The Municipality of Skagway Comprehensive Plan is a direct result of the guidance and assistance the following individuals provided who graciously shared their time, insights and expertise.

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1.0 Introduction

Plan Purpose

The Skagway Comprehensive Plan is intended to guide community growth over the next decade to 2020. It describes current conditions, reviews outstanding issues and needs, forecasts future growth, and lays out an orderly plan to address anticipated needs. The Skagway Comprehensive Plan addresses quality of life, community demographics, municipal fiscal trends, employment and economic development, transportation, land use, housing, public safety, public services and utilities.

Goals for each of these topics identify what Skagway hopes to accomplish over the next 10-12 years. Actions are listed for each goal in Appendix A to show steps to take to accomplish each goal. At the end of each action it lists whose job it is to complete the action --- they are not all steps for the Municipality to take. It will take the Municipality of Skagway; local tribal, state and federal agencies; the private sector; and civic and business groups working together to make things happen.

How to Use This Plan

The Skagway Comprehensive Plan will guide decisions made by municipal staff, elected officials and appointed Boards and Commissions in shaping the community through allocation of resources in ways that reflect the community’s aspirations, values, and needs. Community growth, redevelopment, capital improvements, and budget discussions should occur in consultation with this Plan.

The Skagway Comprehensive Plan is not infallible or cast in stone. It should, however, bring into focus sufficient information and data so that considered and objective judgments can be made, using current information and community opinions.

The 2009 Skagway Comprehensive Plan has been adopted by ordinance by the Municipality of Skagway Borough Assembly. The goals in this Plan state what the Municipality and community would like to accomplish during the next decade. The plan reviews public safety, services and infrastructure needs to ensure there is capacity to accommodate forecasted community growth. The Future Growth maps designate broad land use to meet community needs, and serve as a foundation for zoning. This Comprehensive Plan is a document to guide local decision-making and spending over the next decade, recognizing that issues will emerge over time that were not anticipated when it was prepared in 2008.
This Plan is implemented through a variety of legal, regulatory and voluntary measures. The key to assuring successful use of the Plan in day-to-day civic affairs is to make sure the Plan is available and accessible to those who need to be aware of the goals it contains.

Specific ways to implement and use this Plan are:

- The Assembly should review this Plan’s goals annually, ideally either prior to the start of the budget cycle or right after municipal elections when the new Assembly is reorganizing and setting its goals for the year.

- Base annual municipal department budgets and the capital improvement program on needs identified in the Plan.

- Revise, as necessary, zoning, subdivision and other land development ordinances to ensure consistency with Plan provisions. Amend zoning maps as needed for consistency with the Plan and the Future Growth narrative and maps.

- Review ordinances, other plans, capital improvements and public programs to ensure consistency with the Comprehensive Plan.

- Ensure that the Planning Commission makes findings about whether proposed projects further the goals of, and are consistent with, the Comprehensive Plan. If a proposed project is not consistent with a Plan goal, provide evidence about why an exception is warranted.

- Review and update the Comprehensive Plan every 10 years or so. This Plan is based on economic trends, demographics, environmental conditions, and community attitudes in the Municipality of Skagway in 2008. These trends, conditions, and community opinions will change with time, and the Plan should be reviewed and revised to reflect those changes.

Public Process

In January 2008 Skagway held a town meeting to kick-off the Comprehensive Plan update. Mayor Tom Cochran introduced the Skagway Comprehensive Plan update and asked residents to, “Think about Skagway 10-20 years in the future. Describe the community you want and the key issues that must be addressed to achieve this future.” Over 90 comments were offered on a large variety of topics and land use maps and photos were marked-up with ideas and concerns.
Next a steering committee was appointed to meet about once a month to guide Sheinberg Associates (the community planning firm hired to help with the project). Steering committee meetings were public-noticed and open, and agendas and packets posted on the municipal website ahead of each meeting. The steering committee met seven times, between January and October 2008 to help guide plan preparation. The last meeting was a joint work session with the Planning Commission.

At the meetings draft chapters, “big-picture” questions and goals were reviewed and debated. A newsletter reporting progress on the planning effort was published in April 2008 and distributed to all Skagway post office box holders.

The Committee prepared an extensive, statistically-valid, community opinion survey that was run in April 2008 to gain further direction for Comprehensive Plan. Middle and high school students were also surveyed. Results of both opinion surveys were presented at a town meeting in June.

A detailed field survey through the community occurred in spring 2008 to update the community’s housing inventory and land use data as part of plan preparation.

A review of the number of full time and part time Skagway residents was conducted as this Comprehensive Plan. The community telephone list and registered voter list were merged and reviewed by two diverse teams of 7-10 residents each who brought local knowledge to the table of who is and is not still in town. The count showed there are 873 seasonal or year round residents 18 or older. If those younger than 18 are included this would bring the population up to close to 1,000. The teams counted approximately 585 residents, aged 18 or older, who lived in Skagway for 10 months or more in 2007.
Municipality of Skagway maps were updated, through the assistance of the National Park Service, who used municipal funding to provide a Geographic Information System (GIS) technician.

A draft Comprehensive Plan was published in September 2008 for public review. In October the Planning Commission and Steering Committee held a joint public work session to review the Plan. A revised draft was published in November 2008 and the Planning Commission held a public hearing and forwarded a resolution recommending approval to the Assembly for action. Final approval and adoption of the Plan by the Skagway Assembly occurred after its “second reading” and a public hearing in January 2009.
Figure 1-2 Municipality of Skagway Aerial Photo
Figure 1-3 Downtown Skagway
Aerial Photo, Circa 2003
2.0 Quality of Life

Skagway is a small town in a beautiful and rugged area with a rich history steeped in the 1898 gold rush era. Part of the Skagway character has always been its “hustle-bustle” nature, active use of the waterfront, a “can-do” attitude, occasional ‘ner-do-well’ characters through the years, and always the movement of people and goods north and south through town.

Residents enjoy a rural and northern lifestyle. The community opinion survey clearly shows that residents value the small town atmosphere where there is time for family and neighbors; a feeling of safety and that people care about one another; the ability to make a decent living, and the area’s beauty and abundant outdoor and indoor recreation opportunities.

A challenge for the community is to seek a balance and maintain the qualities cited above, which contribute to the collective and individual quality of life in town, as Skagway deals with the increasingly seasonal nature of an economy linked to cruise ship tourism; the varied demands that one million visitors during May-September bring; the need for more year-round employment; an aging permanent population; and accommodates more use of its waterfront for ore and other commodity transshipment.

Resident’s comments on their quality of life seem to indicate that a good balance is being maintained to date. When asked to rate their quality of life in Skagway on a 1-to-10 scale, two-third of adults and almost half of the community’s teenagers rate it an “8” or higher. Skagway adults give an average rating of 7.7 while students in 6-12th grade give it a 7.0. Eight percent of youth and two percent of adults give a low rating (1 to 3).

![Quality of Life Ratings, 2008](chart)

- **High (8-10)**
  - Youth: 48%
  - Adults: 61%
- **Medium (4-7)**
  - Youth: 44%
  - Adults: 37%
- **Low (1-3)**
  - Youth: 8%
  - Adults: 2%
In Skagway, there is a lot of agreement on how quality of life is defined. When asked “what factors or things are most important to your quality of life in Skagway,” the top two responses were the small town-close community feeling (43 percent) and the people, family and friends who live here (40 percent). Approximately one-quarter of all responses mentioned either the good jobs, beauty of the area, recreational opportunities, or safety. Additional factors included good schools, clean water and isolation from other population centers.

<table>
<thead>
<tr>
<th>Adult Responses</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small town/close community</td>
<td>43%</td>
</tr>
<tr>
<td>People/family/friends</td>
<td>40%</td>
</tr>
<tr>
<td>Good job/good opportunity to make a living</td>
<td>26%</td>
</tr>
<tr>
<td>Beauty of area/nature</td>
<td>24%</td>
</tr>
<tr>
<td>Recreational opportunities</td>
<td>23%</td>
</tr>
<tr>
<td>Safe community/low crime</td>
<td>21%</td>
</tr>
<tr>
<td>Good schools</td>
<td>10%</td>
</tr>
<tr>
<td>Clean water</td>
<td>8%</td>
</tr>
<tr>
<td>Isolation from other population centers</td>
<td>7%</td>
</tr>
<tr>
<td>Climate/weather</td>
<td>5%</td>
</tr>
<tr>
<td>Access to Alaska Marine Highway System</td>
<td>5%</td>
</tr>
<tr>
<td>Peace and quiet</td>
<td>3%</td>
</tr>
<tr>
<td>Lack of traffic</td>
<td>1%</td>
</tr>
<tr>
<td>Other*</td>
<td>20%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>3%</td>
</tr>
</tbody>
</table>

*A list of other responses can be found in the Appendix.

Middle and high school students were asked to name the top things they most enjoy about Skagway. Their answers echo adult opinions, with over half of all responses about the small town atmosphere, safety and friendliness, or, that there are lots of activities, sports and recreation programs.

<table>
<thead>
<tr>
<th>Youth Responses</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small town atmosphere, safety, everyone knows everyone, friendly</td>
<td>71%</td>
</tr>
<tr>
<td>Activities, sports, Recreation Center, Seven Pastures area, skate park, other recreation, softball</td>
<td>48%</td>
</tr>
<tr>
<td>Outdoor recreation, hiking, scenery</td>
<td>27%</td>
</tr>
<tr>
<td>Summertime, tourists, the summer atmosphere</td>
<td>23%</td>
</tr>
<tr>
<td>School</td>
<td>8%</td>
</tr>
<tr>
<td>Kone Kompany</td>
<td>6%</td>
</tr>
<tr>
<td>Friend’s houses</td>
<td>6%</td>
</tr>
<tr>
<td>Available jobs</td>
<td>2%</td>
</tr>
<tr>
<td>Quiet winters</td>
<td>2%</td>
</tr>
</tbody>
</table>
Students were also asked about their favorite places in Skagway. The results again show how important both indoor and outdoor recreation is to Skagway’s youth.

<table>
<thead>
<tr>
<th>Youth Responses</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skagway Recreation Center</td>
<td>31%</td>
</tr>
<tr>
<td>Lower Dewey Lake</td>
<td>21%</td>
</tr>
<tr>
<td>Seven Pastures</td>
<td>19%</td>
</tr>
<tr>
<td>Yakutania Point</td>
<td>17%</td>
</tr>
<tr>
<td>Hiking, outdoors</td>
<td>17%</td>
</tr>
<tr>
<td>Downtown and Docks</td>
<td>17%</td>
</tr>
<tr>
<td>Home, friends home</td>
<td>10%</td>
</tr>
<tr>
<td>Kone Kompany</td>
<td>10%</td>
</tr>
<tr>
<td>Skate park</td>
<td>8%</td>
</tr>
<tr>
<td>Glacial Smoothies</td>
<td>4%</td>
</tr>
<tr>
<td>Dyea</td>
<td>4%</td>
</tr>
<tr>
<td>Other, misc</td>
<td>19%</td>
</tr>
</tbody>
</table>

Residents and students were also asked to predict their quality of life in Skagway in five years. The purpose of this type of question is to get a general sense of people’s expectations for the future. Most expect the future to be similar to their current situation. Almost half of Skagway adults expect their quality of life to be the same as it is now; about one-quarter expect it will be better and 22 percent expect it to be worse.

<table>
<thead>
<tr>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better</td>
</tr>
<tr>
<td>The same</td>
</tr>
<tr>
<td>Worse</td>
</tr>
<tr>
<td>Will not be living in Skagway in five years</td>
</tr>
<tr>
<td>Don’t know</td>
</tr>
</tbody>
</table>

Youth were asked if they thought their and their family’s quality of life would be the same, worse or better in the next five years. The majority (56 percent) expect that their quality of life to stay about the same; the rest of the students are evenly split between those that expect a decline and those that expect things to improve.

Students generated 96 ideas when asked to name two things they would like to add to Skagway. A swimming pool and movie theater were the two largest desires; another 29 percent could be grouped as ideas for increased recreation or activities.
### Table 2-5 Things youth would like to add to Skagway

<table>
<thead>
<tr>
<th></th>
<th>Number of Comments</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>More recreation and activities, improve skate park, ATV course, more things to do year round, place just for teens, other</td>
<td>28</td>
<td>58%</td>
</tr>
<tr>
<td>Swimming pool</td>
<td>23</td>
<td>48%</td>
</tr>
<tr>
<td>Movie theater</td>
<td>16</td>
<td>33%</td>
</tr>
<tr>
<td>Different restaurants</td>
<td>6</td>
<td>13%</td>
</tr>
<tr>
<td>Different stores</td>
<td>6</td>
<td>13%</td>
</tr>
<tr>
<td>Better produce and groceries</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>More local stores, Less jewelry</td>
<td>3</td>
<td>6%</td>
</tr>
<tr>
<td>Year round economy</td>
<td>2</td>
<td>% 4%</td>
</tr>
<tr>
<td>Other, misc</td>
<td>7</td>
<td>15%</td>
</tr>
</tbody>
</table>

**Goals**

It is the goal of the Municipality of Skagway and the community to help direct Skagway’s future in a manner that:

2.1 Retain and enhances the characteristics of Skagway that contribute to a high quality of life and its unique character.

2.2 Promotes and encourages a healthy year-round economy that makes it possible for individuals and families to live securely and comfortably.

2.3 Stimulates development of year round family-wage jobs that support families coming to and settling in Skagway.

2.4 Preserves and protects the beauty and clean environment of the Skagway area.

2.5 Protects and enhances the health, safety and well-being of all residents.

2.6 Supports abundant indoor and outdoor recreation opportunities.

2.7 Supports lively cultural opportunities including art, music, theatre, dance and more.

2.8 Provides safe and affordable housing for all citizens.

2.9 Takes care of the community’s growing senior population.

2.10 Recognizes Skagway’s unique history and culture as a turn of the century gold rush era town.

Accomplishing all the other actions in this plan will maintain quality of life.
3.0 COMMUNITY DEMOGRAPHICS

The Alaska Department of Labor and Workforce Development (ADOLWD) has determined Skagway’s 2007 population at 845, about the same as it was 100 years ago. In the intervening century it dropped as low as 490, but has been hovering between 845 and 870 since 2000.

![Skagway Population Chart]

Skagway Population Patterns and Changes

During the Klondike Gold Rush in the late 1880’s estimates are that Skagway’s population was nearly 10,000. Skagway’s first official population count was 3,117 during the 1900 U.S. Census count. When the gold rush era ended at the turn of the century, Skagway experienced a steep population decline, to about 872 people ten years later in 1910. The population continued to decline over the next 30 years, to a low of about 490 in 1930. Skagway’s year round population remained relatively stable between 1940 and 1970, with the exception of a slight population increase during the World War II years due to the U.S. Army’s presence.

In the 1970’s prosperity of the White Pass and Yukon Route (WPYR) railroad, construction of the Klondike Highway, and restoration work on the Klondike Gold Rush National Historical Park stimulated population growth. From 1970 to 1980, the population grew close to 14 percent (an average annual increase each year of 1.2 percent) from 675 to 760.
Then, in 1982, the WPYR railroad, the City’s main employer, shutdown. In 1985, Alaska went into an economic recession. These events contributed to a population decline that bottomed out at 692 in 1990. This was an average annual population decline of just less than 1 percent each year during the 1980’s.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>POP</th>
<th>Average Annual Growth Rate**</th>
</tr>
</thead>
<tbody>
<tr>
<td>1898</td>
<td>10,000 est.</td>
<td></td>
</tr>
<tr>
<td>1900</td>
<td>3,117</td>
<td>-12.74%</td>
</tr>
<tr>
<td>1910</td>
<td>872</td>
<td>-5.68%</td>
</tr>
<tr>
<td>1920</td>
<td>494</td>
<td>-0.04%</td>
</tr>
<tr>
<td>1930</td>
<td>492</td>
<td>2.54%</td>
</tr>
<tr>
<td>1940</td>
<td>634</td>
<td>1.79%</td>
</tr>
<tr>
<td>1950</td>
<td>758</td>
<td>-1.40%</td>
</tr>
<tr>
<td>1960</td>
<td>659</td>
<td>0.24%</td>
</tr>
<tr>
<td>1970</td>
<td>675</td>
<td>-0.94%</td>
</tr>
<tr>
<td>1980</td>
<td>760</td>
<td>1.19%</td>
</tr>
<tr>
<td>1990</td>
<td>692</td>
<td>2.20%</td>
</tr>
<tr>
<td>2000</td>
<td>862</td>
<td>-0.28%</td>
</tr>
<tr>
<td>2007</td>
<td>845</td>
<td></td>
</tr>
</tbody>
</table>

1910-2007 Average Annual Growth Rate: 0.02%
1980-2007 Average Annual Growth Rate: 0.39%
1990-2007 Average Annual Growth Rate: 1.18%
**during the decade shown, continually compounded

Sources: State Department of Commerce, Community and Economic Development, Sheinberg Associates

Things turned around during the early 1990’s. From 1990 to 1994, the population grew between 2.5 and 5 percent each year. This increase is attributed to growth in the City’s tourism industry, including the reopening of the WPYR railroad to cater to visitors, as well as the on-again off-again shipment of FARO Mine ore through the Port of Skagway. In addition to the year round population, Skagway began to experience a significant influx of tourism-related summer employees at this time, which today is estimated to double to even triple the City’s year-round population. By 2000, the official population count jumped to 862, yielding an average annual growth rate of 2.2 percent during the 1990’s.

Since 2000 the state has documented a population decline. The State ADOLWD shows community population fluctuating in the 2000s between 837 and 873, based on a combination of permanent fund dividend applications and a formula-derived calculation based on statewide population patterns. The 2007 population is documented at 845.
### Table 3-2 Comparing Skagway Population and Number of Skagway Permanent Fund Dividend Applications

<table>
<thead>
<tr>
<th>YEAR</th>
<th>Adult PFD</th>
<th>Children PFD</th>
<th>Total PFD</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>673</td>
<td>146</td>
<td>819</td>
<td>845</td>
</tr>
<tr>
<td>2005</td>
<td>674</td>
<td>144</td>
<td>818</td>
<td>834</td>
</tr>
<tr>
<td>2004</td>
<td>705</td>
<td>144</td>
<td>849</td>
<td>873</td>
</tr>
<tr>
<td>2000</td>
<td>675</td>
<td>179</td>
<td>854</td>
<td>862</td>
</tr>
<tr>
<td>1990</td>
<td>519</td>
<td>181</td>
<td>700</td>
<td>692</td>
</tr>
</tbody>
</table>

*Source: Alaska DOR, Annual Reports Permanent Fund Corporation*

A detailed review of the number of Skagway residents was conducted during this plan’s development. The telephone list and registered voter list was merged and reviewed by two teams of 7-10 residents. This effort showed 873 full or part time residents 18 or older. Of the 873 full or part time residents counted, 584 are 18 or older and lived in Skagway 10-12 months in 2007 (defined as fulltime resident)\(^1\).

In Fiscal Year 08 there were 105 children enrolled in Skagway schools. This would bring the number of full and part time residents to 978. If the children under 5, who are not in school are added, the combined full and part time population is close to 1,000. This does not include the many seasonal employees, typically in their 20s, who swell the community’s population each summer.

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\(^1\) Seasonal employees in town for one summer were not counted, but those who are “regulars” and come to Skagway every summer were counted. These are often children of long time residents who return to work each summer or seasonal employees who live in their own RVs every season for the same employer.
Population Forecast

The future Skagway population was forecast as part of this comprehensive planning effort to estimate the future demand for utilities, infrastructure, services, housing land etc. The State recently completed a population projection to 2030. In Southeast Alaska an overall population decline is projected by the low and mid-range forecast scenarios. Southeast’s 2006 population was 70,053 and the mid-range scenario for 2030 forecasts population at 65,073 (the high scenario forecasts growth to 73,786). Under the middle scenario only Juneau will grow. The Skagway-Hoonah-Angoon census area is forecast to decline from 3,020 to 1,945 (even under the high scenario a drop is projected). This an average annual rate of decline of -1.83 percent. The obvious problem with using the State projection is that it lumps Hoonah and Angoon in with Skagway.

