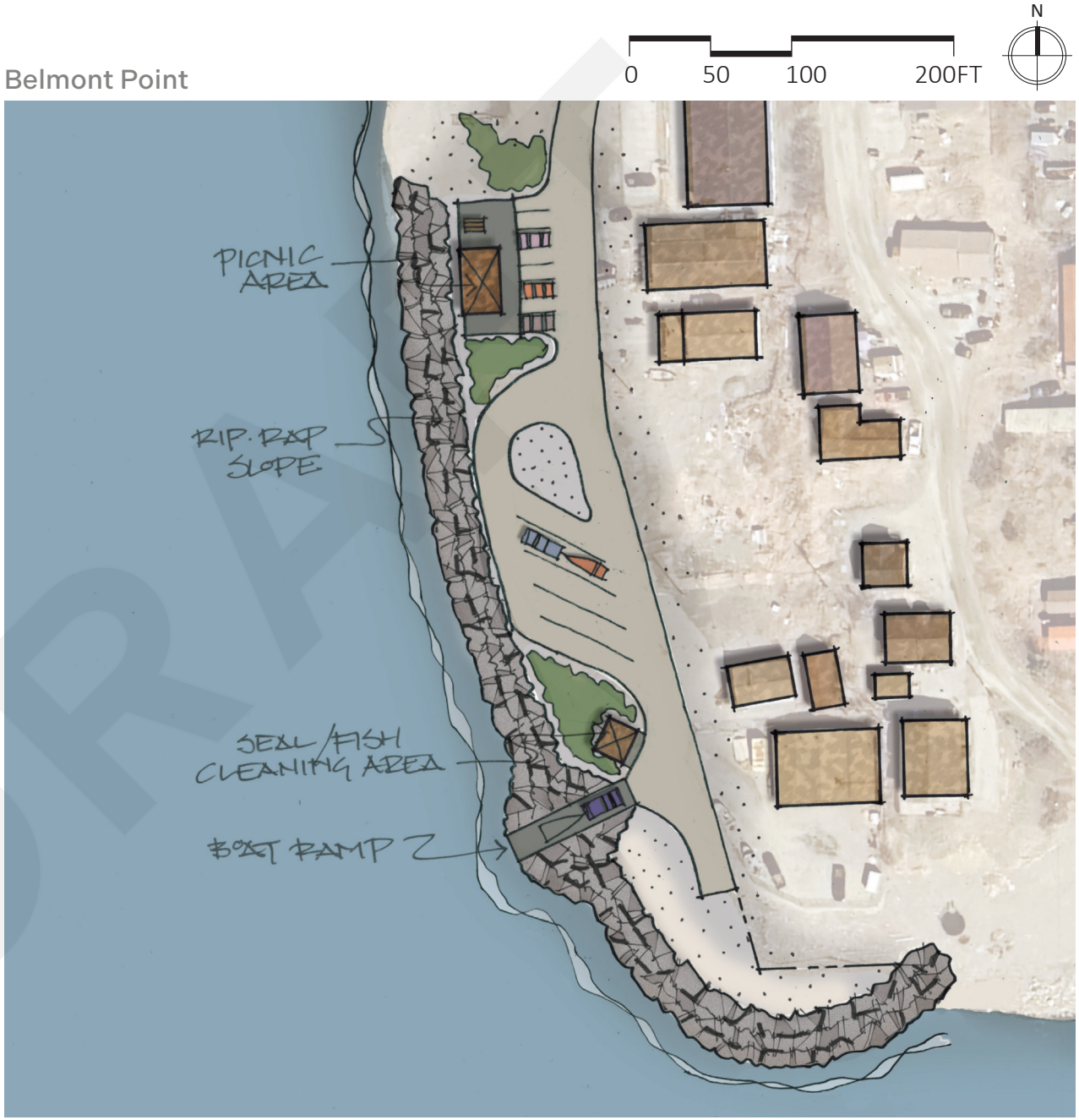
Widening and regrading the existing aggregate road on Prospect Place will improve access to the site. Further upgrades may include paving the road, driveway, and parking area to enhance durability, reduce dust, and minimize maintenance while improving accessibility. The northern portion of Belmont Point will remain unimproved, allowing for the continued launching of boats from the beach.

Beach armoring will be implemented to protect the improvements along vulnerable shoreline sections. This protection may also support the expansion of usable uplands over time, thereby increasing the site's long-term value and functionality.

Day-Use Area

A small, accessible day-use area in the center of the site and along the river's edge will support the launch facility's use and offer a gathering space for families and visitors to Belmont Point. The recreation area will include a small 15-foot by 15-foot picnic structure with a picnic table, BBQ grill, and trash can. The structure could be pre-manufactured metal or a more aesthetic timber shelter with a metal roof. The surfacing under the shelter and surrounding picnic area will be compacted crushed gravel; however, upgrading with paved surfaces would create a more durable surface, improve accessibility, and reduce maintenance efforts.