To complete a population forecast for this comprehensive plan a low, middle and high scenario tailored to Skagway conditions was used. The assumptions are listed under “rationale” on Table 3-4.

The Skagway population forecasts for 2030 range from 671 under a low or declining scenario, 924 as a mid-range scenario, and 1,108 under a high growth scenario. If some of the economic diversification goals in this plan are met, and tourism stays stable or grows slighter, then the middle population scenario seems most realistic.

Skagway teenagers (6th-12th grade) were asked how likely it was that they would live in Skagway when they were an adult in the student opinion survey. Nineteen students (39 percent) believe they will return, saying it is highly or somewhat likely they would live in Skagway as an adult. Twenty-five (53 percent) are most likely not planning to come back as an adult, saying it was not likely or that they definitely did not plan to return. The expectations of about 40 percent of Skagway’s teenagers are to come back (or remain) in town also supports the middle population forecast.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Average Daily Membership (ADM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>88</td>
<td>141.50</td>
</tr>
<tr>
<td>89</td>
<td>144.30</td>
</tr>
<tr>
<td>90</td>
<td>145.15</td>
</tr>
<tr>
<td>91</td>
<td>144.75</td>
</tr>
<tr>
<td>92</td>
<td>145.00</td>
</tr>
<tr>
<td>93</td>
<td>153.00</td>
</tr>
<tr>
<td>94</td>
<td>143.00</td>
</tr>
<tr>
<td>95</td>
<td>127.20</td>
</tr>
<tr>
<td>96</td>
<td>131.30</td>
</tr>
<tr>
<td>97</td>
<td>136.66</td>
</tr>
<tr>
<td>98</td>
<td>131.60</td>
</tr>
<tr>
<td>99</td>
<td>128.60</td>
</tr>
<tr>
<td>00</td>
<td>131.30</td>
</tr>
<tr>
<td>01</td>
<td>136.75</td>
</tr>
<tr>
<td>02</td>
<td>120.20</td>
</tr>
<tr>
<td>03</td>
<td>109.67</td>
</tr>
<tr>
<td>04</td>
<td>105.83</td>
</tr>
<tr>
<td>05</td>
<td>108.75</td>
</tr>
<tr>
<td>06</td>
<td>109.25</td>
</tr>
<tr>
<td>07</td>
<td>99.50</td>
</tr>
<tr>
<td>08</td>
<td>105.90</td>
</tr>
</tbody>
</table>

Source: Alaska DEED
Table 3-4 Rate of Growth used to Forecast Future Skagway Population

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Assumed Average Annual Rate of Change</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>-1.00%</td>
<td>An annual decline of 1% is greater than any 10-year rate of change that Skagway has experienced in almost 50 years. This is considered conservative to reflect a period of negative economic times.</td>
</tr>
<tr>
<td>Middle</td>
<td>+0.39 %</td>
<td>This is the annual average rate of growth from 1980 through 2007. This covers both the closing the WPYR railroad in the 1980s and statewide downturn in the mid-1980s as well as the WPYR reopening for tourism purposes and the growth of tourism in the 1990s. This rate thus averages recent good and bad times in Skagway.</td>
</tr>
<tr>
<td>High</td>
<td>+1.19%</td>
<td>Decade long average growth rates have been as high as over 2%; however, a more realistic high scenario would be a rate of 1.19% annually. This is the average from 1990 to 2007, during which good economic times have been fairly consistent.</td>
</tr>
</tbody>
</table>

Table 3-5 Skagway Population Projection - Year 2030

<table>
<thead>
<tr>
<th>YEAR</th>
<th>LOW</th>
<th>MIDDLE</th>
<th>HIGH</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>845</td>
<td>845</td>
<td>845</td>
</tr>
<tr>
<td>2010</td>
<td>820</td>
<td>855</td>
<td>875</td>
</tr>
<tr>
<td>2020</td>
<td>742</td>
<td>889</td>
<td>985</td>
</tr>
<tr>
<td>2030</td>
<td>671</td>
<td>924</td>
<td>1,108</td>
</tr>
</tbody>
</table>

Table 3-6 Student Responses on Likelihood of Living in Skagway as an Adult

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highly Likely</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Somewhat Likely</td>
<td>14</td>
<td>29%</td>
</tr>
<tr>
<td>Not Likely</td>
<td>18</td>
<td>38%</td>
</tr>
<tr>
<td>Definitely Not</td>
<td>7</td>
<td>15%</td>
</tr>
<tr>
<td>No Idea</td>
<td>4</td>
<td>1%</td>
</tr>
</tbody>
</table>

Students were also asked if they planned to leave Skagway for college, trade school, or other reasons, did they think they would come back during the summer season? Regardless of their long term plans as adults, 79 percent say they plan to come back and work in the summer while 2 percent say they expect to be in Skagway year round.

Table 3-7 As Young Adults, Do You Plan to Work in Skagway During the Summers?

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>38</td>
<td>79%</td>
</tr>
<tr>
<td>No</td>
<td>9</td>
<td>19%</td>
</tr>
<tr>
<td>Live here all year</td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
</table>
Demographic Characteristics

As of the 2000 Census, Skagway’s population was slightly older than the state as a whole and considerably less racially diverse. It had a higher per capita income than the state as a whole and a slightly higher percentage of people who had never been married. Only 23 percent of Skagway’s population was born in Alaska, compared to 38 percent statewide.

<table>
<thead>
<tr>
<th>Table 3-8 How Skagway Compares Skagway and Alaska residents, 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGE</td>
</tr>
<tr>
<td>Median</td>
</tr>
<tr>
<td>Under 5</td>
</tr>
<tr>
<td>18 and over</td>
</tr>
<tr>
<td>65 and over</td>
</tr>
<tr>
<td>RACE OR ETHNICITY</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td>Black or African American</td>
</tr>
<tr>
<td>American Indian and Alaska Native</td>
</tr>
<tr>
<td>Asian</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Two or more races</td>
</tr>
<tr>
<td>Hispanic (of any race) Income</td>
</tr>
<tr>
<td>INCOME</td>
</tr>
<tr>
<td>Median household income</td>
</tr>
<tr>
<td>Per capita income Gender</td>
</tr>
<tr>
<td>GENDER</td>
</tr>
<tr>
<td>Female</td>
</tr>
<tr>
<td>Male</td>
</tr>
<tr>
<td>MARITAL STATUS</td>
</tr>
<tr>
<td>Never married</td>
</tr>
<tr>
<td>Divorced</td>
</tr>
<tr>
<td>BORN IN ALASKA</td>
</tr>
<tr>
<td>Percentage of population born in Alaska</td>
</tr>
<tr>
<td>EDUCATIONAL ATTAINMENT</td>
</tr>
<tr>
<td>Less than 9th grade</td>
</tr>
<tr>
<td>9th to 12th grade, no diploma</td>
</tr>
<tr>
<td>High school graduate</td>
</tr>
<tr>
<td>Some college, without degree</td>
</tr>
<tr>
<td>Associate degree</td>
</tr>
<tr>
<td>Bachelor degree</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
</tr>
</tbody>
</table>

Source: US Census as reported June 2008 Trends (ADOLWD)
4.0 Skagway Municipal Government

Skagway Transitions from a City to a Borough Government in 2007

In June 2007, the voters of Skagway overwhelmingly (95%) approved dissolving the 1st class City of Skagway and in its place forming a 1st class borough, called the Municipality of Skagway. This action occurred after a seven-year battle, part of which was litigated, with the State Local Boundary Commission to approve Skagway’s request to form a borough. The boundaries of the city, now borough, did not change. Forming a borough formally recognized that Skagway’s local government provides both traditional “city” services (e.g., water, sewer, and public safety) as well as traditional “regional” services (e.g. broad land use, recreation, and economic development for the Skagway townsite, Dyea, to the Canadian border, and to remote regional areas). This also ensured that the Skagway area would never become part of the Haines Borough, which a State model borough boundary study had suggested.

Skagway’s municipal budget and powers did not change significantly as a result of borough formation; accordingly Skagway opted to forego the typical $600,000 in State transition assistance. However, Skagway expects to receive the typical land entitlement due to new boroughs. When a new city or borough forms it is allowed to select 10 percent of State land within its corporate boundary that is classified in a certain way. The purpose of this land transfer is to broaden the land base to meet municipal needs and support economic diversification over time. As this plan goes to print the Municipality of Skagway is preparing to challenge a State opinion that it is not eligible to receive municipal entitlement land as a result of borough formation.

Borough Powers, Services and Organization

The Municipality of Skagway provides the public services (listed in alphabetical order) including but not limited to:

- Animal protection
- Building plan reviews, life-safety building inspections
- Business licenses
- Capital Improvement Projects/planning
- Cemetery services
- Economic development and diversification
- Education, via the Skagway School District
- Fire, emergency medical, emergency planning, and search and rescue services

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2 Eligible State land includes acres that are classified as Vacant Undesignated and Unappropriated (VUU).
• Garbage collection and disposal (solid waste, incineration, and recycling)
• General borough administration and services - Assembly, planning commission, elections, financial etc
• Ground transportation regulation
• Health Clinic and services (owns the Edward A. and Jenny Rasmuson Community Health Center’s Dahl Memorial Clinic)
• Health and safety - litter, fireworks, nuisances, other
• Lease and sale of public lands, use permits, easements
• Library
• Museum
• Parks and recreation
• Planning, platting and land use regulation
• Coastal management planning
• Police service
• Port, harbor and dock facilities and services
• Road maintenance
• Water service
• Sewage collection and disposal
• Taxation
• Tourism development and planning (Skagway convention and visitors bureau)
• Traffic

Skagway has six elected borough Assembly members and a mayor. It employs a strong manager form a government, with a professional manager taking care of the day-to-day running of government. There is a six-member appointed Planning Commission and a five-member elected School Board.

Often mayor-appointed committees serve the community such as the Senior Citizen Taskforce, Port Development Steering Committee, and Parks and Recreation Board. Standing committees (established by municipal code) of the Assembly include the Convention and Visitors Bureau, Dyea Community Advisory Board, Library Board, Planning and Zoning Commission, Port & Harbor Advisory Board, Dahl Memorial Clinic Board, Historic District Commission, Museum Board and Recreation Board.

The Municipality of Skagway owns the facilities and land listed on Table 4-1.
<table>
<thead>
<tr>
<th>Facility/Parcel</th>
<th>Location</th>
<th>Zoning</th>
<th>Size</th>
<th>Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. McCabe Building (Borough Offices and Trail of 98 City Museum)</td>
<td>7th &amp; Spring</td>
<td>BH</td>
<td>1899, Major rennov. in 2000</td>
<td></td>
</tr>
<tr>
<td>2. Incinerator</td>
<td>6 mile Klondike Hwy</td>
<td>RC</td>
<td>1998</td>
<td></td>
</tr>
<tr>
<td>3. Old landfill (fire dept storage) / (current) Skagway cemetery</td>
<td>3.2 mile Dyea Road - USS 3312 tr. C lot 20, 19</td>
<td>RC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Old landfill (new rifle range)</td>
<td>4 mile Dyea Road</td>
<td>RC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Public Works Shop</td>
<td>5th &amp; Alaska</td>
<td>RG</td>
<td>WW II</td>
<td></td>
</tr>
<tr>
<td>6. Wastewater Treatment Plant</td>
<td>Main, south of 1st Street</td>
<td>I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Pioneers Cemetery</td>
<td>off Dyea Road - USS 1254</td>
<td>RC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Police Station</td>
<td>1st &amp; State</td>
<td>I</td>
<td>1998</td>
<td></td>
</tr>
<tr>
<td>9. Library</td>
<td>8th &amp; State</td>
<td>BG</td>
<td>2,116 sf</td>
<td>1979</td>
</tr>
<tr>
<td>10. Little Dippers Daycare</td>
<td>23rd &amp; Main</td>
<td>BG</td>
<td>1998</td>
<td></td>
</tr>
<tr>
<td>11. Fire Hall</td>
<td>5th &amp; State</td>
<td>BG</td>
<td>5,600 sf</td>
<td>1970</td>
</tr>
<tr>
<td>12. Arctic Brotherhood (AB) Hall (Skagway CVB home)</td>
<td>Broadway &amp; 2nd</td>
<td>BH</td>
<td>1898</td>
<td></td>
</tr>
<tr>
<td>13. Waterfront</td>
<td>Small boat harbor -16 acres, RV Park appr 3 acres, Ferry terminal lease to State, City owned transfer bridge</td>
<td>W, appr 100 acres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Skagway Medical Clinic</td>
<td>11th &amp; Broadway</td>
<td>RG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Future home of Medical Clinic</td>
<td>14th and Broadway (5 ½ block 89)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Mollie Walsh Park</td>
<td>6th &amp; Broadway</td>
<td>BH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17. Pullen Creek Shoreline Park</td>
<td>Waterfront</td>
<td>WI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18. Yakutania Park &amp; par course</td>
<td>USS 1499</td>
<td>RC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19. city block of undeveloped land</td>
<td>Broadway &amp; State, and 17th and 18th</td>
<td>BG/RG</td>
<td>69,000 sf</td>
<td></td>
</tr>
<tr>
<td>20. city block of undeveloped land</td>
<td>Alaska &amp; Main, and 17th &amp; 18th</td>
<td>RG</td>
<td>69,000 sf</td>
<td></td>
</tr>
<tr>
<td>21. Skagway Family Fitness and Recreation Center</td>
<td>11th - 12th &amp; State</td>
<td>BG/RG</td>
<td>120,000 sf</td>
<td></td>
</tr>
<tr>
<td>22. Gold Rush Cemetery</td>
<td>north of railroad yards</td>
<td>RC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23. Lookout Platform area</td>
<td>Off Dyea Road-USS 3312, Tr. E, lot 30</td>
<td>RC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24. 7th pastures Ballfields</td>
<td>southwest of Klondike Highway bridge</td>
<td>I</td>
<td>1998</td>
<td></td>
</tr>
<tr>
<td>25. School (owned by Skagway School District)</td>
<td>15th &amp; Main</td>
<td>RG</td>
<td>35,000 sf</td>
<td>1985</td>
</tr>
<tr>
<td>26. Municipal Entitlements</td>
<td>areas around: Dewey Lakes, AB Mnt, Dyea Pt., Dyea Flats, Chilkoot Trail</td>
<td>various</td>
<td>appr. 4,540 acres</td>
<td>1996</td>
</tr>
<tr>
<td>27. Municipal Entitlements</td>
<td>West Creek area</td>
<td>RC</td>
<td>appr 2,860 acres</td>
<td>1996</td>
</tr>
</tbody>
</table>
Municipal Budget Review and Trends

Tax Revenue is Increasing

Skagway is working to diversify the economy so that local jobs and incoming municipal revenue is less dependent on one source (tourism). Skagway is fortunate though in that tourism is quite lucrative. Over the last 20 years revenue from sales and tourism (hotel) taxes have risen significantly coincident with Skagway’s rising prominence as part of the Alaska Inside Passage cruise ship itinerary.

In 2006, Skagway ranked 3rd highest in Alaska in per capita tax revenue. Of the 108 Alaskan boroughs or cities listed in the 2007 Alaska Taxable, Skagway’s total 2006 tax revenue of $7.1 million yields a per person revenue of almost $8,400. For comparison, excluding the North Slope Borough, the statewide average per person tax revenue is $1,523.

Three-quarter of Skagway’s tax revenue comes from sales tax. In 2007, the uniform 4% sales tax levy was changed to a 5% sales tax during the 2nd and 3rd...
quarter of the year and 3% levy during the 1st and 4th quarter. It is anticipated that this will increase revenue generated from sales tax.

In Skagway revenue collected from sales tax is deposited into a separate fund rather than the general fund. Sales tax fund revenue is generally used for capital projects and is transferred-in to the general fund each year to ‘buy-down’ the property tax mill levy.

**Municipal Spending has Increased on Par with Revenue**

Skagway’s general fund revenues and expenditures have increased significantly over the last 20 years, reflecting rising revenue from tourism activity.

In addition to its general fund, Skagway has a sales tax fund described above, enterprise and other funds with separate accounting including garbage, water and sewer, and port enterprise funds, a tourism fund (revenue from hotel taxes), the J. M Frye land fund (revenue from the sale of municipal land is deposited into this fund, which is used for land related improvements), and health clinic fund.
General Fund Expenditures Focus on Public Safety and Running the Borough

Skagway’s FY 2007 general fund expenditures are shown on the pie chart below. Running the borough (admin, borough offices, manager and council) accounts for 37 percent of the budget and public safety spending is another 36 percent.

![Skagway General Fund Expenditures, FY 2007](chart.png)

Capital and Special Projects

Sales tax revenue is coupled with grant revenue and municipal bond sale revenue to support local capital improvement projects. A milestone recently completed was finishing the flood control project in 2006, a dozen years in the making. This project protects property within the Skagway River valley from the threat of flooding. In 2008, Skagway is:

- Completing engineering and breaking ground on the new medical clinic (which will require a significant portion of sales tax revenue);
- Completing a seawalk by the railroad dock and small boat harbor; and
- Finishing engineering on the harbor surge control project and harbor electrical upgrades.
Skagway has been fortunate in the last 10-15 years to generate significant revenue from sales tax enabling it to provide local match for capital improvement projects or even fund projects entirely in-house. The Municipality and residents have developed many capital improvement project ideas as a result, including those listed on Table 4-2.

The community’s top priority projects are identified annually in a list adopted by the Assembly and used for grants and funding requests. With so many project ideas and a healthy local revenue source it is important to set up a systematic process and criteria to rationally evaluate and identify priorities.

| Table 4-2 Capital Project Ideas for Next Decade (listed roughly from south to north) |
|---|---|
| 1. | Desired changes when WPYR waterfront leases open up in 2022. |
| 2. | Multi-modal pedestrian safety and amenity upgrades along Congress way to end of dock. |
| 3. | Gateway project-pedestrian improvements and signage from ferry terminal to downtown. |
| 4. | Municipal parking lot in or near downtown business district. |
| 5. | Complete remainder of Phase 1 and Phase II of small boat harbor improvements. |
| 7. | Roll-on roll-off freight transfer facility. |
| 8. | Improved recycling program to include paper, plastics, other (options, costs). |
| 9. | Reliable 24/7 staffing for 911 dispatch center. |
| 10. | Gain use of undeveloped portion of airport apron near waterfront. |
| 11. | Public safety building (consolidate fire, emergency response, police, 911 dispatch, training area, apt/barrack area to house trainers & interns/summer help) and open up the 1st and State Street area. |
| 12. | New Jerry Myers fish hatchery. |
| 13. | Theatre to support the performing arts. |
| 14. | Build 4-10 units affordable housing targeted for home ownership by a mix of a) those at 60-80%, and b) those at 80-120% of the Skagway median household income. |
| 15. | Purchase of Garden City RV Park. |
| 16. | Building to display Rapuzzi collection. |
| 17. | Expanded recreation facility development. |
| 18. | Facility for vocational-technical and continuing education classes and training. |
| 20. | Reuse of former clinic building |
| 21. | Senior activity center. |
| 22. | Skagway Tlingit cultural tour and historical museum /house. |
| 23. | Senior housing complex – investigate concepts, options and costs (pre-feasibility assessment). |
| 24. | Water Booster Station with new 6" well and associated booster pumps and building, on municipal property at 17th Avenue & State Street. |
| 25. | Master Development Plan for 7th pastures and area south along Skagway River. |
26. Development of more indoor recreation opportunities for youth, such as an arcade, pool hall, teen center.

27. Climate controlled, secure, storage area or building for municipal and museum records and archives and artifacts.

28. Extension of pedestrian and bike path from 23rd Avenue Bridge north to at least Liarsville area.

29. Extend water and wastewater across 23rd Avenue Bridge to support industrial and higher density development north of town.

30. Install ‘new’ water tank in area N. of 23rd Ave. Bridge OR Dyea Road area.

31. Develop new artesian water source north of railroad yard, gravity feed to 23rd Avenue Bridge (possibly in lieu of no. 29).

32. Reline incinerator stack.

33. New ashfill incineration area.

34. Widen Dyea Road shoulder to improve safety and provide non-motorized transportation path.

35. Fire substation along Dyea road.

36. Repair and strengthen deteriorating Taiya River Bridge.

37. Run-of-river hydroelectric generation facility and recreation access enhancement project in West Creek.

38. Improvements to access and on municipal land in West Creek area to enhance for recreation development and use and low density housing.

Goals

It is the goal of the Municipality of Skagway to:

4.1 Annually conduct a process to systematically and rationally evaluate capital improvement projects and set the community’s top priorities. Do this as part of the annual budget process, and ensure there is opportunity for public comment.
5.0 EMPLOYMENT AND ECONOMIC DEVELOPMENT

The purpose of this chapter is to review the local economy, assess realistic opportunities, summarize community preferences, and create a path with goals and actions to achieve economic growth and diversification.

Current Conditions and Background

Skagway’s natural beauty, historical significance, its location at the northern end of Southeast Alaska’s “Inside Passage,” the White Pass and Yukon Route railroad trip to Lake Bennett, and its road connection through Canada to the rest of Alaska attracts almost one million cruise ship visitors each year. While Skagway’s seasonal, tourism-based economy is very strong, the pursuit of more year round jobs and economic opportunities is a high priority of the Municipality of Skagway and its residents.

Diversifying Skagway’s economy is a two step process. First, support for the economic sectors and businesses that now provide jobs and opportunities must be steady. Second, realistic economic opportunities, that residents support, must be identified and actively pursued.

Throughout its history, the Skagway economy and employment has been closely tied to the transportation industry. From the Klondike Gold Rush to the Port of Skagway, White Pass and Yukon Route (WPYR) Railroad and Klondike Highway to Canada, the backbone of the Skagway economy has and is linked to

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3 This chapter benefited from data and charts in the June 2008 Trends article on Skagway. Trends is a monthly magazine of the Alaska Department of Labor and Workforce Development, Research and Analysis section.
transportation and Skagway’s location. When ore transshipment slowed and the WPYR railroad closed in October 1982 it sent the Skagway economy into a tailspin as almost half of the town’s jobs were tied to the railroad.

Today, a revitalized Skagway seeks to balance between its role as a tourist destination, which produces significant revenue and many seasonal jobs, with a role as a year round transshipment hub.

**Skagway’s Economy**

Employment and economic indicators in Skagway are quite positive. The economy of Skagway is much more diversified than that of Southeast Alaska as a whole. The largest employer in town is the WPYR Railroad, which provided 144 jobs in summer 2007. Mostly due to the railroad, transportation makes up a quarter of Skagway’s total job count compared to just 5 percent for the state as a whole. Overall, Skagway’s employment mix is dominated by a few visitor related industries.

Retail trade and restaurants and bars also make up larger slices of the Skagway economy than that of Alaska. Another difference is that Skagway depends less on government jobs than the state – only 19 percent of Skagway’s employment is in government compared to 25 percent for the state. Skagway is especially thin on state government employment, which makes up less than 2 percent of its total compared to 24 percent for Juneau, and 8 percent for the state as a whole.

![Cruise Passengers Visiting Skagway](chart.png)
Retail trade has a presence twice as large in Skagway as in the state as a whole. The retail businesses are predominantly clothing and jewelry stores and gift shops. Those types of businesses make up 67 percent of retail trade employers in Skagway, a mix unlikely to be seen in an economy less reliant on short-term visitors. Predictably, Skagway’s summertime high of around 350 retail jobs shrinks to a winter low of less than 100.

Even as cruise ship traffic to Skagway has boomed, the number of independent travelers visiting the area has declined, despite Skagway being one of only three Southeast communities on the road system. Consequently, the accommodations industry, which often thrives as tourism grows in an area, has seen job losses since 2000. High gas prices and the relatively low expense of visiting the region by cruise ship may continue to limit growth in independent travelers in the coming years. Visitors purchase goods, services, food and lodging in town resulting in significant tax revenue to the Municipality of Skagway (see Table 5-1). The number of jobs in Skagway is growing, even as population remains stable. The graph above shows the number of average annual jobs topping the local population.
Table 5-1  Revenue and Sales Tax from Gift Shop Sales and Tourism Related Services

<table>
<thead>
<tr>
<th>YEAR</th>
<th>GIFT SHOPS/ JEWELRY STORES</th>
<th>4% Tax</th>
<th>SERVICE BUSINESS SALES</th>
<th>4% Tax</th>
<th>TOUR SALES</th>
<th>4% Tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>$21,825,454</td>
<td>$872,837</td>
<td>$11,097,083</td>
<td>$443,801</td>
<td>$20,100,760</td>
<td>$803,993</td>
</tr>
<tr>
<td>1999</td>
<td>23,232,416</td>
<td>925,322</td>
<td>14,812,627</td>
<td>586,171</td>
<td>25,673,144</td>
<td>1,025,337</td>
</tr>
<tr>
<td>2000</td>
<td>26,714,580</td>
<td>1,068,471</td>
<td>12,931,152</td>
<td>512,820</td>
<td>24,911,068</td>
<td>996,413</td>
</tr>
<tr>
<td>2001</td>
<td>32,162,061</td>
<td>1,281,805</td>
<td>14,112,777</td>
<td>559,781</td>
<td>38,169,169</td>
<td>1,125,231</td>
</tr>
<tr>
<td>2002</td>
<td>34,975,188</td>
<td>1,394,345</td>
<td>14,776,452</td>
<td>589,425</td>
<td>30,392,787</td>
<td>1,213,700</td>
</tr>
<tr>
<td>2003</td>
<td>37,943,078</td>
<td>1,512,605</td>
<td>14,627,247</td>
<td>583,353</td>
<td>34,549,188</td>
<td>1,379,893</td>
</tr>
<tr>
<td>2004</td>
<td>43,782,090</td>
<td>1,746,189</td>
<td>16,458,001</td>
<td>656,565</td>
<td>40,279,023</td>
<td>1,608,943</td>
</tr>
<tr>
<td>2005</td>
<td>51,133,977</td>
<td>2,039,312</td>
<td>18,116,592</td>
<td>722,729</td>
<td>41,086,534</td>
<td>1,641,568</td>
</tr>
<tr>
<td>2006</td>
<td>51,876,553</td>
<td>2,068,620</td>
<td>19,838,939</td>
<td>792,556</td>
<td>47,321,585</td>
<td>1,889,892</td>
</tr>
<tr>
<td>2007</td>
<td>50,740,703</td>
<td>2,068,620</td>
<td>21,331,751</td>
<td>854,278</td>
<td>56,279,686</td>
<td>2,248,088</td>
</tr>
</tbody>
</table>

*SERVICE: Tourist related services include groceries, hardware, laundromats, beauty shops, gas stations/auto repair, RV parks, restaurants, bars, liquor stores, book stores, car rentals, sporting goods, photo shops, theaters, and docks. Source: Skagway Treasurer’s Office (as reported to the Skagway News).*

One of the things this implies is that Skagway has an especially large percentage of imported workers who are not counted in the resident population. That doesn’t mean, however, that the nonresident workers are taking job opportunities from the local population. The choice for a Skagway business is generally not between hiring a local Skagway resident and someone who just wants to work in Skagway for the summer; the choice is instead more likely to be between hiring the non-resident and not hiring anyone at all. Skagway's population is simply not large enough to fill all the jobs created by summer tourism.

Skagway’s top 25 employers can be reviewed on Table 5-2. The WPYR Railroad is the borough’s largest summer and average annual employer, providing nearly 13% of the 2006 total employment. Employment trends for 2000 and 2006 are summarized on Table 5-3 and Table 5-4. Skagway has enjoyed steady increasing job growth since 1990. The number of jobs in town grew about 55 percent from 561 in 1990 to 880 jobs in 2007. Jobs in the retail trade, transportation and warehousing, retail trade sectors have increased significantly. Jobs in government and education decreased during this time period.

Jobs grew almost 4 percent between 2006 and 2007 even though several businesses closed in 2007 including Moes Frontier Bar, Skagway Air Service and Jewell Construction. Some feared this would put a damper on 2007 employment numbers, but in almost every type of industry sector jobs grew from 2006 to 2007. Residents believe that the 2007 business closings were in response to economic cycles and the desire of some business owners to retire, not indicative of any
significant trend happening. Three seasonal food and beverage businesses also closed at the end of 2007; however many believe this is not indicative of market saturation, rather due to lack of business and management planning and knowledge by the particular business owners.

A basic measure of whether a local economy is expanding or contracting is the total wages being paid out by local employers. Total wages paid in Skagway increased almost 75% between 2000 and 2006. Those employed in goods-producing industries make significantly higher wages on average than those in service-providing industries. Wage data supports Skagway’s desire to increase transshipment and manufacturing activity in town as these goods-producing and transportation sector jobs more often provide “family-wage” employment.

<table>
<thead>
<tr>
<th>Table 5-2 Top 25 Skagway Employers, 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Employees</td>
</tr>
<tr>
<td><strong>Annual Ave</strong></td>
</tr>
<tr>
<td>1. White Pass Yukon Railroad</td>
</tr>
<tr>
<td>2. City of Skagway</td>
</tr>
<tr>
<td>3. Westmark Hotels Inc</td>
</tr>
<tr>
<td>4. Skagway School District</td>
</tr>
<tr>
<td>5. National Park Service</td>
</tr>
<tr>
<td>6. Hamilton Construction</td>
</tr>
<tr>
<td>7. Skagway Air Service</td>
</tr>
<tr>
<td>8. Alaska Excursion</td>
</tr>
<tr>
<td>9. Kone Kompany</td>
</tr>
<tr>
<td>10. Alaska Power &amp; Telephone Company</td>
</tr>
<tr>
<td>11. Corrington’s Alaskan Ivory</td>
</tr>
<tr>
<td>12. Red Onion Saloon</td>
</tr>
<tr>
<td>13. Skagway Street Car Company</td>
</tr>
<tr>
<td>14. Temsco Helicopter</td>
</tr>
<tr>
<td>15. Doland Construction</td>
</tr>
<tr>
<td>16. Fairway Market</td>
</tr>
<tr>
<td>17. Skagway Hardware</td>
</tr>
<tr>
<td>18. White Pass Enterprises LLC</td>
</tr>
<tr>
<td>19. Westours Motorcoaches</td>
</tr>
<tr>
<td>21. Alaska DOT&amp;PF</td>
</tr>
<tr>
<td>22. Skagway Fish Company</td>
</tr>
<tr>
<td>23. Non School Personnel</td>
</tr>
<tr>
<td>24. Skagway Pizza Station</td>
</tr>
<tr>
<td>25. Klondike Gold Dredge LLC</td>
</tr>
</tbody>
</table>

Sources: ADOLWD, personal communications with employers
## Table 5-3 Number of Skagway Jobs - 2007, 2006 and 2000
(Wage and Salary Employment)

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2006</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jan</td>
<td>Jul</td>
<td>Ann</td>
</tr>
<tr>
<td><strong>Total, All Industries</strong></td>
<td>497</td>
<td>1,383</td>
<td>880</td>
</tr>
<tr>
<td><strong>Total, Private</strong></td>
<td>351</td>
<td>1,205</td>
<td>712</td>
</tr>
<tr>
<td><strong>Goods-Producing</strong></td>
<td>61</td>
<td>114</td>
<td>84</td>
</tr>
<tr>
<td>Construction</td>
<td>53</td>
<td>70</td>
<td>62</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>8</td>
<td>44</td>
<td>22</td>
</tr>
<tr>
<td><strong>Service-Providing</strong></td>
<td>290</td>
<td>1,091</td>
<td>628</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>48</td>
<td>376</td>
<td>197</td>
</tr>
<tr>
<td>Transportation &amp; Warehousing</td>
<td>149</td>
<td>332</td>
<td>222</td>
</tr>
<tr>
<td>Information</td>
<td>18</td>
<td>19</td>
<td>21</td>
</tr>
<tr>
<td>Finance &amp; Insurance</td>
<td>6</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Real Estate &amp; Rental &amp; Leasing</td>
<td>0</td>
<td>9</td>
<td>0%</td>
</tr>
<tr>
<td>Business &amp; Professional Services</td>
<td>1</td>
<td>16</td>
<td>7</td>
</tr>
<tr>
<td>Health Care &amp; Social Assistance</td>
<td>5</td>
<td>12</td>
<td>8</td>
</tr>
<tr>
<td>Arts, Entertainment, &amp; Recreation</td>
<td>10</td>
<td>103</td>
<td>44</td>
</tr>
<tr>
<td>Accommodation &amp; Food Services</td>
<td>26</td>
<td>185</td>
<td>92</td>
</tr>
<tr>
<td>Other Services (Except Public Admin)</td>
<td>27</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>Unclassified</td>
<td>0</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td><strong>Total, Public</strong></td>
<td>146</td>
<td>178</td>
<td>168</td>
</tr>
<tr>
<td>Total, Federal Govt.</td>
<td>33</td>
<td>71</td>
<td>50</td>
</tr>
<tr>
<td>Total, State Govt.</td>
<td>11</td>
<td>17</td>
<td>14</td>
</tr>
<tr>
<td>Total, Local Govt. (includes tribal)</td>
<td>102</td>
<td>90</td>
<td>104</td>
</tr>
</tbody>
</table>

**NOTES:**
1. This data is for salaried workers only, it excludes self-employed workers, fishers, domestics, and unpaid family workers. Source: ADOLWD
2. Local government includes Municipality of Skagway, Skagway School District and Skagway Traditional Council employment.
### Table 5-4 Skagway Wages - 2006 and 2000
(Wage and Salary Employment)

<table>
<thead>
<tr>
<th>Industry Type</th>
<th>2006</th>
<th>2000</th>
<th>2006</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average annual wage</td>
<td>Total annual wage</td>
<td>Average annual wage</td>
<td>Total annual wage</td>
</tr>
<tr>
<td>Total, All Industries</td>
<td>$35,287</td>
<td>$29,932,256</td>
<td>$26,132</td>
<td>$17,144,705</td>
</tr>
<tr>
<td>Total, Private</td>
<td>$34,549</td>
<td>$23,657,509</td>
<td>$24,752</td>
<td>$12,406,938</td>
</tr>
<tr>
<td>Goods-Producing</td>
<td>$69,607</td>
<td>$4,623,036</td>
<td>$56,462</td>
<td>$2,940,728</td>
</tr>
<tr>
<td>Construction</td>
<td>$73,205</td>
<td>$4,172,673</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Service-Providing</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>$24,974</td>
<td>$4,599,450</td>
<td>$22,306</td>
<td>$2,723,225</td>
</tr>
<tr>
<td>Transportation &amp; Warehousing</td>
<td>$40,375</td>
<td>$8,801,643</td>
<td>$21,089</td>
<td>$3,764,456</td>
</tr>
<tr>
<td>Information</td>
<td>**</td>
<td>**</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Finance &amp; Insurance</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Real Estate &amp; Rental &amp; Leasing</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Business &amp; Professional Services</td>
<td>**</td>
<td>**</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Health Care &amp; Social Assistance</td>
<td>$14,210</td>
<td>$79,338</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Arts, Entertainment, &amp; Recreation</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Accommodation &amp; Food Services</td>
<td>$21,454</td>
<td>$2,041,673</td>
<td>$19,613</td>
<td>$1,897,523</td>
</tr>
<tr>
<td>Other Services (Except Public Administration)</td>
<td>$14,884</td>
<td>$396,909</td>
<td>$10,472</td>
<td>$179,764</td>
</tr>
<tr>
<td>Unclassified</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Total, Public</td>
<td>$40,539</td>
<td>$6,274,747</td>
<td>$34,058</td>
<td>$4,737,767</td>
</tr>
<tr>
<td>Total, Federal Govt.</td>
<td>$51,499</td>
<td>$2,733,753</td>
<td>$39,786</td>
<td>$2,111,962</td>
</tr>
<tr>
<td>Total, State Govt.</td>
<td>$38,895</td>
<td>$473,220</td>
<td>$38,024</td>
<td>$408,759</td>
</tr>
<tr>
<td>Total, Local Govt.</td>
<td>$31,224</td>
<td>$3,067,774</td>
<td>$24,363</td>
<td>$2,217,046</td>
</tr>
</tbody>
</table>

** Data suppressed due to confidentiality. This data is for salaried workers only, it excludes self-employed workers, fishers, domestics, and unpaid family workers. NOTE: Local government includes Municipality of Skagway, Skagway School District and Skagway Traditional Council employment. Source: ADOLWD

### Strong Wage Growth
Skagway wages in 2007 dollars, 2000 to 2007

![Bar chart showing wage growth from 2000 to 2007](image)

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section
Economic Opportunities

Economic diversification should take advantage of existing or strategic assets that Skagway already possesses where possible. Nine assets or competitive advantages are identified and explored in this section, including:

1. Well developed port infrastructure and access.
2. Modern industrial warehouse and ore loading facility at port.
3. Long-standing community consensus on split use of port for tourism and industrial uses.
4. The White Pass & Yukon Route Railroad to Canada.
5. Inexpensive hydroelectric energy is abundant with more sources nearby and a private sector energy developer located in town.
6. Skagway’s Gold Rush history and the Klondike Gold Rush National Historical Park are authentic and unique assets.
7. Excellent trail system and abundant outdoor recreation opportunities.
8. There is a small, now shuttered, fish hatchery.
9. Internal capacity is high

1. **Well developed port infrastructure and access.**

Skagway’s port infrastructure is very well-developed. It includes a year-round deep water port with three modern docks that can accommodate four of the largest cruise ships; a small floating dock that moors one-two ferries dayboats or small cruise ships; a barge dock and storage yard; and a small boat harbor with developing seawalk and promenade. There is also road access to rest of Alaska and Canada, including the Whitehorse International Airport.

The US, Canadian, Alaska, Yukon and Skagway governments have funded three studies investigating the business case for Skagway to increasingly serve as the port for freight bound north and exports bound south. This includes construction materials, food and other freight bound north; Alaskan fish bound north to local markets as well as to the Whitehorse International airport with direct flight to European and Canadian markets; and ore and other commodity shipments bound south.

Yukoners use Skagway as a ‘local’ port, keeping and launching boats for recreational use. Southeast Alaskans dry dock and overwinter boats in Skagway due to its drier weather.

Over 800,000 visitors on cruises enjoyed Skagway during summer 2007. Cruise lines use Skagway to embark and disembark passengers as they begin or end the road/bus segment of their Alaskan vacations.
2. **Modern industrial warehouse and ore loading facility at port.**

A modern ore handling and storage facility was reconstructed during 2003-2007. The Skagway Ore Terminal is constructed to off-load, store and load bulk mine products onto ore ships. The Skagway Ore Terminal includes:

- 6.7 acre industrial waterfront lot leased by Alaska Industrial Development & Export Authority (AIDEA) from the Municipality of Skagway.
- 98,000 SF 16” thick concrete Concentrate Storage Building floor surrounded by containment walls.
- Office, shop, laboratory, electrical and wash buildings.
- Enclosed materials-handling load out conveyors and a ship loader capable of sustained mineral concentrate load out of about 900 tons per hour.
- Ship-loader on the adjacent 40-foot draft ore dock which is owned by the White Pass and Yukon Route.
- Five acres are either asphalt-covered or concrete pad.
- An adjacent 0.37 acre lot, AIDEA owns a fueling facility and tank farm consisting of four 30,000 gallon storage tanks and two 10,000 gallon day tanks.