Belmont Point



GENERAL CONDITIONS:

Implementation

The highest priority is developing the launch facility, any related beach armoring to support the launch, and adding the fish and seal cleaning station with its shelter. Trailer parking and the day-use area would be a secondary improvement for Belmont Point unless complete funding for the whole project is secured.

Staffing and Operations

The facility does not require on-site staffing, however daily site visits during seasonal use would encourage proper use of the facilities.

Maintenance

Gravel boat launch maintenance includes regrading during heavy use periods and after significant storm events with light duty dozers or grading equipment. During the summer and high-use periods, daily maintenance visits are expected to ensure trash cans are emptied and the cleaning station and recreation area are clean and operational. Annual grading of the parking lots and driveways will be required, and depending on use, more frequent grading of the gravel boat launch may be needed.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

Base Cost: $11.6MM

Planning Range: $5.8MM – $23.1MM

Boat Launch Facility: Total Costs: $5.21MM

- Boat Launch and Stabilization: $5.0MM
- Seal/Fish Cleaning Station: $60,000
- Driveway Improvements and Trailer Parking: $150,000

Day-Use Area: Total Costs: $235,000

- Shelter: $150,000
- Picnic Facilities: $25,000
- Parking: $60,000

Cruise Ship & Visitor Facilities

SUMMARY:

General

As Nome welcomes mid-sized cruise ships to the community during the summer, it must prepare to create a safe and positive visitor experience. Nome is looking to the future with plans to develop an improved cruise ship berthing facility as part of the causeway expansion. This facility will be located more than a quarter-mile offshore and nearly a mile from downtown Nome, which presents a challenging route for passengers to walk. Due to the berth's location, passengers will board motor coaches for transportation along the adjacent working industrial docks and into town.

The City owns several undeveloped lots adjacent to River Street and Gold Avenue that total just under 2-acres. A portion of this site is used as a dog lot for the Iditarod Trail Sled Dog Race in the winter; however, they remain largely unprogrammed for the rest of the year. This site is on the western edge of downtown Nome, near many attractions, making it an ideal location for a cruise ship gateway terminal.

To enhance the visitor experience for cruise ship passengers, motor coaches would arrive at a gateway terminal, allowing passengers to disembark close to downtown Nome. From there, they can explore the community on foot or board tour shuttles to access other tours and attractions. In addition to functioning as a motor coach terminal, the facility would include a visitor center where passengers can interact with staff, view multimedia exhibits, and explore interpretive stations to learn about Nome's history, attractions, and activities available in the community. The center would also allow visitors to purchase tickets for other attractions and events, as well as board tour shuttles to surrounding locations. Restroom facilities will be included in the visitor center.

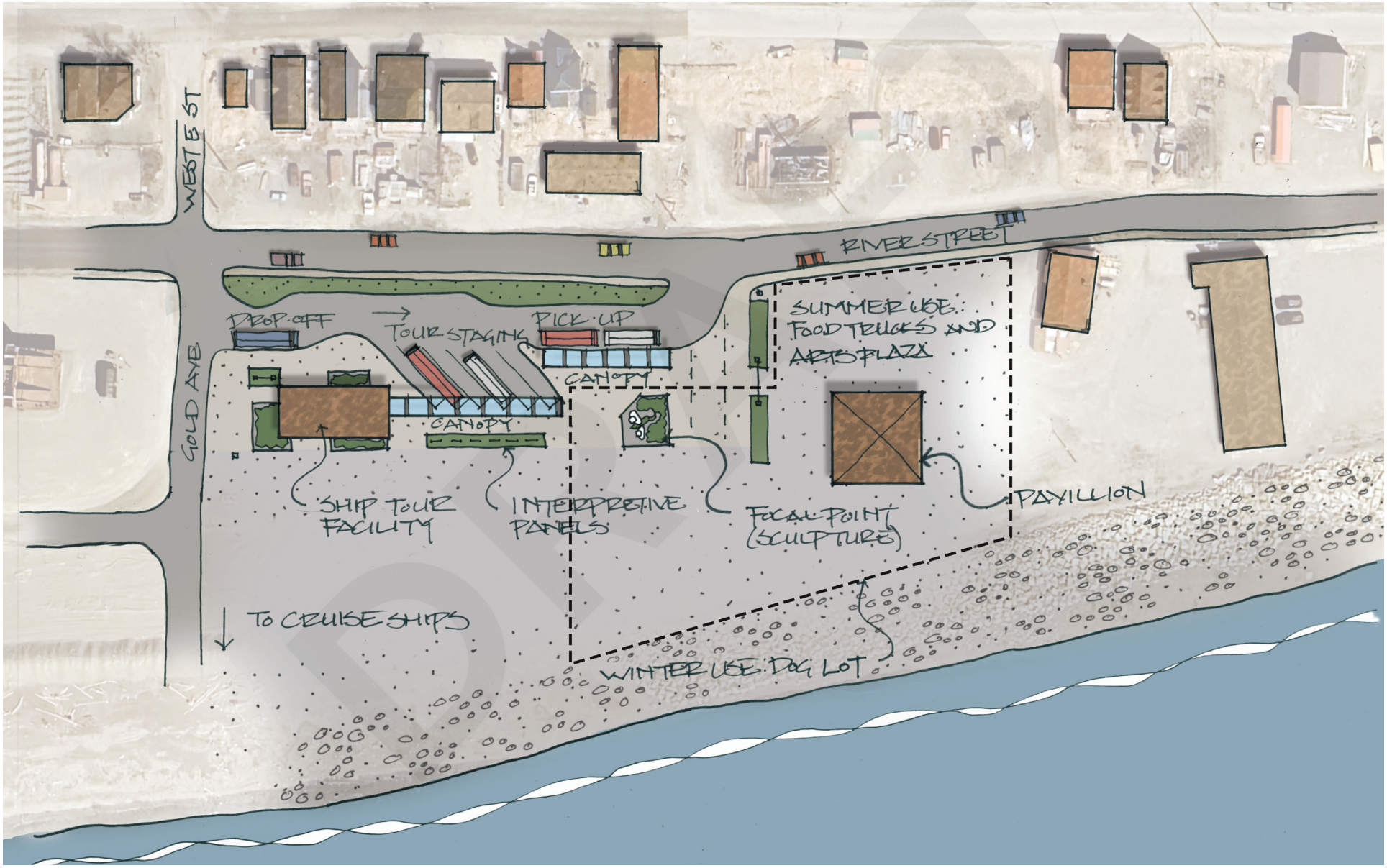
The exterior open space will feature interpretive panels, artwork, and landscaping to create a welcoming gateway to the community. Additional open space to the east will include a vendor plaza for arts and crafts sales, food trucks, and other offerings that would appeal to cruise ship passengers and locals. A large pavilion structure in this plaza space provides shelter from inclement weather. During the winter, the plaza would serve as a dog park for the Iditarod.