AIDEA signed a seven year contract summer 2007 for use of the Skagway ore warehouse and port for handling and shipment of copper ore from the Minto Mine in the Yukon. This contract utilizes roughly 25% of the space in the warehouse, leaving ample room for other ore shipment through the facility.

3. **Long-standing community consensus on split use of port for tourism and industrial uses.**

Active use of the waterfront for the movement of goods and people has been a dynamic in Skagway since Tlingit warriors and gold rush stampeders transited the port area. The percentage of tourism use and industrial transshipment use of the port has shifted over the last 25 years, and will undoubtedly shift again.

The limited land base at the port forced Skagway early on to recognize that it is crucial to provide visual buffers, well-marked pedestrian and vehicular paths, and work carefully on vessel and transportation scheduling between these two types of water-dependent uses that are both integral to the economy. The common recognition and acceptance of this is an asset and competitive advantage. Skagway is poised to speak with one voice to encourage use of the port for both these activities. Neighboring communities often face more conflict and strife over port
and waterfront land use and control; Skagway’s relative absence of this debate sends a clear and positive signal to potential users, investors and developers.


Skagway is the only place is Southeast Alaska with a train. Built in 1898 during the Klondike Gold Rush, this narrow gauge railroad is an International Historic Civil Engineering Landmark - a designation shared with the Panama Canal, the Eiffel Tower and the Statue of Liberty. The WPYR climbs nearly 3000 feet in just 20 miles and features steep grades of up to 3.9 percent; has cliff-hanging turns of 16 degrees; two tunnels and numerous bridges and trestles, including a steel cantilever bridge which was the tallest of its kind in the world when it was constructed in 1901. Today it is used primarily for tourist purposes offering a very popular trip to White Pass Summit and Fraser BC and back, or for access to hiking routes to the Denver and Laughton glaciers and US Forest Service cabins.

In the past the WPYR railroad was used to haul ore and other freight. The possibility of utilizing additional train cars and existing or new rails for freight to and from Canada is considered in feasibility studies for increased transshipment through Skagway. Any use for freight proposes must be carefully planned so it can coexist with railroad use for the profitable tourism opportunities it now provides.

5. Inexpensive hydroelectric energy is abundant with more sources nearby and a major energy developer located in town.

Hydroelectric facilities at Dewey Lakes, Goat Lake and (soon) Kasidaya Creek supply 7.94MW electrical energy to Skagway and Haines (through a 13 mile underwater cable). (Haines’s Lutak facility adds another 0.35 MW capacity to this grid.)

More capacity exists in the area. The Municipality of Skagway supports development of renewable hydroelectric energy and a Southeast Alaska and Canadian electrical intertie. Skagway’s experience with AP&T hydroelectric development is that it can be accomplished in a way that minimized the development footprint, protects the environment and can be compatible with outdoor recreation opportunities.

Skagway is interested in developing enough area wide hydroelectric energy to plug cruise ships into shore side power, especially on days when weather conditions cause a local inversion in the Skagway and Taiya valleys.

In 2008 electrical rates vary from $0.23 - $0.09/kWh before any power cost equalization (PCE) subsidy is applied. This compares with a 2008 rate of just over
$0.60/kwh (before PCE is applied) in many Southeast towns off the road system relying on diesel.

It is in Skagway and the region’s best interest to develop and tie together renewable energy resources.

6. **Skagway’s Gold Rush history and the Klondike Gold Rush National Historical Park are authentic and unique assets.**

The Klondike gold rush, fueled by the discovery of gold in 1896 in the Yukon Territory, is integral to historic and modern day Skagway. The wild and colorful gold rush days are linked to the downtown historic district and much of the current themed tourism draw. The National Park Service (NPS) Klondike Gold Rush Historical Park offers high quality gold rush interpretative movies; guided and unguided walking tours; and restored buildings, areas and collection displays; many accessible for free. The NPS tours and information are a strong complement to the more commercial private sector gold rush tours and décor. Together, the private and public sector opportunities make visits to Skagway unique and educational.

7. **Excellent trail system and abundant outdoor recreation opportunities.**

Skagway residents use trails for walking, hiking, snow machining, using ATVs, horse back riding, bicycling, skiing and snowshoeing in the area. The 33-mile Chilkoot Trail from Dyea to Lake Bennett is internationally known. In 2003, Skagway prepared a Comprehensive Trail Plan that defines roles and partnerships for multiple landowners in the area that trails cross, describes existing trails, and sets out a plan for systematic trail expansion. Since that time the Municipality of Skagway has proceeded to implement the plan by improving and expanding the trail system. In the 2008 community opinion survey, 70 percent agree that pedestrian and bike trails through the community should be improved and 75 percent support improving the West Creek Valley trail system for year-round recreational use. In addition, several ideas that link recreation and trail assets with tourism, such as a down hill ski area, have been mentioned. The community opinion survey registered 79 percent agreeing that more winter tourism opportunities need to be developed.

8. **There is a small, now shuttered, fish hatchery.**

An aging Jerry Myers Fish Hatchery, no longer in use, sits on Pullen Creek. It was last used in 2005. Originally authorized under an Alaska Department of Fish and Game Scientific Education permit, it was later changed to a Fish Resource Permit, which is relatively easy to get and could be obtained again. Most recently the
school district ran the borough-owned hatchery, with borough financial support, for the science opportunities it offered.

The 2008 community opinion survey showed the idea of pursuing a cooperative effort to revive the Jerry Meyer fish hatchery program is supported by 85 percent of Skagway residents. If it was reopened, it would require some significant building upgrades or need to be newly constructed, and would need an area and equipment for taking eggs from returning adults, areas for fry and smolt development, and ideally space to provide an opportunity for visitors to tour and perhaps participate in hatchery activities. The location of Pullen Creek and Pond near the waterfront in an already established visitor area makes it easy to imagine Fish Hatchery options that include visitor tours or participation in fish life cycle activities, processing and fishing. In the last year culverts and fish passage in Pullen Creek has been significantly improved through efforts of the Taiya Inlet Watershed Council.

9. Internal Capacity is High

Skagway actively pursues economic development and diversification of its economy. Many groups are involved in aspects of business and economic development, including the Municipality of Skagway, the Skagway Development Corporation and its sister Skagway Community Development Services Corporation, the Chamber of Commerce, the Skagway Convention and Visitors Bureau, and Skagway Traditional Council, among others. Each has a niche that complements the other, particularly when communication among these entities is working well.

Some of services offered by these groups include:
- Revolving Loan Fund (SDC)
- Business services, internet access, grant writing, counseling (SDC, STC)
- Computer training (STC, SDC)
- Outreach and promotion (all)
- Up-to-date website on community assets, services, business, services (MOS, SDC, SCVB, Chamber)
- Funding studies on economic and business development (MOS, STC)
Economic Development Strategies

There are five economic development strategies to support and strengthen the Skagway economy that build upon the assets identified in the last section.

1. **Increase transshipment activity through the Port of Skagway.**

The 2008 community opinion survey showed 85 percent support for promoting non-cruise ship (freight) related port use.

Southbound ore and forest product shipments and north bound fish shipments are two key opportunity areas for Skagway. There is ore from 14 mineral prospects and short to long term volumes of forest products from British Columbia and Yukon that could potentially be shipped through Skagway. Southeast Alaska fish could be shipped north through the port of Skagway directly to the Whitehorse International Airport and on from there to direct flights to Germany and the European market.

Skagway is also strategically placed to be a major port during the construction of the Alaska Gas Pipe Line, McKenzie Valley Gas Pipe Line, and the Alaska-Canada Rail Link.

The Minto Mine in the Yukon Territory recently began shipping ore though Skagway. The US, Canadian, Alaska, Yukon and Skagway governments are all studying transshipment options to and from Canada through Skagway, Haines and other ports.

The August 2008 draft Municipality of Skagway Port Development Plan (KPMG, Ch2M Hill, Sandwell) shows six options for the port and adjacent uplands to accommodate ever increasing tons of ore transshipment. The starting point is the current 40,000 tons/year from the Minto Mine, with increasing volumes, in steps, to as much as 1 million tons/year by 2015. The plan estimates revenue per ton required to justify the investment, with recommendations. With the issuance of this study Skagway continues to take pro-active steps to stimulate and accommodate increased port transshipment. Skagway should continue these types of actions, and attend conferences and other meetings with opportunities to market and promote port use.

This Comprehensive Plan land use chapter, future growth maps and zoning must accommodate future port use for transshipment. Other planning issues to consider are truck traffic through town, the impact of increased truck volumes on air quality, and potential impact to cruise and visitor use of the port.
2. Continue to link Skagway's recreation resources to tourism opportunity, especially to increase shoulder and winter season visitation.

Guided and independent activities in Skagway already take advantage of area recreation. The beautiful area and its recreational opportunities are marketed by many businesses and the community. A few examples are Skagway walking and trail maps (SCVB), use of WPYR trains to access Denver and Laughton hiking areas and USFS cabins, bicycle tours, guided tours of Dyea, hiking the Chilkoot Trail, exploring nearby glaciers and ice fields via helicopter, river rafting, the annual Klondike road race, and more.

The 2008 community opinion survey registered 79 percent agreement that more winter tourism opportunities need to be developed in Skagway. The Buckwheat Ski Classic is a well established example of a winter festival already promoting winter recreation and tourism.

Residents are split on whether more summer cruise ship visitation is appropriate for the town. A majority disagree (53 percent) with the statement, “Skagway can support more summer cruise visitors,” including 17 percent who strongly disagree. Only one out of 10 Skagway residents strongly agree while 32 percent agree (total of 41 percent agreement). Nearly all residents (85 percent) disagree with the statement “Another cruise ship dock should be constructed in Long Bay,” including 41 percent who strongly disagree. (It is notable that younger residents (aged 18 to 34) are more likely to agree with the statement about summer cruise visitors (56 percent, versus 33 percent of those in the middle age range and 39 percent of older residents).

Please tell me if you strongly agree, agree, disagree, or strongly disagree with each of the following statements regarding tourism in Skagway.

<table>
<thead>
<tr>
<th>Table 5-5</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Don't know/ Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>More winter tourism opportunities need to be developed in Skagway</td>
<td>29</td>
<td>50</td>
<td>2</td>
<td>15</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Skagway can support more summer cruise visitors</td>
<td>9</td>
<td>32</td>
<td>5</td>
<td>36</td>
<td>17</td>
<td>1</td>
</tr>
<tr>
<td>Another cruise ship dock should be constructed in Long Bay</td>
<td>2</td>
<td>7</td>
<td>4</td>
<td>44</td>
<td>41</td>
<td>2</td>
</tr>
</tbody>
</table>

Business and events that bring visitors to Skagway to appreciate the area’s beauty and its abundant recreation should be encouraged. This was an economic development strategy in the 1999 comprehensive plan as well. One way to
encourage this could be to ensure that future land use designations allow regulated commercial use in areas, and consider revising the land use code to allow limited commercial use (such as guided tours) of some areas in West Creek Valley. It would be important to simultaneously monitor the visitor industry and commercial providers to ensure that both visitors and residents enjoy a quality experience when recreating.

3. Pursue “Green” Jobs and Economic Development Opportunities – Take advantage of Skagway’s competitive strengths and resident and global interest in “green” and sustainable development.

“Green” consumers, who actively seek out and buy green, environmentally-friendly products, are on the rise. Green manufacturing are methods that minimizes waste and pollution. Green product information is increasingly available and included among the criteria for consumer purchases. Younger consumers are typically more concerned about environmental protection, and green consumers usually have higher incomes and are better educated. As young people and higher-income groups have gradually become major buyers in the consumer market, the influence of green consumers will impact not only demand patterns but also on the development of product standards and regulations. As important is the fact that an increasing number of consumers are willing to pay more for products with green attributes, even with a price premium. Even with the national economic slowdown in late 2008 research shows that this is still true.

Examples of the green economy and products are:

- Green products with respect to efficient use of energy and resources.... including energy efficient household lighting equipment like compact fluorescent lamps and lighting equipment with sensor switches, small household electrical appliances and consumer electronics with efficient energy consumption such as clothes washers and dishwashers that are efficient in their use of water and energy.

- Green products with minimal hazardous substances and end-of-life waste....such as lead-free and/or cadmium-free rechargeable batteries, as well as electronics products and household electrical appliances designed for easy disassembly to facilitate recycling and recovery of useable parts.

- Green products with minimum release of allergic/potentially harmful substances...including clothing, footwear and travel goods that contain low level of substances like formaldehyde, azodyes, residual pesticides, heavy metals and volatile organic compounds, as well as nickel-free watches and jewelry.
• Green products making use of raw materials from sustainable/recycled sources...such as clothing and bags made from organic cotton and agfibre (by-product of agricultural products), footwear with soles made from recycled rubber, wooden and paper items (including certain toys and furniture) made of certified timber or salvaged wood from sustainable sources, as well as plastic toys made from recycled plastics.

• Renewable or sustainable energy production including hydro, wind, solar, bio-fuel and tidal energy sources.

In Alaska evidence of these trends includes the rise in purchase of organic food of all types, the success of Full Circle Farms organic food deliveries throughout Southeast Alaska, communities adopting national LEED (Leadership in Energy and Environmental Design) standards to govern building design, the extremely high level of support for comprehensive recycling programs as demonstrated in community opinions surveys in many Southeast communities, and national and statewide interest in developing non-oil/gas based fuels and power sources.

Some green and sustainable economic ideas that Skagway residents have expressed interest in pursuing include:

1. Increased manufacturing of bio-fuel;
2. Development of a product that could utilize cruise ship food waste streams;
3. Increasing development of local hydropower- particularly if enough energy can be generated to require cruise ships to plug into shore power rather than burn diesel while in port;
4. Increased use of wind and solar renewable energy in local homes or building projects;
5. Instituting a comprehensive community recycling program possibly teamed with Whitehorse; and
6. Local agricultural and food independence/security opportunities.

There is also interest in establishing a baseline carbon footprint for Skagway and understanding what actions the Municipality of Skagway, residents and businesses can take to reduce emitted carbon.

4. Pursue the booming ‘retirement economy’ by encouraging retirees to relocate to Skagway as their primary or secondary place of living.

Large numbers of baby boomers are at or approaching retirement in the US. Demographic and location shifts and patterns are showing that many retirees are seeking “Gateway Communities” to spend all or a part of their retirement years. Gateway communities are towns that offer city services and amenities important to
retirees that are located adjacent (at the gateway to) beautiful places such as national parks and forests.

**5. Support for Existing Businesses**

Support for existing businesses, especially those that are locally owned, can occur in at least three ways.

First, it occurs when individuals, other businesses and government agencies “buy local” to capture and recirculate dollars that could otherwise escape from the Skagway economy.

Second, it occurs when the Municipality of Skagway provides a local regulatory environment that strikes the right balance between protecting public health, safety and welfare and promoting orderly development, yet still is welcoming to new business ideas and opportunities. It can be easy to get locked into zoning and other regulatory rules without periodically stepping back to consider the logic behind the rule and whether changing circumstances merit a change in rules.

Third, it means providing the public infrastructure to support businesses and development. This can be providing public restrooms; adequate garbage cans and collection service, and sidewalk sweeping, providing road and boardwalk maintenance, well signed and handicap accessible pedestrian walkways, and so forth.

**Goals**

It is the goal of the Municipality of Skagway to:

5.1 Diversify the economy to support a stable and active year round community.

5.2 Support efforts to maintain the summer tourism-based economy, expand opportunities and activities that attract independent tourists, expand winter tourism opportunities and maximize visitor-industry benefits to the community.

5.3 Serve as a regional port for northern Alaska and the Yukon, and continue to develop and improve the waterfront to serve the freight and passenger transportation industries more effectively and efficiently.
5.4 Support efforts to renew the local hatchery because it expands sport, commercial and subsistence fish populations, harvests and related business opportunities, and provides hands-on, research-based science opportunities for students. A new or renovated facility should include educational and visitor-oriented displays, information and products.

5.5 Support development of ‘green’ economic opportunities and jobs, including businesses, manufacturing, and operations that minimize waste and pollution and promote efficient use of energy and resources.

5.6 Support resident-owned businesses.

5.7 Maintain public sector jobs including local and tribal government, state and federal agency, and school district employment.
6.0 TRANSPORTATION

Transportation of visitors and cargo continues to be a major part of the Skagway economy and dominant use of its waterfront. Overall visitor arrivals have increased significantly since 1983 and between 2006 and 2007. Between 2006 and 2007 the number of travelers arriving by cruise ship and highway increased while numbers arriving by ferry, on the WPYR and by air decreased. Traveler arrival statistics by air, boat, road, railroad and cruise ship as shown on Table 6-1. Other visitor arrival data is depicted on graphs on pages 26 and 27.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>CRUISE</th>
<th>AMHS May-Sept</th>
<th>HIGHWAY</th>
<th>WPYR</th>
<th>DAY BOAT</th>
<th>AIR</th>
<th>OTHER</th>
<th>TOTAL</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>820,744</td>
<td>17,738</td>
<td>68,855</td>
<td>11,514</td>
<td>0</td>
<td>4,890</td>
<td>5,069</td>
<td>928,810</td>
<td></td>
</tr>
<tr>
<td>2006-2007 change</td>
<td>8.66%</td>
<td>-13.81%</td>
<td>11.29%</td>
<td>-35.41%</td>
<td>14.01%</td>
<td>-62.61%</td>
<td>6.17%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>change since '83</td>
<td>1607.54%</td>
<td>-29.86%</td>
<td>-4.88%</td>
<td>-27.91%</td>
<td>39.71%</td>
<td>335.86%</td>
<td>465.53%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Air category is Wings, Skagway Air and LAB May-Sept; 2006, 2007 is missing LAB). Note: 1983-1997 totals are for the months of May through September. Note: 1998-2001 totals are for the months of April through September. Note: 2002-2005 totals are for the months of May through September (five months)2006 Chilkat Cruises 12,504 includes Holland ship Haines dockings.

The condition, use and future needs and improvements for each of the facilities integral to the Skagway’s transportation network is reviewed in this chapter including the:

- Port of Skagway
- Small boat harbor
- Airport
- White Pass and Yukon Route railroad
- Vehicular and non-motorized transportation system: Streets, roads, bridges, sidewalks and bike paths
- Public transit

Port of Skagway

The deepwater, ice-free Port of Skagway with its strategic geographic location is an all year transportation hub. Skagway’s port houses three major docks all owned by White Pass and Yukon Route — the ore dock, Broadway dock, and railroad dock. Other major facilities and users in the waterfront area are the bulk cargo (ore) terminal, the Petro Marine Fuel bulk fuel terminal, Temsco Helicopters, the Alaska
Marine Highway ferry terminal and barge landing area (municipally owned under state lease), and small boat harbor.

The port is the most highly used area of town in the summer. Both the transportation and the tourism industries use the docking, staging and storage facilities. Hundreds of cruise ships use the docks each summer, with two to five ships commonly in port. State of Alaska ferries bring vehicles headed north up the Klondike Highway to interior Alaska and northwest Canada almost daily. Small (100 passenger) day boats and water taxis now visit daily in the summer to transport passengers between Juneau, Haines and Skagway. In-bound petroleum products (approximately 30 million gallons annually) and general cargo pass through the port. Out-bound ore concentrates and occasionally logging products arrive at the port ready for shipment all over the world. Special shipments of heavy equipment and machinery pass through on their way north. Alaska Marine Lines provides weekly barge service from Seattle.

In order to satisfy these multiple needs with limited waterfront land, the western half of the Port is oriented to industrial and transshipment uses and the eastern half for general cargo, visitor, and small boat harbor-related uses. Well-marked and attractive pedestrian paths are needed so that these two uses can coexist. This land use direction is discussed and depicted in the Port of Skagway AMSA Plan.

Demand for visitor-related use of the Skagway waterfront is now so high however, that when ore shipment occurs it must be scheduled in between cruise ship visits. This could become problematic if volumes of ore and other commodities are
shipped through the Port of Skagway increases. To eliminate conflicts six concepts for port expansion to handle increased transshipment are explored in the Skagway Port Development Plan prepared for the Municipality (draft August 2008). If volumes of ore and other commodities warrant, Temsco Helicopters (which is not a water-dependent use) may need to relocate to accommodate transshipment activity. If activity increased further one concept would add a leg to the railroad dock; another is to expand the port with piers and fill and moor ore ships at an angle toward the Skagway River mouth. Expanded transshipment could definitely be accommodated, at varying capital costs, to eliminate conflict with cruise ship scheduling and move commodities thorough the western portion of the port.

Skagway residents strongly support municipal efforts to increase transshipment related port use.

*Please tell me if you are very supportive, supportive, opposed or very opposed to the Municipality of Skagway financially supporting each of the following projects.*

<table>
<thead>
<tr>
<th>Promoting non-cruise ship related port use.</th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25%</td>
<td>60%</td>
<td>4</td>
<td>8</td>
<td>1</td>
<td>3</td>
</tr>
</tbody>
</table>

**Small Boat Harbor**

The Skagway small boat harbor is used by Skagway and neighboring community residents, Canadians and transient vessels. Half the 127 slips are leased to Canadian and half to US residents. There is additional lineal space to tie-up transient day boats, fishing vessels, small cruise ships, sailboats etc. In late 2008 there were just over 25 people on the waiting list to obtain a slip, with the demand primarily for slips to sized for 30 and 40 ft vessels (not 24 ft slips). (See Figure 6-1)

The harbor is heavily used for commercial activity in the summer, which is primarily tourism related. In the winter there is significant demand to haul commercial fishing vessels and pleasure craft to dry dock them in on an adjacent upland site.. During winter of 2008 over 40 vessels were in dry dock. Boat owners prefer winter storage in Skagway over other Southeast locations because Skagway’s winter climate has less rain and snow and is more temperate than either Haines or Juneau. The Municipality’s haul-out trailer can not handle sailboats or vessels larger than 30 feet. With a new trailer to handle these vessels the demand for winter storage in Skagway would increase. The existing harbor is protected by a small rock breakwater and filled ferry staging area. The harbor entrance is fairly narrow with an approximately 80-foot effective opening. Even though the entrance is fairly narrow is allows a significant amount of
wave energy to enter. The harbor has been dredged several times in the past to depths ranging from -10 to -18 feet MLLW.

Major improvements are planned to address demand, minimize wave energy and associated wear and tear on the harbor and boats, make the harbor design and use more efficient, and provide landscaping and amenities along promenade extension. (See Figure 6-2)

Phase I will add a new breakwater /wave barrier to better protect the harbor with a walkway and fishing pier on top. Moorage will be redesigned to better accommodate demand by reducing the number of 24 foot slips and increasing the number of slips for 30 to 40 foot or larger vessels. There will also be increased and better designed piers to moor both charter boats and Chilkat Cruise/Allen Marine type vessels. The fuel float and concrete boat ramp will be relocated to the west, which will make way for Phase II improvements that include dredging the harbor back another 350+ feet to accommodate three more floats with slips. This would require relocation of Pullen Creek RV Park.

The planned small boat harbor improvements and should address pleasure, fishing and transient vessel moorage demand for the next decade. Purchase of a new boat trailer will facilitate winter vessel haul-out and increase this revenue stream. A commercial boat haul-out would more easily address this need, but at a much higher cost than the current simple trailoring and haul-out system.

Skagway Airport

In the early 2000’s a major expansion of the airport was completed to enhance safety and capacity. This included airport apron expansion and construction of an airport terminal in the western port area and moving the runway slightly to the west. There is now room for transportation-related business growth in the area such as tour offices, air carrier offices, packaging businesses, and etcetera. Ironically, and not related to airport expansion, two of the three small air carriers that provide regular commuter service to and from Skagway closed in 2007-2008.

The airport expansion project also included construction of a new pedestrian access bridge to Yakutania Point Park that does not constrict the passage of flood waters. The Future Growth Plan designates the western port area for Waterfront Commercial Industrial growth and it is currently zoned for a combination of industrial and waterfront uses. Airport related growth is encouraged.
Airport expansion resulted in the area between 1st Avenue and Terminal Way being encompassed by airport apron. This area is now sitting undeveloped and vacant near the waterfront where developable land is scarce. The Municipality would like to reacquire this area or gain a long term lease for its use.

White Pass & Yukon Route Railroad

The White Pass & Yukon Route (WPYR) is a narrow gauge railway running from Skagway to Whitehorse over a distance of approximately 112 miles. The only section of this rail link currently in operation is the section from Skagway to Lake Bennett, though the railway can be operated as far as Carcross. WPYR has been improving the existing rail line through replacing older ties with newer, full-length ties and upgrading the rail.

The main use of the WPYR is now providing tourist excursions in the summer. This is a highly popular and profitable day tour for cruise ship visitors that independent travelers also enjoy.

Current plans involve upgrading the railway as far as Carcross with future plans calling for reactivating and upgrading the balance of the line to Whitehorse. While it is possible to move freight over this line, the WPYR does not have any rail freight equipment and does not have any current plans to institute freight service. WPYR has indicated an interest in potential reinstitution of freight service if the traffic becomes available and can be moved profitably.

A study into the benefits of additional rail: the Alaska Canada Rail Link Study (ACRLS) was completed in 2006. The results of this study are currently being considered by the governments of both Alaska and the Yukon. Further action on the results of this study are not known, though the project has a high capital cost and would likely require a significant financial incentive for it to proceed. One analysis involved the assessment of upgrading the WPYR to facilitate the movement of larger quantities of mineral products for export as well as other traffic. The study examined the potential to re instituted rail service as far as Whitehorse as well as extending the line to Carmacks. The capital costs ranged from about $160 million to $750 million.
Vehicular and Non-Motorized Transportation

State and Municipal Roads and Bridges

State roads and bridges in Skagway include the Dyea Road with the Taiya River Bridge; the Klondike Highway with the Pat Moore Bridge at 23rd Avenue and cantilevered William Moore Bridge at 14 mile; and the Liarsville (Sanitarium) Road.

Municipal roads and bridges in Skagway include all roads in the townsite; the North Nelson Slough Bridge and West Creek Bridge in the Dyea area; and two footbridges across the Skagway River south of the airport to Yakutania Pt and the 23rd Avenue footbridge. The Municipality of Skagway also recognizes a need to reestablish a bridge across Nelson Slough South where the old wagon road (“DKT Bridge”) provides access to both private and municipal property.

Bridge upgrade, repair and maintenance are major concerns. The Taiya River Bridge on Dyea Road was originally rated to carry 10 tons/axel, is now at 5 tons/axel and is likely to be further derated. This bridge provides access to the Dyea Flats, the trailhead for the Chilkoot Trail, several commercial businesses and at least 16 residences. Replacing the derated bridge is a top priority but local emergency services and others are planning for two years or more of reduced access in Dyea for their big equipment. The sudden announcement in late 2008 of the corrosion and derating of the Taiya River Bridge has highlighted the need to regularly assess the condition of area bridges so that emergencies like this can be prevented and funding programmed in a more systematic way to ensure repairs and maintenance is accomplished.
Safety improvements along Dyea Road are of critical concern. The Municipality of Skagway has been proceeding with long known plans to increase residential, commercial and recreation use in this part of the borough. Traffic volumes on Dyea Road continue to increase; the road needs a wider shoulder, a pedestrian and bicycle lane, and better winter maintenance.

Other plans include repair and relocation of the old Alaska Marine Highway System (AMHS) 115 ft ferry transfer ramp to West Creek to improve pedestrian access to this popular, but underutilized 2800 acre area of municipal land. This Plan’s Future Growth Map designates the West Creek area as a “future growth area” to focus attention on improved all-weather access for all types of recreational use, low density housing, hunting, fire wood gathering, and possibly hydroelectric development. Improved access will also prevent damage to riparian areas and protect wildlife in the creek.

Another bridge issue is the need to resurface the William Moore Bridge at 14 mile approximately every two years.

In recent years the State has dropped Skagway projects off its State Transportation Improvements Priorities (STIP) list. This is partially due to reduced overall funding dedicated to STIP projects. Regardless, the Municipality of Skagway must carefully review funding criteria for STIP projects and work aggressively to get its transportation projects back on the STIP list. Increasing the municipal match may assist in listing Skagway projects for state funding.

**Pedestrian and Bicycle Routes (Non-Motorized Transportation)**

There are three major non-motorized transportation issues in Skagway:

1. Safe movement of visitors and employees to and from the waterfront to downtown;
2. Safe movement of youth to and from school; and
3. Safe walking and biking routes through town - as this is a primary transportation mode in the summer - and across the 23rd Avenue Bridge to Dyea Flats and to Liarsville and the US-Canadian customs area.

A community priority to assist with safe movement of the close to 1,000,000 visitors a year is improving pedestrian access, maintaining walking routes, and enhancing interpretative and directional signage from the waterfront to and through downtown. This is critical to manage congestion, support local businesses, and ensure safety as the industrial ore terminal and cargo transfer area is immediately adjacent to the cruise ship terminals and the many vehicles coming and going to provide shoreside excursions.

The Municipality of Skagway has several ongoing and yet-to-be-funded projects to address these needs.

Seawalk Pedestrian and Transit Improvements

Seawalk Project to improve visitor access and safety between the historic district located in downtown Skagway and the railroad dock cruise ship berthing. The project includes a wide seawalk connecting to wide sidewalks from the railroad dock along Congress Way past the small boat harbor to Pullen Pond and the historic district with interpretive displays, bus shelters, restrooms and benches, waste receptacles, new lighting, burying power and communications, a rock retaining wall, pergolas, and landscaping. The new 14-foot wide sidewalks will increase pedestrian capacity, allowing for comfortable two way traffic flow keeping pedestrians a safe distance from vehicle traffic.

The Gateway Project will enhance pedestrian safety and access to and from the AMHS ferry terminal along the east side of Broadway Street to downtown. The
absence of sidewalks on both sides of the street and inadequacy of those that exist forces pedestrians into the street and in competition with the vehicular traffic generated by vessels coming and going, trains, bicycles, pedicabs and horse drawn carriages.

In the summer crossing guards hired by WPYR help manage traffic at railroad track crossings around Broadway Street. However, there is uncontrolled pedestrian crossing of the railroad tracks at three high use locations - Congress Way, the Dewey Lakes trailhead, and the Gold Rush Cemetery. Better ways to control car, bus, pedestrian, and train traffic at these intersections should be accomplished.

In the historic district the wooden sidewalks are wide and aggressively repaired, cleaned and maintained. Funding to support this program must be ongoing and sufficient.

Away from downtown there are walking and bicycle route improvements needed to address resident safety and needs. In the winter snow piles up on the sidewalks in residential areas. This forces pedestrians out into the streets, which are often icy and slippery. This is of particular concern along routes heavily used by students to and from school. It is still dark in winter mornings when students and teachers are arriving exacerbating safety concerns. The Municipality of Skagway should identify primary walking and bicycle routes
used by students - such as the north side of 15th Avenue from State Street to school - and widen the sidewalk and provide winter snow removal to enhance safety.

Additional work should include identifying highest use walking and bicycle routes, assessing the condition of these non-motorized transportation paths, and setting priorities for upgrade and maintenance. Special attention should be paid to the width and grade of curb cuts at alleyways.

Several parties (Municipality of Skagway, Taiya Inlet Watershed Council, National Park Service) have been talking about tying together individual interest points and destinations by developing a contiguous walking path, with interpretative signage, from Pullen Pond and Creek, through the east side of the historic district, to Molly Walsh Park and the City Museum.

Dyea Road is a popular route for walking and biking; three-quarters of Skagway residents would like to establish a wider shoulder to Dyea Flats to enhance safety and facilitate these non-motorized uses.

The 2008 community opinion survey asked residents if they agree that the Municipality should pursue three projects: widening the Dyea road, improving pedestrian and bicycle paths, and installing a bike path along the highway to Liarsville. Residents appear generally supportive of all three projects with between 71 and 74 percent agreeing or strongly agreeing that the Municipality should pursue each project. Only 22 to 25 percent disagree. There is little difference among the three projects in terms of level of agreement though a close look shows those who spend 10-12 months of the year in Skagway are more likely to agree with widening the Dyea Road (78 percent) compared to residents living in Skagway nine months or less (47 percent).

Please state whether you strongly agree, agree, disagree, or strongly disagree that the Municipality of Skagway should pursue each of the following transportation projects.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widening the Dyea Road and shoulder</td>
<td>34%</td>
<td>40%</td>
<td>2%</td>
<td>19%</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Improve pedestrian and bicycle paths throughout the community</td>
<td>33</td>
<td>40</td>
<td>4</td>
<td>19</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Installing a bike path from the 23rd St. Bridge, north along the highway to Liarsville</td>
<td>29</td>
<td>42</td>
<td>3</td>
<td>18</td>
<td>7</td>
<td>1</td>
</tr>
</tbody>
</table>
Public Transit

Public transit is a basic service offered by cities everywhere to serve residents and visitors. In the early 2000s, the Municipality of Skagway initiated a public transit service by putting out a request for proposals to provide publically funded transit service. This was in response to demands by visitors for transportation not linked to more expensive tours, by visitors when tours are not available, and from residents who don’t have cars or want to save gas and desire public transit. The Skagway Municipal and Regional Transit (SMART) bus currently runs from the dock to town and to some commercial destinations across the 23rd Avenue Bridge for fees varying from $1.50 to $5.00. A phone call to the office allows pickups to be scheduled at area lodging establishments and other locations, and there are several designated stops around town. This municipal service is offered over the objection of some tour operators who feel this is publically funded competition. Each time the SMART contract is re-bid or a change to service is contemplated it becomes controversial and issues about competition with private tour operators, or other concerns fueled by competition arise.

Some current issues are that:

- Regular after hours and year-round service is not offered, though there may be on-call service much of the time.
- A municipal bus barn is needed to store the buses out of the weather and provide a safe and dry place for maintenance.
- Stops are desired beyond the townsite to the municipal Gold Rush Cemetery and various commercial and hiking destinations north of the 23rd Avenue Bridge and along Dyea Road, but this increases competition with the private sector and there may not be enough buses or funding to provide service.
- The Municipality may have some liability after patrons exit public transit.
- The bus does not regularly meet arriving ferries and air carrier flights, which are the major sources of independent travelers without vehicles who need transit service.

The Municipality of Skagway should continue to offer transit service, an important public service and one that encourages reductions in fuel use and greenhouse gas emissions. Support collaborate dialog among parties to work out solutions to transit concerns. Identify a parcel away from the waterfront, ideally in an industrial area, for a municipal bus barn.
Goals

It is the goal of the Municipality of Skagway to:

6.1 Provide an integrated, efficient, safe and reliable transportation network that facilitates the movement of goods and people in and through Skagway.

The Port, Small Boat Harbor and Marine Access

6.2 Serve as a regional port for northern Alaska and the Yukon, and strengthen its year-round economy through providing marine and land transportation.

6.3 Continue to fund local efforts to market and demonstrate the economic advantages and feasibility of the port for regional transshipment. (Skagway Port Authority working group, Municipality of Skagway, White Pass and Yukon Railroad, AIDEA, mining interests, shipping agents, and Yukon government)

6.4 Support the AMHS and private ferry service (for public use) to and from Skagway. Support regular day boat ferry service in Lynn Canal and continue to improve AMHS ferry service and scheduling. (Municipality of Skagway, Southeast Conference, MTAB, State DOT/PF, State Legislators)

6.5 Maintain a small boat harbor and accomplish regular maintenance and improvements to meet the needs of the fishing fleet and enhance resident and visiting mariner’s recreation.

6.6 Complete Phase I and II of small boat harbor improvement program, including construction of a wave barrier to protect the harbor from strong southerly storms with a fishing pier on top, a new sea wall and sea walk to protect the harbor from east side erosion, improved pedestrian access, improved transit options to and from the harbor, and more moorage for mid-size vessels and day boats.

Air Access and Airport

6.7 Developable land in the Skagway townsite is in short supply. Work with ADOTPF & FAA to acquire or obtain a long term lease for the unused portion of the airport apron between 1st Avenue and Terminal Way. This is valuable and limited downtown industrial land and it is now grossly underutilized. Also pursue acquisition or long term lease for the airport area north of the hangars, between 12th and 16th Avenues.
State and Municipal Roads and Bridges

6.8 Work with the State of Alaska, the Alaska State Legislature and the Canadian government to ensure that the Klondike Highway remains open year-round and provides an efficient, cost effective, safe route of transportation between Skagway and the Yukon.

6.9 Regularly provide information to the Alaska State Legislature, the State of Alaska, the Canadian government and others on the importance of the Klondike Highway to the year round economy of Skagway.

6.10 Continue to lobby for improvements to and maintenance funding for the Klondike Highway.

6.11 Continue to maintain and upgrade the state-owned Klondike Highway, Dyea Road and Liarsville Road to improve safety while retaining the natural and historic character. Accomplish through dialogue and collaborative work with the Alaska DOT&PF, road residents, road users, municipality, Alaska Power and Telephone, and the National Park Service. Add to or widen the road shoulders to promote non-motorized use. Support State and federal funding for road improvements. (Municipality of Skagway, National Park Service, Alaska DOT&PF, Alaska Power and Telephone, Dyea Community Advisory Board)

6.12 Work with the Alaska DOT&PF periodically assess the status of State roads (owned Klondike Highway, Dyea Road and Liarsville Road) and bridges (Pat Moore Bridge, Taiya River Bridge, Skagway River Bridge at 23rd Ave., and William Moore Bridge at 14 mile Klondike Highway), so that the State and the Municipality of Skagway can schedule maintenance projects and funding in order to prevent both deterioration and emergency maintenance and repairs.

6.13 Provide safe transportation and parking for local residents and visitors.

6.14 Identify a suitable parcel and develop a Borough-owned parking lot to supplement historic district parking.

6.15 Keep a list of needed roadway improvements according to priority, cost and potential funding up to date and incorporate into the MOS Capital Improvements Plan and submit for inclusion to the Statewide Transportation Improvement Plan. (Municipality of Skagway)
Pedestrian and Bicycle Routes (Non-Motorized Transportation)

6.16 Improve existing and where absent, establish new sidewalks along the waterfront and from the waterfront to downtown. Better define and sign the walking path across the waterfront to the air terminal and Yakutania footbridge.

6.17 Complete Skagway’s Gateway Project, which establishes a landscaped, signed walking route from the AMHS ferry terminal along the east side of Broadway Street to downtown.

6.18 Widen the sidewalk and provide winter snow removal on the N side of 15th Avenue from State Street to the school to enhance the safety of youth walking and biking to and from school.

6.19 Identify walking and bicycle routes used most frequently by youth and residents. Assess the condition of these non-motorized transportation paths along highest use routes and set priorities for upgrade and maintenance. Pay attention to grading curb cuts at alleyways.

6.20 Work to develop a contiguous walking trail with interpretative signage from Pullen Pond and Creek, through the east side of the historic district, to the City Museum. (Municipality of Skagway, Taiya Inlet Watershed Council, National Park Service, Skagway Traditional Council)

6.21 Improve safety at the three uncontrolled pedestrian crossings of the railroad tracks - Congress Way, the Dewey Lakes trailhead, and the Gold Rush cemetery.

6.22 Construct a separated bike path lane north of the 23rd Avenue Bridge to Liarsville area.
7.0 Land Use

The purposes of the Comprehensive Plan Land Use section are to analyze current land use; future municipal, resident and business land needs; and to prepare narrative, goals and Future Growth maps to guide growth over the next 10 years in an efficient and logical manner. The intent is to ensure the Municipality of Skagway provides land for the community’s residential, commercial, industrial, recreation, open space and public (utilities, services, facilities) needs. To set the stage for accomplishing these purposes, land ownership, existing land plans and management direction, and current land use are reviewed.