An improved pedestrian route from the gateway terminal will run along River and Front Streets, providing better access to downtown Nome. This route will be widened and paved, featuring sidewalks, wayfinding signs, and street furnishings to create an aesthetically pleasing streetscape for the downtown area.

Economic Feasibility & Other Benefits

This facility provides a critical visitor transportation hub and visitor service to create a positive visitor experience for cruise ship passengers. Nome is experiencing a notable increase in its cruise ship industry, presenting significant economic opportunities. As larger and more frequent cruise ships arrive in Nome, they bring visitors eager to explore the community's unique history, culture, and Arctic environment. This growing visitor industry stimulates the local economy through increased spending at local businesses, including shops, restaurants, and tour operators. Creating new jobs in the tourism sector, from guiding excursions to providing hospitality services, offers valuable employment opportunities for Nome residents. The revenue generated from passenger fees and local taxes can be reinvested in community infrastructure and services, enhancing Nome's overall quality of life. While careful planning and management are essential to mitigate potential environmental and social impacts, the growing cruise ship industry holds promise for sustainable economic growth and diversification.

Cruise Ship Gateway and Visitor Area



In addition to the economic benefits and creating a positive visitor experience, the gateway terminal also addresses a significant safety concern. The cruise ship berth is integrated into an industrial working waterfront, and passengers need to be safely transported from the berth to downtown rather than walking through this active and dangerous area on the breakwater. Motor coaches can safely transport passengers through this active area while also creating a convenient method of traveling downtown.

FACILITY IMPROVEMENTS:

Visitor Center/Contact Station

The visitor center will be a staffed facility that operates when cruise ships are in port. It will offer visitor information services and allow guests to purchase tours from local operators within an approximate 2,600-square-foot space. The center will accommodate up to 100 visitors at a time, which is equivalent to the capacity of two motor coaches.

Staff will provide visitor and informational services, which may include static printed materials, interactive multimedia displays, and exhibits that highlight Nome's history, culture, attractions, and tours. The focus will be on providing initial contact for visitors to help them make informed decisions about how to spend their time in Nome, without duplicating information and exhibits found elsewhere in the community.

Additionally, the visitor center will feature restrooms, each equipped with three fixtures per side. The facility will include all necessary mechanical systems and offer high-quality lighting to enhance the displays and exhibits. The building's design will reflect Nome's architectural style, making it easily identifiable to visitors. Clear signage on the building will designate it as a visitor center.