Land Status

Chilkoot Tlingits were the Skagway area’s first inhabitants. Skagway lies within the traditional boundaries of the Lkhóot (Chilkoot) Band of Lingít (Tlingit)\(^4\). The name comes from the Lingít word Shghagwéi, which can be translated to “roughed up” or "bunched up" because of the blustery conditions that are common conditions in this area. While the Skagway area was not traditionally occupied year round, the neighboring valley of Diyée (Dyea) was the site of a small community that chose not to live in the larger, neighboring villages of Lkóot, Dei Shú (Haines), Yandustuki, or Lukwaan (Klukwan). There was also a man who lived in a small house at the mouth of Náaxk’w (Naku) bay, and there were several fish camps and hunting cabins in the region that were regularly occupied from spring until fall as the Native People gathered traditional foods, medicines, and supplies.

Skagway was also the home of a vital trade route for the Lingít people, who had developed a complex economy and traded with other Tribes in a vast circle of commerce that ranged from the interior of what is now Alaska and Canada to the tip of Southern California, and may have included the pacific islands of Hawaii and the Eastern Coast of Asia. The trails in the Shghagwéi area were commonly known as the “grease trail” (óox dei) because valuable fish and seal oils were packed into the interior in exchange for moose hides & meat, as well as copper, the metal that symbolized the ultimate wealth and prestige along the Northwest Coast. The Lingít traveled north on foot, using dogs to pack supplies and snowshoes in the winter; and traveled south in cedar dugout canoes with bentwood boxes full of food, grease, and trade goods.

\(^4\) Much of this narrative comes from the Skagway Traditional Council’s Native History of Skagway on its website at http://traditional.eskagway.com/history/index.htm
Figure 7-2  Dyea Land Ownership

Land Ownership
- Municipality of Skagway
- Private
- State of Alaska
  - ADNR Managed
  - Mental Health Trust
  - Tidelands
- Federal
  - Bureau of Land Management
  - National Park Service
  - Klondike Gold Rush NHP Managed
  - Road
  - Multi-Use Trail (No Motor Vehicles)
  - Hiking Trail
  - 1000' Contour Line

January 2009
Figure 7-4 Skagway Land Ownership

Land Ownership
- Municipality of Skagway
- Private
- State of Alaska
- ADNR Managed
- Mental Health Trust
- Federal
  - National Park Service
  - US Customs
  - Road
  - Railroad
  - 1000' Contour Line
  - Trail

January 2009
In the late 1800's, white settlers arrived as part of the Klondike Gold Rush and area population (Skagway and Dyea) skyrocketed to about 10,000 people. Skagway incorporated as Alaska’s first 1st class city in 1900. The original City limits encompassed about 11 square miles. As the gold rush faded, population declined to about 875 people in 1910. Year round local population has fluctuated since that time between approximately 650 to 875 people. In March of 1980, the City of Skagway expanded its corporate boundary by annexing the community of Dyea and all land between Haines Borough and the Canadian border. In 2007, the City of Skagway dissolved and a 1st class Borough, the Municipality of Skagway formed.

Land ownership in the Municipality of Skagway is depicted on Figures 7-1 to 7-3. Use of a geographic information system (GIS) shows there are approximately 295,000 acres of land in the Municipality of Skagway, or 461 square miles of land.

Privately owned land accounts for only 0.6 percent of the total land base. The Alaska Mental Health Trust Authority, which is interested in supporting land development, accounts for another 1,468 acres or 0.5 percent, mostly on AB Mountain and near the Skagway River. The Municipality of Skagway owns 2.8 percent of the total land within the Borough. Together, these three types of landowners, whom all encourage active use of land to support human activity (including recreation) comprise only 4 percent of the land base.

The federal government manages 71 percent of the land, and much of this is steep and inaccessible. Most of this is on the far eastern and western portions of the borough. On the east it is within the Tongass National Forest and managed by the U.S. Forest Service. West of the Taiya River Valley, federal land is managed by the Bureau of Land Management. Some federal land is also within the townsite and the Klondike Gold Rush National Historical Park (1,717 acres of 0.6 percent of total land base) and managed by the National Park Service. The State of Alaska manages 25 percent of the borough’s total land base, including about 1.7 percent that is Taiya Inlet tidelands.
Land Management

Most large landowners have plans to set out direction and intent for use of land they manage. Each is briefly reviewed now.

Federal – U.S. Forest Service

Federal land east of town is part of the Tongass National Forest, managed by the U.S. Forest Service (USFS) in accordance with the Tongass Land Management Plan (TLMP), 2008. TLMP classifies USFS land in the Skagway area into three categories:

- **Semi-Remote Recreation** (from the Skagway River east for about 3 miles). Land that is to provide predominantly natural or natural-appearing settings for semi-primitive types of recreation and tourism and for occasional enclaves of concentrated recreation and tourism facilities.

- **Remote Recreation** (from Semi-Remote Recreation to the British Columbia border). Land that is to provide extensive, unmodified natural settings for primitive types of recreation and tourism.

- **Research Natural Area** (the Warm Pass Valley area). Land to be preserved in areas of ecological importance in a natural condition for the purposes of research, monitoring, education and to maintain natural diversity. The Warm Pass Valley area (8,980 acres) is designated this way because it is the northernmost example of subalpine fir, which has a highly restricted distribution in Southeast Alaska. The area is in a pronounced rain shadow and, like Skagway, has much lower precipitation than typical coastal forests. The Valley supports an occasional population of moose. Portions are used intensively by brown bear, and mountain goats. Viewing scenery and wildlife, fishing, camping and hunting are primary activities.

The USFS has also looked at area recreation values, and classifies the East Fork of the Skagway River area and the Laughton Glacier/Warm Pass Valley area as “Recreation Places Important to Tourism.” Both places have USFS rental cabins and trails.
Federal – National Park Service

Within the townsite and the Klondike Gold Rush National Historical Park are federal lands managed by the National Park Service (NPS), in accordance with the Klondike Gold Rush National Historic Park General Management Plan, 1997. The Klondike Gold Rush National Historical Park (KGRHP) was established in 1976, to preserve in public ownership for the benefit and inspiration of the people of the United States, historic structures and trails associated with the Klondike Gold Rush of 1898. Park lands are managed for historic preservation, maintenance and interpretation of the historic scene, protection of natural resources and public use.

Three of the four units of the KGRHP are located within Municipal boundaries: the Skagway unit (in the historic district in town), the Chilkoot trail unit located in the Taiya River Valley (9,670 acres), and the White Pass unit located in the Skagway River Valley (3,320 acres). Only the Seattle unit is located outside the City of
Skagway. In the Skagway historic district unit, the NPS owns 14 historic buildings and 24 city lots totaling about 1.8 acres.

Within the Chilkoot and White Pass Trail Units, there is a mix of federal, State, Municipality of Skagway, Native Allotment and other private land. The NPS and State of Alaska have had a series of Memorandums of Understanding (MOU) regarding joint management since 1972. The current MOU expired in the mid-2000s. The Municipality of Skagway should be included in future MOU discussions since it now owns the 202 acre Dyea Flats at the entrance to the Chilkoot Trail unit and other land within the Park.

**Federal – Bureau of Land Management**

The federal Bureau of Land Management (BLM) manages federal land west of the Taiya River Valley to the Haines Borough boundary. The amount of federal BLM land within the municipal boundaries is the basis for the federal Payment-In-Lieu of Taxes (PILT) revenue source to the Municipality.

The BLM has a general plan for Southeast Alaska, called the Ring of Fire Management Plan (March 2008). In this plan it sets out management intent by topic area. There are no “Specially Designated Areas” in Skagway. Relevant management goals include:

- **Forestry** Provide personal use and subsistence wood products for local consumption and allow opportunities for commercial harvests. Sustain the natural range and variation in plant composition and structure as well as the high value of the natural resources. Commercial resources will be maintained or enhanced.

- **Off Highway Vehicles** The BLM will ensure protection of the natural resources from the effects of OHV use, provide OHV access consistent with the provisions of ANILCA Section 811 and manage OHV access for resource development through the application of the ROPs and Stipulations as appropriate. Manage recreation to maintain a diversity of recreational opportunities. Opportunities for commercial recreation will be provided consistent with area objectives for recreation management.

- **Renewable Energy** Some potential exists for the development of solar, wind or biomass facilities on BLM-managed lands within the planning area. The BLM will consider applications to permit or lease for development, subject to the constraints for leasing and permitting on a case-by-case basis.

- **Wildlife** Manage wildlife habitat to meet BLM’s Alaska Statewide Land Health Standards and the goals of the State of Alaska’s Department of Fish and Game consistent with the Master Memorandum of Understanding.
  - Maintain or enhance wildlife habitat to sustain or increase populations;
  - Perpetuate diversity and abundance of waterfowl by managing wetlands and other habitat and provide suitable habitat for birds of prey through conservation of essential habitat;
Provide for the continued opportunity for subsistence uses on public lands in compliance with Title VIII of ANILCA.

Manage to ensure actions are consistent with the requirements of Federal Threatened and Endangered Species Mandates.

The BLM will begin preparing a Recreation Activity Management Plan for its lands in Haines and Skagway areas in early 2009.

The BLM also looks at cultural concerns in the area since it manages the historic Dalton Cache on the U.S.-Canada border. Most BLM land in the Skagway area has been selected by the State to receive as part of its entitlement.

Temsco helicopters is currently the only special recreation (commercial) permit holder for use of BLM land in the Skagway area for glacier landings on BLM land. Its current 5-year permit expires in December 2008 and a new permit is being reviewed. No increase to the number of helicopter landings is being requested, but it does request to move 60% of its total annual landings (2800) from West Creek Glacier to Meade Glacier (Haines Borough).

State of Alaska Land

State of Alaska land stretches from the western valley of the Skagway River to and including the Taiya River valley, and the upper reaches of the West Creek and Nelson Creek valleys. On the east side of town the State owns land north and south of Dewey Lakes. There are two state land managers with distinct management directions; Alaska Mental Health Trust and Department of Natural Resources.

The Alaska Mental Health Trust manages about 1,480 acres of State land on AB Mountain. The Alaska Mental Health Trust (AMHT) was established by Congress in 1956. The Trust Land Office (TLO) within the state Department of Natural Resources manages trust land under contract to the AMHT Authority. The TLO manages mental health lands to generate income and help provide revenue that will improve the lives and circumstances of trust beneficiaries with mental illnesses. The goal is to manage the lands to maximize revenue over the long term, protect and enhance the value of trust lands, and to work in partnership with others to accomplish its mission.

The Alaska Department of Natural Resources (DNR) manages the majority of the State land within the Municipality in accordance with the Northern Southeast Alaska Area Plan (October 2002). The old Haines-Skagway Area Land Use Plan (1979) had more specific management direction for state land in Skagway. It has been replaced by several plans specific to Haines and the Area Plan.
### Table 7-1 State Land Use Designations (also see Figure 7-5)

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Name</th>
<th>Designation</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-01</td>
<td>Chilkat Glacier</td>
<td>Gu</td>
<td>92,863.68</td>
</tr>
<tr>
<td>S-02</td>
<td>West of Taiya River</td>
<td>Gu</td>
<td>12,683.53</td>
</tr>
<tr>
<td>S-03</td>
<td>Chilkoot Pass</td>
<td>Gu, Ru</td>
<td>3,690.44</td>
</tr>
<tr>
<td>S-04</td>
<td>Chilkoot Trail Shelter</td>
<td>Ru, Pr</td>
<td>60.00</td>
</tr>
<tr>
<td>S-05</td>
<td>Chilkoot Trail Area</td>
<td>Ru</td>
<td>3,521.36</td>
</tr>
<tr>
<td>S-06</td>
<td>Klondike Highway, Mt. Cleveland</td>
<td>Gu, Ru</td>
<td>28,976.35</td>
</tr>
<tr>
<td>S-07</td>
<td>Taiya River and floodplain, south of West Creek</td>
<td>Ru</td>
<td>513.28</td>
</tr>
<tr>
<td>S-08</td>
<td>West Creek</td>
<td>Gu</td>
<td>9,354.00</td>
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<tr>
<td>S-09</td>
<td>Taiya River-South</td>
<td>Ru</td>
<td>321.25</td>
</tr>
<tr>
<td>S-10</td>
<td>Taiya River Terminus</td>
<td>Pr</td>
<td>31.58</td>
</tr>
<tr>
<td>S-11</td>
<td>NPS Campground, Dyea Area</td>
<td>Rd</td>
<td>66.30</td>
</tr>
<tr>
<td>S-12</td>
<td>Area West of Dyea</td>
<td>Gu</td>
<td>120.00</td>
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<td>S-13</td>
<td>White Pass Road, Upslope Area</td>
<td>Gu</td>
<td>553.39</td>
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<tr>
<td>S-14</td>
<td>North of Nakhu Bay (west parcel)</td>
<td>Gu</td>
<td>463.46</td>
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<tr>
<td>S-15</td>
<td>North of Nakhu Bay (east parcel)</td>
<td>Gu</td>
<td>339.08</td>
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<tr>
<td>S-16</td>
<td>Base of AB Mountain</td>
<td>Gu</td>
<td>280.98</td>
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<td>S-17</td>
<td>West Taiya Inlet</td>
<td>Gu</td>
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<td>76.12</td>
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<td>Skagway Airport/River</td>
<td>Pr, Ma</td>
<td>130.96</td>
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<td>S-20</td>
<td>Skagway Harbor Area</td>
<td>Pr</td>
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<td>S-21</td>
<td>Upper downtown Skagway</td>
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<td>S-22</td>
<td>Twin Dewey Peaks</td>
<td>Gu</td>
<td>1,431.84</td>
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<tr>
<td>S-23</td>
<td>Devils Punch Bowl</td>
<td>Gu</td>
<td>1,132.31</td>
</tr>
</tbody>
</table>

*Source: Alaska DNR Northern Southeast Area Plan, October 2002*

The 2002 Area Plan does not have specific management intent for any Skagway area State land beyond the land use designation. Most State land in the Taiya River Valley and Dyea area is designated “Ru” for Public Recreation and Underdeveloped Tourism. Most State land outside of the Taiya River area is designated “Gu” or General Use. If Skagway is successful in obtaining additional municipal entitlement land due to borough formation selections would come from within the Gu designated land base.

**Municipality of Skagway**

When the State passed the Mandatory Borough Formation Act in 1963, the City of Skagway was initially entitled to select 35 acres of State land. The 1980 City annexation increased Skagway’s land entitlement by 500 acres, and subsequent implementation of the State Municipal Selection Act (AS 29) in the late 1970's allowed Skagway to select approximately 7,500 more acres of State land.
Figure 7-5 State (and other) Land Ownership.
Northern Southeast Alaska Area Plan, ADNR.
This round of land entitlements was finally settled in 1996 when the State conveyed 7,437 acres of State land to the City. Municipal land can be seen on Figures 7-1 to 7-4, and includes blocks (from east to west) in the Dewey Lakes area, east of the WPYR railroad yard, the lower slopes of AB Mountain, the Dyea Point, along Dyea Road, the Dyea Flats, West Creek, and land within the KGRNHP.

When the City dissolved and the 1st class borough, the Municipality of Skagway, formed, it assumed it would be entitled to additional municipal entitlement land due to borough formation. The State has denied Skagway’s right to this land; Skagway is now appealing this division denial to the State DNR Commissioner, whose decision is past due as this plan goes to print.

The Municipality of Skagway has several land management plans and regulations that guide land use and development both on municipal land and within municipal limits. Each is now briefly summarized.

**Skagway Comprehensive Plan**
Skagway’s first Comprehensive Plan was prepared in 1964. This 2009 update is the third undertaken by the community, past updates were in 1988 and 1999. The Comprehensive Plan lays out the vision and direction that is the basis for zoning, subdivision, coastal management and other plans and regulations. It also has broad goals, by topic, that list what the Municipality wants to accomplish between now and 2020.

**Skagway Coastal Management Plan**
The Skagway Coastal Management Plan was updated in 2006; it was first prepared in 1979. It contains a comprehensive resource inventory for the Municipality. The plan’s enforceable policies regulate development in coastal areas and address coastal development, natural hazards, coastal access, recreation, energy facilities, transportation and utilities, fisheries and fishery enhancement, subsistence, sand and gravel extraction, historic-prehistoric and archeological resources, and habitats. The plan’s policies have been codified in Skagway Municipal Code title 17.

Skagway has four Area Meriting Special Attention (AMSA) plans that are a part of its coastal program. The Pullen Creek Shoreline Park AMSA and Yakutania Point Park AMSA were both designated in 1979. The significance of the Pullen Creek area is in its recreational use, its function as a key segment in an attractive corridor into Skagway, and its use for fishery enhancement projects. The Yakutania Point Park area has recreational and historic significance. Management intent is to retain it essentially undeveloped with amenities such as the jogging trails, an exercise par course, and picnic areas. In 1991, the Port of Skagway AMSA and Skagway River AMSA were adopted.
The Skagway Port AMSA Plan protects the limited Port waterfront area for those uses that are directly dependent upon, or directly related to the water, a waterfront location, or both. It allows special consideration to the development, growth and appearance of Skagway's waterfront, the city's most heavily utilized area. Attention is also given to maintaining safety, public access and an attractive appearance. The Port AMSA's goals are to a) Reserve area for water-dependent and water-related uses; b) Maintain and strengthen the Port's industrial nature while protecting public health, safety and welfare; c) Maintain and enhance the Port's appearance and public access; and d) Establish policies that will promote compatibility between the various adjacent uses.

The Skagway River AMSA Plan begins at the River's mouth and runs upriver (north) about four miles to just past “Liarsville.” Land immediately adjacent to the River is included within the AMSA because activities on these lands can affect the River. The Skagway River AMSA plan was developed to provide a rational management plan with guidelines for the varied uses and activities that occur in and adjacent to the River. The Plan’s goals are to: a) Clarify river and adjacent land ownership and management; b) Explain regulatory requirements for projects in or near the River; c) Resolve conflicts, d) Establish management goals and coordinate management; and e) Address floodplain control and floodplain management.

Dyea Flats Land Management Plan
As part of its effort to gain title to the Dyea Flats, the (former) City prepared a Land Management Plan for that area emphasizing the Municipality’s intent to be responsible stewards of the Dyea Flats and its values. In order to protect the scenic, historical, ecological and archaeological resources of the Dyea Flats the plan establishes allowed and prohibited uses for the area as codified in Skagway Municipal Code chapter 16.08. Allowed commercial uses all require a Municipality of Skagway permit. Prohibited uses in the Dyea Flats are: (1) Commercial activities including tours not permitted, rentals, retail sales or any other uses where compensation is made or offered; (2) Grazing; (3) Unrestricted road vehicle and all terrain vehicle access; (4) Camping outside of designated areas without a City permit, (5) Subdivision and/or sale of public lands; and (6) Residential, industrial and commercial structures or other intensive developments.

Dyea Management Plan
At Skagway Municipal Code chapter 16.10 the Dyea Management Plan is codified so that the Municipality of Skagway can be a responsible steward of the resources and values of the Dyea and West Creek areas. In order to protect the scenic, historical, ecological and archaeological resources of the Dyea and West Creek Valleys, certain uses are allowed and prohibited. For the West Creek valley, “There shall be no commercial tour operations on the West Creek Road or into the West Creek Valley.” For the Taiya River, “There shall be no commercial tour operations north of the Rafter Put-in on the Taiya.” Three commercial permits are allowed in Dyea outside
of the Dyea Flats. Consultation with the Dyea Community Advisory Board is established.