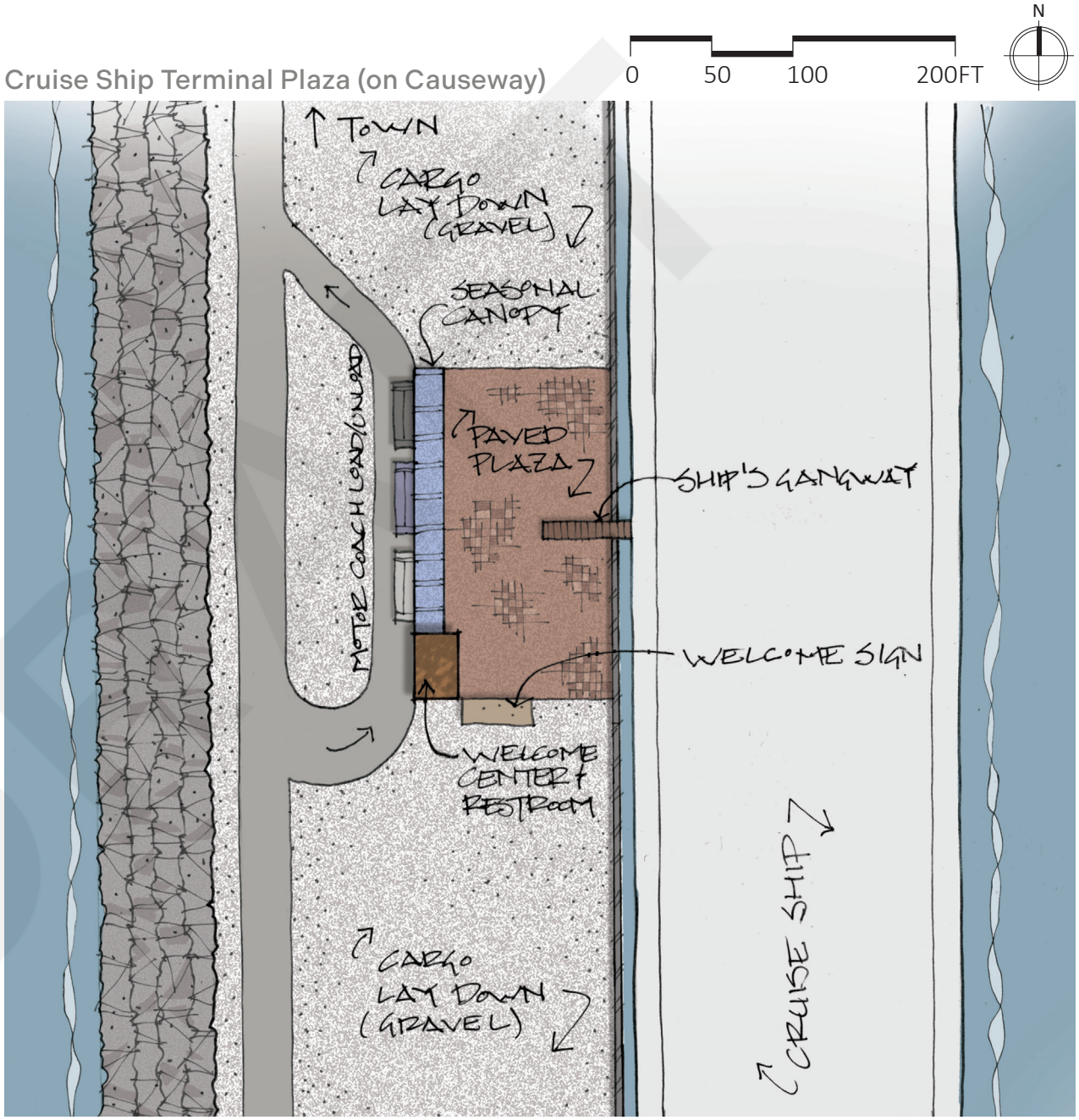
Motor Coach Staging

The visitor center serves as the transportation hub for motor coaches traveling between the cruise ship berth and downtown Nome. The layout of the site promotes one-way traffic circulation to facilitate quick curbside drop-offs and pick-ups for passengers arriving from and departing to the cruise ship. Motor coaches will operate on a regular schedule to transport guests to town and back to their ship.

There is designated space for one motor coach for drop-off, located directly adjacent to the visitor center, ensuring a swift transfer of passengers off the bus. Additionally, there are two pick-up spaces available for those returning to the ship, which accommodate the typically slower loading process. The pick-up area features a canopy that protects passengers waiting to board the bus from the weather.

Between the two motor coach circulation hubs, there are six nose-in parking stalls designated for passengers who have purchased tours requiring transportation to various attractions or destinations. These coaches will remain on-site longer while they load passengers. The nose-in parking arrangement allows for easy identification of the bus tours, and a canopy extending from the visitor center along the tour bus staging area provides shelter and guidance to passengers, protecting them from

Cruise Ship Terminal Plaza (on Causeway)



the elements. The overhead canopy will be high enough to accommodate motor coaches and will consist of a metal frame covered with removable fabric or plastic material, which can be taken down during the off-season.

All vehicle areas will be paved with asphalt and include concrete curbs and gutters to clearly delineate motor coach circulation routes and ensure the safe identification of pedestrian and vehicular zones. Striping on paved surfaces will help regulate the movement of motor coaches and define parking and staging areas.

Public Plaza and Open Space

Ample open public space facilitates the movement of pedestrians from the motor coaches to the visitor center and downtown Nome. Ideally, these spaces should be paved; however, in the short term, they can be covered with compacted crushed aggregate, provided they are fully accessible. Raised planting beds adjacent to the visitor center create a welcoming environment and can also serve as seating areas. The public plaza would include benches and trash cans. Interpretive panels placed within the plaza offer information for visitors year-round, including when the visitor center is closed. The large colored panels can suggest itineraries for various desired experiences, such as historic destinations, recreational opportunities, shopping, and more.

The plaza should feature 'Instagram' moments, which could include a large sculpture or piece of artwork that embodies Nome and serves as a focal point for the plaza. It is essential to cluster amenities within the plaza near the built structures and elements of the larger visitor center. An open space with minimal clutter allows for maximum flexibility, which can best accommodate a dog lot in the winter.

The eastern portion of the site consists of a large, unprogrammed lot that caters to both summer and winter needs. During the summer, the lot hosts food trucks, arts and crafts vendors, and other businesses that do not have a brick-and-mortar presence. The arts and crafts plaza will feature a large gravel area with limited electrical power sources around the perimeter to support the vendors. In the center of this plaza, there will be a large pavilion or shelter designed to protect the vendors. This structure will measure 40 feet by 40 feet and can be a pre-manufactured metal building or a frame topped with a seasonal canopy that is removed at the end of the summer. In winter, the plaza will continue to support the needs of the Iditarod.

Pedestrian Connectivity

Once at the gateway facility, a clearly defined safe pedestrian route would visually guide visitors to downtown Nome along River and Front Streets. The route shall be fully accessible and should be concrete paved sidewalks with a width of eight feet or more, where the right of way allows. Creating visual interest such as including gold 'sparkle grains' in the concrete sidewalk finish or creating a wood plank finish would reinforce the community's gold rush heritage and be a unique identifier to downtown. This route shall connect to the Harborwalk/Seawalk to create a pedestrian network and access to other destinations along the waterfront.

The inclusion of benches, pedestrian scaled lighting, trash cans, hanging flower baskets and banners from light or banner poles, all create interest and improve the aesthetics of downtown Nome. An essential element is the development of a wayfinding system to guide visitors through the community and to its destinations. These can include simple 'finger-pointing' signs at intersections with walking durations to attractions, to community maps and interpretive panels where wider sidewalks are present. Creating continuity in the branding of signs and wayfinding creates a unified aesthetic that also greatly helps visitors and locals move through and learn about the community. Ideally wayfinding would remain

in place year-round, with banners, interpretive panels, and hanging baskets being seasonal. Locate benches, lighting and wayfinding to not interfere with snow removal and storage. Some of these streetscape elements may also need to be seasonal to prevent interference with snow maintenance operations.

Causeway Cruise Ship Terminal Plaza

A dedicated plaza space located on the causeway adjacent to the cruise ship berthing area serves as a terminal for passengers disembarking from and boarding the vessels. This dedicated space is crucial for ensuring safety, as it is separated from other industrial activities occurring on the causeway. It serves as a gateway for cruise ship passengers arriving in Nome, allowing Nome staff to greet them and provide initial contact upon their arrival. The area features a motor coach staging zone, enabling the transportation of passengers into town to the Visitor Center/Contact Station on River Street, where they can receive enhanced visitor services and assistance.

Initially, the accessible plaza could be constructed from compacted gravel, with plans to pave it in the long term. It should be at least 80 feet deep to accommodate the ship's gangway and provide gathering space. The plaza should be 240 feet long to allow three motor coaches to stage for pick-up and drop-off along its west side. The width of the causeway allows for motor coaches to create a dedicated one-way circulation system and still allow other activities to move past the site. Since passengers may need to queue for the motor coaches, installing a canopy would enhance their experience. This canopy would be steel-framed, featuring a removable seasonal canvas covering.

Additionally, a small visitor building of approximately 600 square feet would be added, containing a two-fixture vault toilet for seasonal use and a small information desk to assist passengers with initial orientation. The desk would only be staffed when a ship is in port. Workers on the causeway would also have access to the toilet when no ships are present. The plaza would include a small "Welcome to Nome" sign or another distinctive gateway feature.

GENERAL CONDITIONS:

Implementation

Phased implementation will be challenging and to create a transportation hub into the community without some level of visitor services would be counterproductive to creating the facility. Ideally, the visitor center and motor coach staging facilities are a critical first phase of implementation. Elements that include the canopies, landscaping and open space plaza could be a future phase but to create an appropriate 'first impression' and gateway facility, including these elements would make a significant contribution to the overall project. The arts and crafts plaza and pavilion could easily be a second phase of work.

As road improvements are completed on River and Front Streets, streetscape enhancements that include improved sidewalks, site furnishings, wayfinding and other elements could be incorporated into the larger streets project. If desired, the sidewalk and streetscape improvements could be a stand-alone project linking the gateway facility to downtown.