Dewey Lakes Recreation Area Management Plan
In 2004, the Municipality adopted the Dewey Lakes Recreation Area Management Plan into code at Skagway Municipal Code chapter 16.12. This area of local, State and regional significance has historic importance and scenic beauty. The Dewey Lakes is valued highly by Skagway residents and visitors for its recreational and scenic values and for the opportunity it provides for nature and wilderness experiences. Skagway’s goal is to preserve the Dewey Lakes Recreational Area, to maintain its public ownership and to preserve the traditional and historic recreational uses of the area. Allowed and prohibited uses are established. Prohibited uses are (1) Commercial activities including tours, rentals, retail sales or any other uses where compensation is made or offered; (2) Use of motor vehicles in undesignated areas; (3) Camping without a Borough permit; (4) Campfires outside of designated areas without a Borough permit; (5) Subdivision and/or sale of public lands; and (6) Residential, industrial and commercial structures and other intensive developments.

Skagway Comprehensive Trail Plan
In 2003, the Municipality of Skagway adopted a Comprehensive Trails Plan. The local trail system is varied and highly valued by residents and visitors. The plan recognizes the different Skagway trail user groups. Near town trails provide accessible opportunities for residents to exercise, walk dogs and escape the hustle and bustle of Skagway’s busy downtown. This proximity allows visitors the opportunity to experience the spectacular scenery around Skagway. Local trails are accessed by foot, trail, helicopter, rafts and kayaks. They provide a range of experiences from gentle shoreline strolls, strenuous alpine hikes, mountain peaks, glaciers, lakes and alpine environments. The plan reviews all trails and establishes criteria for prioritizing trail enhancement. Ultimately the goal is to repair, reconstruct, maintain and enhance the present trail system, followed by the reclamation of lost trials and the construction of new projects. Figure 7-6 (from the Coastal Management Plan) shows Skagway’s trails and recreation areas.

Skagway Municipal Code
Skagway has a full municipal code. Chapters particularly relevant to land management include:

- Chapter 16 - Public Lands (governing actions on municipally managed land);
- Chapter 17 - Coastal Management Program (codifies the coastal management plan policies);
- Chapter 19- Planning and Zoning (the municipal zoning code and historic district regulations); and
- Chapter 20- Subdivisions (subdividing and land platting).
Figure 7-6 Trails and Recreation Areas

Skagway Coastal Management Program
Figure 3.11 Recreation Use Areas

- Skagway Municipal Boundary
- Skagway Coastal District Boundary
- Existing and Potential Trails
- Recreation Use Area Designations

Areas designated as recreation use areas under 11 AAC 114-260 (c). These areas receive significant use by persons engaged in recreational pursuits, or have the potential for recreational use because of their physical, biological, or cultural features.

Sources: City of Skagway Comprehensive Trails Plan, 2005.
Skagway has nine zoning districts. Current zoning is depicted on Figure 7-7, and reviewed below.

**RC—Residential-Conservation zoning district**  
This zoning district is intended to provide an area for low-density residential development on adequate lot sizes not served by city water and sewer, to allow natural resource development and conservation, and to allow dispersed recreational activities including recreational cabins, lodges, and small seasonal recreational facilities.

Criteria for lands that are included in this zoning district are those that are relatively isolated from city development due to natural features and the lay-of-the-land, and that are presently without any or all of the following: city water, city sewer, roads up to standards.

**RLD—Residential Low Density zoning district**  
This zoning district is intended to provide an area for low to moderate density residential development on adequate lot sizes to preserve the natural beauty of the area creating parks, prohibiting business including tourism business bases with limited housing rentals allowable by conditional use. Also to create green belts and establish setback requirements adequate to preserve the viewshed and create small roadside parks and picnic areas, view points and scenic overlooks along Dyea Bay.

Criteria for lands that are included in this zoning district are those that are relatively restricted in their development due to natural features and the lay-of-the-land, and that are presently without city water and city sewer.

**RG—Residential-General zoning district**  
This zoning district includes single-family and multi-family residential housing. Single-family units and duplexes are allowed on five thousand (5,000) square foot lots, for an allowable density of eight (8) units per forty thousand (40,000) square feet. Multi-family residential units (tri-plexes and above) are conditionally permitted. Maximum allowable density is twenty-six (26) units per forty thousand (40,000) square feet.

This General Residential zoning district is intended to provide an area for medium to high density residential development including single-family, duplex, and low-rise multi-family dwellings. The purpose of the zoning district is to promote a wide variety in housing types and design to meet the expanding demand for housing. The zoning district is designed for use in areas that provide full urban services and facilities.

Criteria for lands that are included in this zoning district are those that have water and sewer utilities, a developed road system, and that are close to commercial and/or industrial districts.

**BG—Business-General zoning district**  
This zoning district is intended to provide for the commercial activities of the city. The purpose of the zoning district is to provide a centrally located area for general retail shopping, personal and professional services, entertainment establishments, restaurants, and similar businesses. Most commercial activities are permitted outright. The zoning district is also intended to accommodate a mixture of residential and commercial uses with conflicts being resolved in favor of commercial uses. Mixed commercial and residential use of structures is encouraged.
Criteria for lands that are included in this zoning district are those that have existing developed streets and utilities and where public investment has occurred to establish social and commercial services.

BH—Business-Skagway Historical zoning district
This zoning district is for the area of downtown Skagway with special historical significance. It is to allow commercial development whose buildings are in keeping with the architectural character of the historic Gold Rush era.

The Historic District helps to safeguard the heritage of Skagway by preserving its cultural, social, economic, political and architectural history. For this reason, special regulations are applied to preserve or enhance its unique historic character.

IL—Industrial-Light zoning district
This zoning district is intended to provide an area for urban and suburban light manufacturing, processing, storage, wholesaling and distribution, and railroad and airport related industry and business. This zoning district is intended to promote efficient use of the land while at the same time, allowing for a variety of compatible uses. Commercial uses are allowed, but with conflicts being resolved in favor of light industrial use. Existing residential uses between Alaska Street and the airport can continue without restrictions typically applied to nonconforming uses. Light industrial uses are those of a nature which do not produce dust, traffic, noise, odor, vibration, or other objectionable pollutants of a substantially greater intensity or duration than those commonly associated with the surrounding land use. Because of the impacts inherent in some industrial activities, performance standards, including screening, are applied to certain uses.

Criteria for lands included in this zoning district are those areas that are adjacent to major arterials, other light industrial users, and the airport or railroad.

I—Industrial zoning district
This zoning district is intended to provide for an area where heavy industrial activities like manufacturing, processing, repairing, and assembling can take place. Proximity to railroad and waterfront transportation will likely be important for these activities. Because of the dust, smoke, refuse matter, odor, gas, fumes, noise, vibration, or similar substances or conditions inherent in some industrial activities, screening and other conditions may be applied to certain uses. The zoning district allows commercial and residential uses but with conflicts being resolved in favor of industrial uses.

Criteria for lands that are included in this zoning district are those areas which are adjacent to major arterials or other industrial users, and of sufficient size to allow heavy commercial activities. They should also be buffered from lower density users.

W—Waterfront zoning district
The waterfront zoning district is intended for all property contiguous with the shoreline. This is to protect Skagway's limited, developable waterfront areas for those uses that are directly dependent upon, or directly related to the water, a waterfront location, or both. This is also to allow special consideration to the development, growth, public use and appearance of Skagway's waterfront, the City's most heavily utilized area. Water-dependent and water-related industrial and commercial uses have priority in this zoning district. Consideration is also given to maintaining safety, public access and an attractive appearance. Intended activities include those that derive major economic or social benefits from a waterfront location, with particular emphasis on industrial, tourism, commerce and commercial enterprises.

Criteria for including lands in this zoning district are those lands adjacent to the shoreline of Taiya Inlet.
Existing Land Use

Current land use in Skagway is documented on Figure 7-8 and 7-9. Current land use is not land ownership nor is it zoning. It is literally how land is being currently being used.

A review of current land use patterns gives clues about natural and intrinsic best land use. Sometimes this doesn’t match the type of development and growth that a municipality and its residents desire after systematic consideration of physical, economic and cultural needs. A current land use map therefore can point out areas where the municipality desires to shift land use over time.

The current land use map also shows undeveloped or ‘vacant’ land, again regardless of land ownership. This helps identify parcels available to meet community needs. Because land is scarce in Skagway, the community may wish to reserve certain parcels or corridors now for specific land development purposes to ensure it can meet future needs.

Air and Water Quality

The lower mile of Pullen Creek and Skagway Harbor are on the Alaska Department of Environmental Conservation list of Category 5, Clean Water Act Section 303(d) impaired waterbodies. Waterbodies are placed in Category 5 if the water quality standard(s) are not attained, i.e., the waterbody is impaired for one or more designated uses by a pollutant(s) and requires a Total Maximum Daily Load (TMDL) recovery plan to attain Alaska’s water quality standards (18 AAC 70).

<table>
<thead>
<tr>
<th>ID #</th>
<th>Waterbody</th>
<th>Location</th>
<th>Area of Concern</th>
<th>Impaired Water Quality Standard</th>
<th>Pollutant Parameters</th>
<th>Pollutant Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>10303-004</td>
<td>Pullen Creek (Lower Mile)</td>
<td>Skagway</td>
<td>Lower mile of Pullen Creek</td>
<td>Toxic &amp; Other Deleterious Organic and Inorganic Substances</td>
<td>Metals</td>
<td>Industrial</td>
</tr>
<tr>
<td>10303-601</td>
<td>Skagway Harbor</td>
<td>Skagway</td>
<td>1.0 acre</td>
<td>Toxic &amp; Other Deleterious Organic and Inorganic Substances</td>
<td>Metals</td>
<td>Industrial</td>
</tr>
</tbody>
</table>

Once a waterbody has been placed on the Section 303(d) list, a TMDL recovery plan will be developed, unless data obtained subsequent to the listing indicates that the waterbody is no longer impaired or other measures are undertaken to restore the waterbody. State of Alaska waterbodies on the Section 303(d) list are scheduled for a TMDL or waterbody recovery plan to be developed between now and 2012.
Pullen Creek has been on the Section 303(d) list since 1990 for non-attainment of the toxic and other deleterious organic and inorganic substances standard for metals. The lower mile of Pullen Creek was previously Section 303(d) listed with the Skagway Harbor listing but was segmented out into its own listing in the 2006 report. The Taiya Inlet Watershed Council secured grant funds for performing an environmental assessment on the creek, collecting baseline monitoring data on water quality, flow and sedimentation data, and development of an action strategy for Pullen Creek. Assessment results found no elevated levels of toxics in water column. Elevated levels of lead, zinc and barium were found on stream bottom sediments and adjoining banks. The stream banks are very stable but elevated levels of metals are found near railroad transport areas where ore was transported in the past. Further investigation on the elevated levels needed.

Skagway Harbor has been on the Section 303(d) list since 1990 for non-attainment of the toxic and other deleterious organic and inorganic substances standard for metals. A 1984 draft report from the U.S. Fish and Wildlife Service titled Trace Metals Contamination at an Ore Loading Facility in Skagway, Alaska indicated that trace metals contamination are due to an ore loading facility in Skagway. Elevated levels of lead, zinc, cadmium, copper, and mercury in marine sediments were found to exceed the values of the control area. Additionally, infauna found in the marine sediments were much reduced and diversity was correlated with the concentration of lead and zinc in the sediment; an adverse effect to the aquatic life designated use. The lower mile of Pullen Creek was previously Section 303(d) listed with the Skagway Harbor listing but was segmented out into its own listing in the 2006 report. TMDL development is beginning and is anticipated to be developed by June 30, 2009. Some steps include identifying data gaps and ADEC may acquire contractor assistance in evaluating data and determining a technical approach.

The 2008 community opinion survey asked residents their opinions on water and air quality issues.

Over half (55 percent) of Skagway residents are somewhat or very concerned about street and storm water runoff polluting local creeks and rivers, while 42 percent are not concerned. Homeowners are more likely to be very concerned: 28 percent, versus 19 percent of renters.

Are you very concerned, somewhat concerned or not concerned about street and storm water runoff polluting Skagway’s creek and rivers?

<table>
<thead>
<tr>
<th></th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very concerned</td>
<td>21%</td>
</tr>
<tr>
<td>Somewhat concerned</td>
<td>34%</td>
</tr>
<tr>
<td>Not concerned</td>
<td>42%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>2%</td>
</tr>
</tbody>
</table>
The majority of Skagway residents (70 percent) think it is somewhat or very important to remove metal debris from the Skagway River, while 27 percent think it is not important. Homeowners were more than twice as likely to say it is very important (48 percent, versus 20 percent of renters).

**How important do you think it is to remove metal debris from the Skagway River in the near future?**

<table>
<thead>
<tr>
<th>Importance</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very important</td>
<td>27%</td>
</tr>
<tr>
<td>Somewhat important</td>
<td>43%</td>
</tr>
<tr>
<td>Not important</td>
<td>27%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>3%</td>
</tr>
</tbody>
</table>

Over half of Skagway residents (55 percent) believe that the air quality in Skagway has remained the same over the last few years, while 40 percent believe that it has declined. Four out of five of residents who believe air quality has declined blame cruise ship emissions. The second most-common reason mentioned was vehicle/bus exhaust (47 percent), followed by train exhaust (33 percent). All other responses were mentioned by 5 percent or fewer respondents.

**Over the last few years do you believe the air quality in Skagway has improved, remained the same, or declined?**

<table>
<thead>
<tr>
<th>Status</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved</td>
<td>3%</td>
</tr>
<tr>
<td>Remained the same</td>
<td>55%</td>
</tr>
<tr>
<td>Declined</td>
<td>40%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>2%</td>
</tr>
</tbody>
</table>

**Why do you think it has declined?**

<table>
<thead>
<tr>
<th>Reason</th>
<th>% of Base n = 121</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise ship emissions</td>
<td>80%</td>
</tr>
<tr>
<td>Vehicle/bus exhaust</td>
<td>47%</td>
</tr>
<tr>
<td>Train exhaust</td>
<td>33%</td>
</tr>
<tr>
<td>Airplanes</td>
<td>5%</td>
</tr>
<tr>
<td>Wood burning</td>
<td>5%</td>
</tr>
<tr>
<td>Dust</td>
<td>2%</td>
</tr>
<tr>
<td>Other*</td>
<td>7%</td>
</tr>
<tr>
<td>Don’t know</td>
<td>2%</td>
</tr>
</tbody>
</table>

Note: Column adds to more than 100 percent because respondents were allowed multiple responses. *A list of other responses can be found in the Appendix.
Climate Change Considerations

Alaska’s climate is changing. Governor Palin issued an Administrative Order in 2007 to form a subcabinet level group to develop an Alaska Climate Change Strategy, stating in part that:

Scientific evidence shows many areas of Alaska are experiencing a warming trend. Many experts predict that Alaska, along with our northern latitude neighbors, will continue to warm at a faster pace than any other state, and the warming will continue for decades. Climate change is not just an environmental issue. It is also a social, cultural, and economic issue important to all Alaskans. As a result of this warming, coastal erosion, thawing permafrost, retreating sea ice, record forest fires, and other changes are affecting, and will continue to affect, the lifestyles and livelihoods of Alaskans.

Regardless of one’s beliefs about the cause, weather data and modeling show:

- increasing greenhouse gas,
- more intense storms,
- increased coastal erosion and flooding,
- melting permafrost,
- increasing ice-free periods in the Arctic Ocean,
- retreating coastlines,
- drying tundra,
- a shift from conifer to deciduous forests with increased fire risk, and ocean acidification.
- Enhanced agricultural production due to warmer temperatures and longer growing seasons; increasing tourism due to more hospitable summer temperatures as compared to those in the Lower 48; and require improvements to Alaska’s public infrastructure.

The State and communities are taking two approaches: (1) mitigation, which are generally measures to reduce greenhouse gases; and (2) adaptation, which are measures to adapt to the effects of climate change.

The ICLEI-Local Governments for Sustainability recommends that cities complete five steps to mitigate climate change:

1. Conduct a local inventory and forecast of greenhouse gas emissions
2. Adopt an emissions reduction target
3. Draft an action plan to achieve the target
4. Implement the action plan
5. Revaluate report progress, update plans.
During comprehensive planning, measures such as those above and those listed below, to address and mitigate climate change and reduce greenhouse gas emission, can be put into practice. Many of the measures and suggestions listed below are included in this new Skagway Comprehensive Plan.

**Energy Management**
- Research, develop and utilize renewable/alternative energy.

**Land Use/Transportation Planning**
- Development that reduces the need to drive and encourages non-motorized and public transportation significantly reduces the use of fossil fuels. Many of these same strategies (often referred to as “smart growth”) help reduce costs in providing services. Denser “cluster development,” for example, reduces taxpayer expenditures for water and sewer lines, road construction and road maintenance, and street lights. These reductions are tied directly to reductions in energy use and greenhouse gas emissions. Another benefit of more compact development is that less soil is disturbed, which helps prevent the release of CO2 stored in the soil.

- Support denser, more compact development and increase emphasis on developing infrastructure for non-motorized transportation. Update planning and zoning regulations to promote land use strategies that include compact, mixed-use development, higher density development, and infill.

- Adopt building codes and incentives to increase energy efficiency in all new residential and commercial development. Keep abreast of new LEED (Leadership in Energy and Environmental Design) standards.

- Reduce vehicle emissions in the Municipality of Skagway’s fleet of cars, trucks, and heavy equipment. Develop program to retire older less efficient vehicles. Establish anti-idling policies for vehicles/drivers.

**Purchasing & Waste Reduction**
- Purchasing and waste go hand-in-hand, since almost everything that is tossed as garbage was at one time acquired through deliberate purchase. While it is not always practical to reduce the quantity of purchased goods, selecting recyclable, durable, or re-usable products will lead to less landfilling and less methane and carbon dioxide emissions. In this way, procurement guidelines can lead to greenhouse gas reductions. Reduce fuel consumption and burning at the incinerator by diverting recyclable and compostable material from the waste stream.

- Establish a comprehensive user-friendly recycling program involving all Municipality of Skagway departments and facilities.
Safety of Critical Facilities and Infrastructure

- Keep abreast of information regarding projected sea level rise, storm surges, coastal/bluff erosion, etc. within the borough and take proactive measures to protect or relocate at-risk infrastructure.

- Develop management plans specific to port and harbor facilities (construction, maintenance, dredging, etc.) that take into account climate change impacts.

- Undertake emergency preparedness measures to reduce risks related to climate change.

- Identify critical facilities and infrastructure that are within a few feet of sea level or near river floodplains. Plan to relocate over time to higher ground.

- Inventory the storm water runoff system and identify problem areas. Ensure that storm water infrastructure is constructed to handle anticipated increases in extreme weather events.

- Take steps to protect the capacity of wetlands and watersheds to store water, as protection against extreme weather events.

Be proactive in helping to create a resilient local economy.

- Work with other groups and individuals to encourage local economic self-reliance, so that community needs are met by locally owned businesses and locally produced products as much as possible.

- Encourage a culture of “entrepreneurial spirit” and seek to provide resources to encourage sustainable business development through such measures as a community-wide Wi-Fi system and establishment of a “green business” incubator.

- Anticipate and promote new opportunities in local agriculture.

- Support green economic growth by promoting policies that encourage businesses to employ sustainable energy practices.
Figure 7-8 Skagway Current Land Use

Data collection by field surveys. Inaccuracies may exist on individual parcels.
Figure 7-9 Skagway Current Land Use

Land Use
- Residential - Single Family
- Residential - Duplex
- Residential - Multi-family
- Mixed Use (Commercial / Residential)
- Commercial
- Industrial
- Public or Civic Facility, Park or Active Recreation
- Undeveloped
- Road
- Railroad
- Trail

Data collection by field surveys. Inaccuracies may exist on individual parcels.
Future Growth Plan

Current land use, emerging trends, and future land use needs are now reviewed. This data is combined with the previously reviewed background information to create ten Land Use Designations, shown on Figures 7-10 through 7-12, to guide future growth in Skagway. Skagway’s Comprehensive Plan Land Use Designations are:

- Industrial
- Waterfront Commercial Industrial
- Commercial
- Resource Reserve
- Future Growth Area
- Hydroelectric/Recreation
- Recreation Reserve
- Recreation/Open Space
- Residential
- Residential Low Density

In addition to these Land Use Designations, historic character and resources are also important in downtown’s historic district and the Dyea Flats area. This historic character can be considered to “overlay” these areas.