Staffing and Operations

The visitor center/visitor contact facility would be staffed by up to two people (perhaps more) within the visitor center while a ship is in port. It could be expected that an additional staff person might be required outside the facility to help facilitate directing visitors to the correct tour and motor coaches back to the cruise ship. The causeway terminal would be staffed when a ship is in port and may require two people. Regular scheduled cleaning and restocking of the restrooms during the day would be required when a ship is in port.

Maintenance

Maintenance includes a consistent schedule of upkeep to ensure a welcoming and functional environment. This includes routine cleaning of interior and exterior spaces, regular inspections and repairs of structural elements like roofing, walls, and flooring, and the maintenance of essential systems such as HVAC, plumbing, and electrical. Preventative maintenance, like seasonal system checks and addressing minor issues promptly, helps to avoid more costly repairs down the line and ensures the longevity of the facility. Landscaping requires regular watering and weeding, while site furnishings would require occasional cleaning and daily trash removal from receptacles. Exhibits, interpretive panels, and informational displays, both inside and in the open space require periodic cleaning, updates, and care to remain engaging and accurate.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

Cruise Ship Gateway

Base Cost: $18.8MM

Planning Range: $9.4MM – 37.6MM

Cruise Ship Terminal Plaza Area

Base Cost $10.2MM

Planning Range: $5.1MM- $20.4MM

Mariner's Memorial & Seawalk

SUMMARY:

General

Nome's waterfront serves as a working waterfront with limited public amenities. However, waterfront walks and public spaces along these working areas offer invaluable opportunities for the community to connect with their maritime heritage and the essential industries that shape Nome. These spaces provide recreational benefits, promoting both physical and mental well-being while allowing residents and visitors to observe the activities of harbors, fishing fleets, and shipping operations.

The community aims to safely provide public access to and along its waterfront by establishing clearly defined pedestrian routes that separate public areas from the working waterfront. Creating pedestrian facilities along the waterfront between marine-based facilities can enhance access and become a destination for both residents and visitors. Additionally, there is a desire to develop dedicated public open spaces on the waterfront, including a mariner's memorial.

One significant challenge is identifying potential hazards that could arise where public access conflicts with the working waterfront and developing routing and safety solutions to address these issues. Significant coordination may be needed to work with waterfront property owners to establish a safe and continuous route along Nome's waterfront and its harbors.

Economic Feasibility & Other Benefits

Vibrant waterfronts and public areas can attract locals and tourists, stimulating local businesses and enhancing the overall quality of life while contributing to a more connected community. Defined pedestrian routes can create safer waterfronts, especially in areas adjacent to the working waterfront. Establishing a waterfront walk from downtown, alongside the harbor, and leading to the Snake River can provide recreational opportunities that benefit residents' physical and mental well-being. By integrating public access with the functional aspects of a working waterfront, these areas can become vibrant and engaging environments that educate, inspire, and strengthen the bond between people and the sea.

FACILITY IMPROVEMENTS:

Mariners' Memorial

Mariners' memorials serve as sacred spaces that honor those lost at sea and recognize the contributions of seafarers to trade, transportation, and commerce. They provide a place for remembrance, reflection, and gratitude, ensuring that the stories and sacrifices of mariners are not forgotten. The memorial should be constructed from durable materials designed to withstand the marine environment and ensure longevity. The memorial should be close to the water to support blessing of the fleet and remembrance ceremonies. The site should be large enough to for gatherings and include smaller, intimate spaces for contemplation. It should feature benches, interpretation, and appropriate landscaping and sculptural elements.

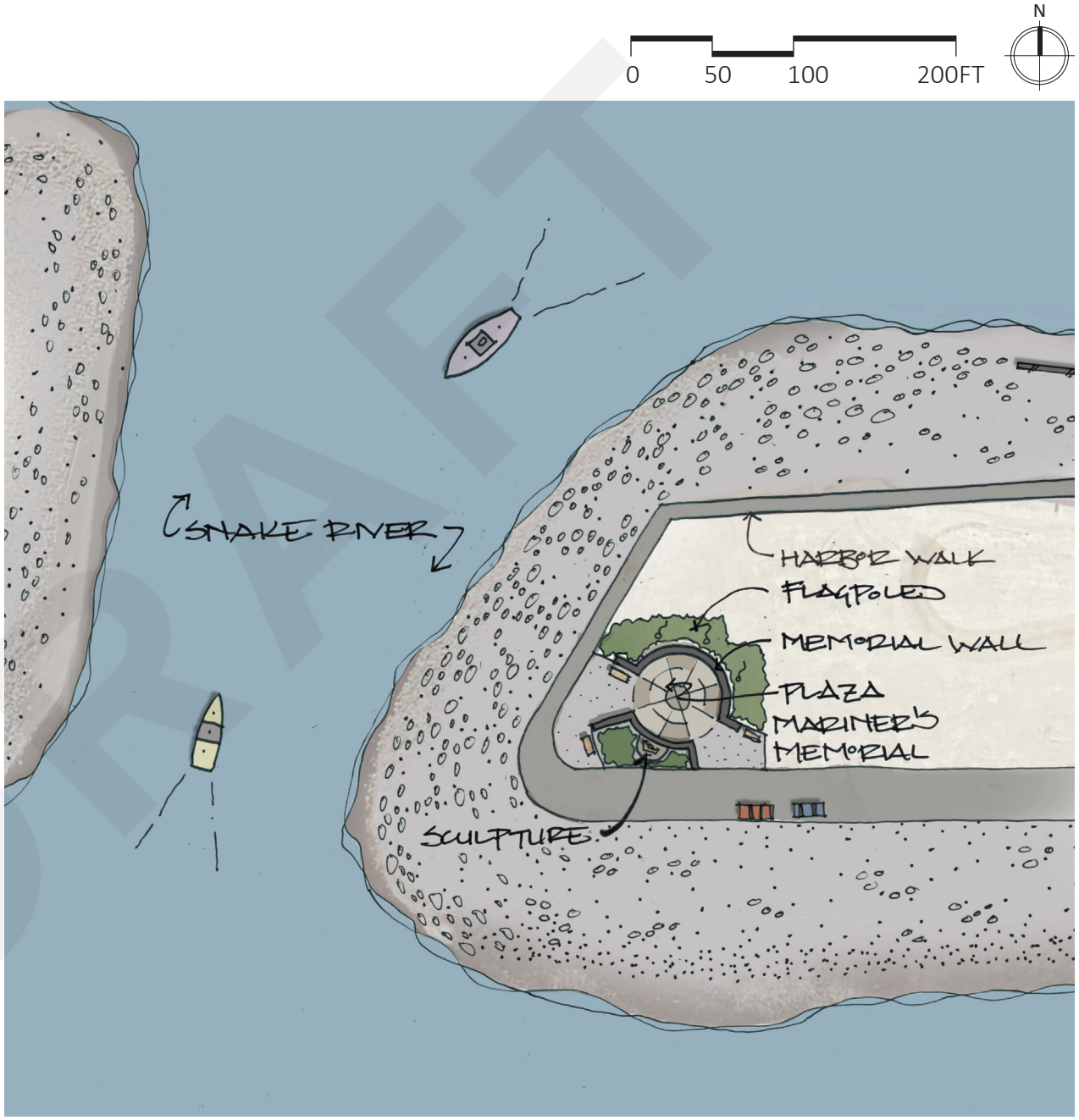
One possible location for the memorial is at the end of the breakwater and Gold Avenue, where numerous vessels pass. There are other potential locations for the Memorial, and project development would include a site selection process. Given the spiritual significance of memorials, great care must be taken in their location and design to honor and reflect the rich marine heritage of Nome.

Harbor Walk/Seawalk

The harbor walk will be a continuous pedestrian waterfront route that connects the gateway/ visitor center to the end of Gold Avenue, Belmont Point and Snake River Park.

The path must be fully accessible and constructed with durable materials. The walk should be at least 5 feet wide and up to 8-10 feet wide in areas with higher traffic. Where logical, existing sidewalks near the waterfront should be integrated into the harbor walk. While the preference is for the harbor walk to be built on fill material for cost-effectiveness, some sections may require a more expensive elevated walkway. Additionally, the harbor walk should accommodate smaller vehicles, including ATVs or quads, for maintenance and emergency access. Portions of the walk with a vertical drop-off will need guardrails for safety.

Benches and trash cans should be placed in widened areas of the harbor walk, especially in strategic locations where people may gather, enjoy good views, or view harbor activities. At key destinations and intersections along the route, wayfinding "finger-pointing" signs should indicate travel times to destinations. At entry points and significant destinations, route maps of the waterfront and the harbor walk should be provided. Wayfinding should maintain consistent branding similar to the Nome pedestrian corridor downtown.



The route should prioritize its proximity to the water's edge. It is essential to identify current waterfront uses and any potential hazards related to a working waterfront. Routes must be carefully selected to prevent conflicts and ensure safety. Collaboration with waterfront land managers is crucial to explore possible routes for the harbor walk through private property, incorporating fencing or other barriers to ensure pedestrian safety. While it may be necessary to navigate around private properties, efforts should be made to quickly return to the waterfront whenever possible. Where feasible, the harbor walk should align with existing rights-of-way and easements.

Furthermore, areas of interest along the route should be identified, providing opportunities for viewing these activities and incorporating interpretive elements to enhance the user experience and educate visitors about Nome's working waterfront.

GENERAL CONDITIONS:

Implementation

Phased implementation of the Mariner's Memorial may be a challenge and would be expected be a single construction project.

In contrast, the harbor walk is expected to be developed in multiple phases and can be integrated with other waterfront development initiatives. The phasing plan will prioritize segments that are likely to receive the highest foot traffic as a pedestrian route. Key areas for initial development could include the pathway from the gateway/visitor center to the Mariner's Memorial on the breakwater (approximately 1,500 linear feet), and from the gateway/visitor center to the existing harbor and Belmont Street (approximately 2,300 linear feet). The first phase of improvements might involve constructing the harbor walk with compacted gravel, with future upgrades planned for a more durable surface, such as concrete.

The long-range connection from Belmont Street to Belmont Point and the new Snake River Park would require approximately 3,000 linear feet of harbor walk and would require negotiations to cross the residential neighborhood to the east of Belmont Point and the State of Alaska for the portion along Seppala Drive and the Jafet Road bridge.

Staffing and Operations

The facility will not require staffing; however, daily walking of the route would ensure the facility is safe and operational.

Maintenance

Regular daily maintenance of the harbor walk, including emptying trash cans, is expected. An annual spring cleaning will include power washing all hard surfaces and site furnishings, as well as grading any gravel sections of the harbor walk. Additionally, annual inspections of elevated sections and guardrails will ensure their longevity. Interpretive panels can be removed seasonally and reinstalled in the spring.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

Mariners' Memorial

Base Cost: $1MM

Planning Range: $500,000- $2MM

Harbor walk/Sea walk

Base Cost: $1MM

Planning Range: $500,000- $2MM

Travel Lift

SUMMARY:

General

Nome relies on challenging retrieval and launch operations for its large vessels that includes large equipment and airbags. These operations occur at the existing launch ramps that can create congestion and challenging launches and retrievals.

The community expressed the desire for a dedicated travel lift facility that includes a +/- 150 ton travel lift that can accommodate typical vessels between 100 and 130-feet in length. A preferred site is the north end of the existing causeway near the breach bridge.

The site presents some challenges including the need to access deeper water. Locating the travel lift within the causeway places it largely within a protected marine environment.

Economic Feasibility & Other Benefits

The proposed Travel Lift Facility offers strong economic and operational benefits for the Port of Nome and the broader maritime community. By enabling fast, safe, and efficient vessel launching and retrieval—particularly compared to current methods using rolling airbags—the facility will significantly reduce labor, risk, and cost for vessel owners and operators.

The facility will allow both local and seasonal vessels to access shore-based maintenance services in Nome, reducing the need for costly travel to distant facilities further south. This capability not only supports vessel longevity and operational readiness but also creates new opportunities for local businesses to establish marine repair and maintenance services.

In addition, the Travel Lift Facility will provide a new revenue stream for the City and Port through service fees for vessel launching, retrieval, and potential uplands storage. The site will be capable of accommodating a larger class of vessels than current infrastructure allows, expanding the port's capacity to serve a wider range of users and supporting long-term economic growth in the region.

Innovation

Relocating these operations from existing facilities such as the barge ramp and small boat launch will help relieve congestion, improving access and functionality across the port.

FACILITY IMPROVEMENTS:

Travel Lift Facility

The Travel Lift Facility will be located at the north end of the existing causeway and will include a 150-ton travel lift to accommodate the launching and removal of large vessels typically between 100 to 130 feet in length. The orientation of the facility would be parallel to the causeway.

The basin will be dredged to a depth of 28 feet, an increase from the current 22 feet, aligning with improvements planned in Phase 2 of the Port of Nome Expansion Project.

The facility will include a lifting basin approximately 130 feet long and 35 feet wide and a travel lift dock approximately 125 feet by 130 feet that includes a 60 foot by 100 foot washdown pad.

The facility also offers potential for on-site vessel maintenance, limited vessel storage, and a washdown and cleaning area—providing essential infrastructure to support local marine operations.

GENERAL CONDITIONS:

Implementation

The Travel Lift Facility could be constructed in phases to align with available funding. Initial construction would include the full dock structure and uplands necessary for lift operations. Additional features such as a washdown pad and other support amenities could be added in future phases as funding becomes available, allowing the facility to expand its functionality over time without delaying core operations.

Staffing and Operations

The Travel Lift Facility is not expected to require full-time staffing for day-to-day operations. Staff would be scheduled as needed to support vessel lifts and launches, with multiple personnel present during those operations to ensure safety and efficiency. Once a washdown pad is installed, additional staff would be required during its use to monitor operations and ensure compliance with environmental and safety protocols.

Maintenance

The Travel Lift Facility will require routine inspection and maintenance consistent with the standards applied to other Port of Nome infrastructure. Key tasks will include regular inspection of structural components, grading of uplands, and periodic replacement of sacrificial anodes to prevent corrosion.

The travel lift itself will require ongoing upkeep to ensure safe and efficient operation, including mechanical inspections and preventative maintenance. Once installed, the washdown pad will also require periodic inspection and maintenance to ensure proper function and environmental compliance.

Cost Estimate

All costs are presented in 2025 United States dollars and are based on conceptual drawings and the details outlined in this report. The planning cost ranges, developed per the Association for the Advancement of Cost Engineering (AACE), are intended to accommodate potential design refinements as the project advances, while offering the City a consistent basis for comparing proposed improvements across different sites.

<Costs TBD>

<Site Plan TBD>