The broad Land Use Designations are to guide future land use and development, including zoning and rezoning decisions. It is important to recognize that the boundaries or “lines” between Land Use Designations (as depicted on Figures 7-10 through 7-12) are “soft.” While desired types of land use and growth can be captured in distinct Land Use Designations, the precise boundary between Land Use Designations is arbitrary. The intent is not to preclude a proposed project because it falls on one side or another of a boundary between Land Use Designations, rather, the Commission and Assembly should “step back” and consider the “big-picture” intent for the area and the rationale behind the Land Use Designation (as discussed in this chapter), and then review the project against this direction.

Skagway Comprehensive Plan Land Use Designations

Industrial

Encourage land uses and activities that are of an industrial nature. Industrial uses include manufacturing, processing, repairing and assembling goods. Because of noise, odors, waste and other impacts inherent in industrial activity, performance standards are applied. The zoning code makes a distinction between “light” and other industrial activities. Recognizing that the Klondike Highway and railroad are major transportation corridors, contained areas of commercial or industrial use along either facility that are sensitively designed and operated are also appropriate.
Waterfront Commercial Industrial
Encourage land uses and activities that are water-dependent, water-related or of a water-enjoyment nature. Priority should be for developments that directly depend on the water, a waterfront location, or both. Activities can be of an industrial or commercial nature — zoning will provide more guidance.

Commercial
Encourage land uses and activities that are commercial in nature. Commercial uses include retail, the sale of goods and services, offices, and businesses.

Resource Reserve
(west of Taiya River including Nourse River areas)
This is for undeveloped land managed for a balance of conservation and development of natural resources and for future low density dispersed housing and community growth. Resource Reserve allows a variety of dispersed well-designed uses, including housing, recreation, fire-wood harvest, high-grade (select) commercial timber harvest, rural road development, mineral extraction, hunting and helicopter landing, etcetera. Any uses proposed for land adjacent to or within viewshed of Chilkoot Unit of KGRNHP must take the use of the park unit into consideration, including avoiding or minimizing impacts to its recreational and historic use. Impacts to wildlife populations in the area should also be avoided or minimized.

Future Growth Area
(West Creek Valley)
All uses and intent of the Resource Reserve land use designation apply here. The distinction is the Municipality of Skagway intent to more actively encourage and pursue these uses in the West Creek Valley. It is also expected that there might be hydroelectric development, coupled with recreational use in this area. (Guidelines to accomplish this are in the Hydroelectric/Recreation description immediately below.) This is a major area that resident’s use to get away, hunt, ride snow machines, and access the back country.

Hydroelectric/Recreation
(Upper Dewey Lakes, Kasidaya Creek, Denver Glacier to East Fork of Skagway River, and Goat Lake areas)
These are areas that are currently or in the future could be used for hydroelectric generation. This designation is coupled with recreation because the goal is to dually provide access to alpine areas for recreation use in conjunction with hydroelectric access and development. These uses can be compatible, as they are at Dewey Lake in Skagway and Salmon Creek and the flume in Juneau. Pro-active planning and development is key to ensuring compatibility, and should consider eventual recreational use when designing and building access, facility, pipes, dams and consider noise and visual impacts.
Recreation Reserve
(the Upper AB Mountain ridge-Mount Carmack- Mount Cleveland, Twin Dewey Peaks/Denver Glacier areas, East Fork Skagway River area, Burro Creek area, Nelson Creek area, and land immediately west (viewshed) of Dyea Flats)
This is for undeveloped land that is either in public ownership or private rural land close to important recreation use areas. It is to be managed for conservation of natural resources, fish, wildlife, scenery and views. Recreation cabins, lodges, hiking trails, commercial tours, seasonal recreational facilities, and low density housing may be allowed.

Recreation/Open Space
(Dewey Lakes area, Laughton Glacier area, Warm Pass Valley area, Dyea Flats and Taiya River Valley/Chilkoot Trail, and Nourse River Valley)
This is for land with high recreation values. Some land will be left as undeveloped open space while other land will be actively managed to promote dispersed and more intensive recreation use, including visitor-related activities.

Residential
Encourage development of a healthy, safe and pleasant environment for residential living protected from incompatible and disruptive activities.

Residential Low Density
Encourage development of a healthy, safe and pleasant environment for low density (one single family or duplex dwelling unit per acre) residential living protected from incompatible and disruptive activities. If public sewer and water are extended, or adherence to drinking water and sanitary waste disposal regulations can be demonstrated, higher densities may be allowed.

Historic Values
While not a Land Use Designation, there are historic resources, values or character that “overlay” other designations and areas, such as in the core townsite’s Business Historic zoning district and in the Dyea Flats. In these areas historic resources, values and character are important, encouraged and should be preserved. Promote growth that is historic in character around 1st and Broadway, across the waterfront and over to and including the Spring Street area.
Residential Land Use and Activities

From 2000 to 2008, the Municipality of Skagway’s total housing stock increased about 35 percent, from 512 dwelling units to 695. This exceeds even the pace of growth from the 1990s (from 1990 to 1997 total housing stock increased 17 percent from 404 to 472). For more information see Table 8-1 in chapter 8 on Housing.

Skagway’s original townsite stretches from the waterfront to the Klondike Highway Bridge and railroad maintenance yard. It is four blocks wide and 23 blocks long. Each block is approximately 100 by 600 feet, subdivided (originally) into 12, 5,000 square foot (sf) lots. Water, sewer and electricity serve the townsite. These small lots have resulted in residential densities of 8 to 26 dwelling units per acre, which is higher than the allowable density in many other Southeast Alaska communities.

A growing number of low density (one acre per dwelling) housing units have been built along Dyea road out to Dyea, facilitated in part by municipal land subdivision and disposals. Because there is no water or sewer service outside the townsite area, lots along Dyea Road and in other rural areas must be large enough to accommodate onsite water and wastewater in an environmentally acceptable manner for both the lot and neighbors. The borough should revise its zoning to allow more dense residential development can also be allowed when water and sewer services are extended beyond the Klondike Highway Bridge. In areas that are not served by municipal water and sewer, more dense residential development if onsite water and sewer systems (particularly a collector system that serves a subdivision) can be developed in an environmentally acceptable manner.

In the early 1990’s, distinct Multi-Family and Single Family/Duplex zoning districts were combined to a single Residential General (RG) district. This was done because the land use pattern actually was a mix of multi-family and less dense dwellings throughout and all lot sizes are the same. Multi-family dwellings are now conditionally allowed within the RG zoning district. Some have suggested that an area just for multi-family housing should be created again, and that permitting requirements could be eased therein to encourage housing development.

To address the need for housing, this future growth plan designates large areas for low density residential development along the Dyea Road and Klondike Highway, lower slopes of AB Mountain and east side of Taiya River. Further, low density residential housing may be allowed in the broad Recreation Reserve and Resource Reserve areas (see page 7-19 and Figures 7-7 and 7-8). However, much of this land designated for low density residential growth may not be developable due to limited access and its steep character.

The Municipality of Skagway should promote future residential development through infilling, mixed use development in commercial areas, and dispersed rural
residential development off Dyea Road, on the lower slopes of AB Mountain and in West Creek. The Municipality and State Mental Health Trust should consider a joint residential subdivision along the lower slopes of AB Mountain. In addition, the Municipality should continue to encourage infill in the towns and continue to support mixed use development in commercial areas.

A 2008 housing and land inventory shows there are about 133 undeveloped buildable 5,000 sf lots in Skagway’s towns, which together total about 15 acres. Approximately 64 vacant lots are zoned for general residential development, 8 for industrial, 11 light industrial, 39 general business and 11 are in the historic business district. While many of these lots are appropriate for in-fill, there are 11 areas where at least three adjacent lots are vacant and the area is thus potentially eligible for a housing development or larger municipal or commercial building. The location of these 12 areas with clusters of undeveloped lots can be seen below. Parts of five clusters are zoned for residential use, parts of three for business general, parts of two for business historic use and one is zoned for industrial development.

Small boat harbor expansion will eventually displace Pullen RV Park (not a water dependent use) on the waterfront. Other RV parks in town may also redevelop as increasingly scare land and rising land values often mean a property owner can gain a higher return by using the land for other purposes. However, Skagway depends on RV parks for both visitor use and also for seasonal summer lodging. To meet these needs the industrial zoned land north of the 23rd Avenue Bridge, including the Liarsville area, may be suitable for future RV Park development.

Housing issues, goals and possible actions are discussed in greater detail in Chapter 8-Housing.

**Commercial Land Use and Activities**

Very few commercial development issues have been raised during this plan’s development. Retail businesses are found in the General Business zoning district (mostly along State Street) and in the Business Historic zoning district (lower Broadway area) which is primarily oriented toward visitors. The primary differences in uses are that more auto-oriented businesses are allowed in the General Business district whereas there is a relaxation of parking requirements in the Business Historic district. Also in the Business Historic district there are no required front yard setbacks, and design and signage standards are imposed.

The area around between Broadway and Spring Street and 1st to 3rd Avenues is zoned for industrial development. However, this area has a variety of uses now from residential to commercial as well as undeveloped property. Undeveloped and underutilized properties in this part of town will experience development pressure.
There is still open space in this area and visitors get off ferries and cruise ships and immediately see and are attracted to the historic area down Broadway. Because this area is zoned Industrial, essentially any type of development could occur. In the late 1990’s the commission determined that the concern isn’t the type of use that is built in the area so much as how the building looks (don’t take away from the historic character of town) and how the business operates (e.g., no industrial odors). The Future Growth Plan map (Figure 7-12) designates this area for commercial land use in the future. Based upon this Land Use Designation, it could be expected that either the municipal or individual property owners would ask to rezone this area to either commercial or the Business Historic zoning district. Another benefit of slating this area for commercial growth is that as this area develops/ redevelops in an historic-retail-tour oriented manner, some of downtown’s congested pedestrian traffic could follow a new “circular walking route” through this area up to 4th and then over to Broadway.

A commercial concern is the proliferation retail chain jewelry stores along and around Broadway Street. In the 2008 opinion survey over three-quarter of Skagway residents strongly agree or agree that this type of retail businesses use needs to be limited.

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Don’t know/ Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>There needs to be a limit on the number of jewelry stores in downtown Skagway</td>
<td>49%</td>
<td>27%</td>
<td>2%</td>
<td>13%</td>
<td>8%</td>
</tr>
</tbody>
</table>

Other communities along cruise ship routes (which all seem to be susceptible to the proliferation of chain jewelry stores that target cruise ship visitors) are researching legally enforceable ways to accomplish this.

**Waterfront and Industrial Land Uses and Activities**

Industrial land use in town occurs around the airport, at the waterfront (waterfront commercial industrial zoning), on the east side of town by Alaska Power and Telephone and the railroad tracks, at the White Pass and Yukon Route Railroad Yard, at the landfill and incinerator, and across the Klondike Highway Bridge at the State shops, gas station, a construction yard, and along the Skagway River. The former White Pass tank farm site across the Klondike Highway bridge used to be a major industrial site but was closed in the mid-1990's and is now being remediated.

See Chapter 6 on Transportation for more information about use of the waterfront including the Port and small boat harbor.
East of Congress Way and around Dewey Creek is land that is zoned for Waterfront use. However, this land is not part of the waterfront or Port and is currently used for recreation purposes. Accordingly, this land is slated on the Future Growth Plan maps for Recreation/Open Space (Figure 7-12). The Alaska Power and Telephone area, which is impacted by railroad use, continues to be slated for industrial development.

**Long/Nakhu Bay**
Land in the Long/Nakhu Bay area is owned by private parties and the State. There are a few residences in this area that are accessed by the Dyea Road. Ruins of an old dock (from the mid-1900's) can be viewed at some tides.

Waterfront land along Long/Nakhu Bay is the only developable waterfront land in the community besides the port area. Because there are so few places where waterfront development is possible, this area is designated for future Waterfront Commercial Industrial land use. The intent is to consider development that is water-dependent or related and commercial or “light” industrial in nature. Appropriate examples include a dock, kayak or boat rentals or slips, a small boat harbor, marine-oriented recreation or commercial uses, aquaculture, or similar uses. Any proposal would have to be sensitively designed to take pre-existing residential use into account. Other concerns that waterfront commercial or light industrial development in this location would have to consider are that the road is narrow; land is steep; commercial or industrial traffic could cause congestion on both the road and in the water; preventing “scarring” of the cliffs and negative visual impacts; and avoiding barge traffic conflict with personal use fishing and shrimping. Any project would have to be sensitively designed to accommodate the physical constraints of the site.

**North of the 23rd Avenue Bridge (Klondike Highway) out to Liarsville**
There are a variety of land uses on several hundred acres of flat, industrially-zoned land west of the Skagway River and north of the 23rd Avenue (Klondike Highway) Bridge. These include undeveloped land that was formerly a tank farm, a construction yard, gravel extraction, ADOT&PF maintenance shop, residential dwellings, mini-storage units, multiple tourist-oriented commercial businesses, an RV park, pasture lands, a gasoline station, a private RV and campground, bus storage, a quarry and more. (See Figure 7-8), current land use). This area has had an industrial land use designation and been zoned for light industrial land use for at least a decade. Approximately 86 acres of land north of the Klondike Highway Bridge was formerly home to the White Pass & Yukon Route tank farm. Once cleanup and remediation work is completed, this land could potentially support everything from increased residential and commercial uses to manufacturing or other industrial activity. Extension of water and sewer to this area to support denser development is strongly supported by residents.
Please tell me if you are very supportive, supportive, opposed or very opposed to the Municipality of Skagway financially supporting each of the following projects.

<table>
<thead>
<tr>
<th>Extending sewer and water north of the 23rd Street Bridge to support development.</th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don't know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>55</td>
<td>5</td>
<td>13</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

As part of this project the Comprehensive Plan Steering Committee debated whether to retain the industrial Land Use Designation for this entire area, or divide it into industrial, residential, and commercial areas. Doing the latter would provide predictability about expected land use for all property owners and more clearly show desired land use. Arguments to retain it as industrial are that this is the only remaining undeveloped area truly suitable for industrial development and that there are other areas available for residential development. Also, if it remains industrial, the zoning code allows the planning commission to approve a variety of uses through the conditional permit process (thus the differing land use there now). The steering committee opted to retain an industrial Land Use Designation for the area because Skagway is a small community and this will continue to allow flexibility to respond to changing market conditions and needs.

The area along the Klondike Highway is the gateway to the community from the road and the first impression many visitors have of Skagway. There should be an area designated along the highway to develop a wayside and welcoming signage. Also, vegetative buffers along the Klondike Highway should be left in place as the area develops to promote compatibility between uses and ensure that visitors entering Skagway form a favorable impression as they travel south on Highway and enter town. Residents support creating a welcome area and signage but are mixed on the need to leave vegetated buffers along the highway. Regardless, this would be a prudent requirement on future permits as area development proceeds to ensure this corridor is welcoming to visitors.

Please tell me if you would be very supportive, supportive, opposed or very opposed to the following improvements to the area north of the 23rd Street Bridge.

<table>
<thead>
<tr>
<th>Designate an area along the highway to landscape and place attractive signage welcoming visitors to Skagway</th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don't know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>23%</td>
<td>45%</td>
<td>3%</td>
<td>21%</td>
<td>7%</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Require a 25 foot-wide vegetative or landscaped buffer along the highway to beautify the area</th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don't know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>35</td>
<td>4</td>
<td>33</td>
<td>9</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
**Material Extraction and Mineral Development**

Material extraction continues to be an important industrial land use in town. Land adjacent to the railroad tracks and the bluff to the east of town has industrial rock and gravel resources. This area is already impacted by constant railroad use and is proposed for industrial development primarily to accommodate material extraction. As the railroad heads north of town though, the recreation and scenic values, as well as topography begin to favor recreation-related development. The boundary between industrial and recreation land use in this area is somewhat arbitrary — future planners should consider the boundary between these land uses as “soft” and give possible industrial or recreation related developments in the area due consideration.

The Skagway River also continues to be an important source for gravel and sand.

Because the location of an economically viable mineral deposit can not be moved, development of mineral deposits may be considered within any of this plan’s future Land Use Designations. Part of a proposed mines’ evaluation would be to see if it could be developed and still maintain the character and nature of the land use designation it is within.

**Timber Resources**

Clear-cut style timber harvest is not anticipated within the Municipality, but select-cut timber harvest could occur in the Resource Reserve area in the rural western portion of the Skagway. Most of the land west of the Taiya River is slated for Resource Reserve, which allows a variety of dispersed well-designed uses, including housing, recreation, high-grade (select) commercial timber harvest, rural road development, mineral extraction, big game hunting and helicopter landing, etcetera. Any uses proposed for land adjacent to or within viewshed of Chilkoot Unit of KGRNHP must take the use of the park unit into consideration, including avoiding or minimizing impacts to its recreational and historic use. Impacts to wildlife populations in the area should also be avoided or minimized.

**Recreational Land Use and Activities**

Skagway adults and youth consistently rank the community and area’s many recreational resources, opportunities and programs as an important part of their quality of life. Residents of the Municipality of Skagway (MOS) enjoy dispersed outdoor recreation opportunities in the following areas (land owner listed in parenthesis): the flat, open Dyea Flats (private/MOS/NPS); in the Nourse River and West Creek Valleys (MOS/BLM); along the railroad tracks (private); around Sturgills Creek (State/USFS); in Yakutania Point Park (MOS); in the Lost Lake and White Pass areas and along hiking trails such as AB Mountain Trail (MOS/State); Lower and Upper Dewey Lakes Trail (MOS/USFS); Laughton Glacier Trail (USFS); Denver Glacier
Trail (USFS); and the Chilkoot Trail (NPS/State/MOS). These primarily publically owned areas are given a Land Use Designation for either Recreation/Open Space or Recreation Reserve to encourage recreation use and related development. Existing and potential trails and recreation use areas are seen on Figure 7-x, excerpted from the Skagway Coastal Management Plan.

Skagway completed a Comprehensive Trail Plan in 2003 that outlines a systematic program for improving all types of trails in the borough, from ATV and winter ski trails to challenging hikes to short walks.

Borough-owned parks in town include Hanosek Park, Mollie Walsh Park, Pullen Creek Shoreline Park, Yakutania Pt. Park, Reid Falls/Gold Rush Cemetery, the ballfields and growing recreation area at 7th Pastures, borough “view” lot off Dyea Road and areas within the Klondike Gold Rush National Historical Park (NPS/MOS). The rifle range, being relocated to 4 mile Dyea Road is another outdoor recreation facility. Most of these areas are also designated for Recreation/Open Space uses. Goals to protect and enhance enjoyment of some of these areas are found in the Pullen Creek Shoreline AMSA Plan, Yakutania Pt AMSA Plan, Dewey Lake Recreation Area Management Plan, Dyea Flats Management Plan, and Skagway Coastal Management Plan.

Indoor recreation facilities and programs take place at the Recreation and Fitness Center, school gym, and Skagway Elk Lodge’s bowling alley. A number of races and festivals are regular Skagway events which draw participants from all over Southeast Alaska and the Whitehorse and Yukon area. These events, funded through a mixture of private sources and public grants, include the Buckwheat Ski Classic, Klondike Road Race, and Pat Moore Memorial Game Fish Derby.

In 2008-2009 an upgrade to the Pullen Creek culverts and pond, better definition of walking paths and interpretative signage, and major fish passage restoration work was completed. The Taiya Inlet Watershed Council sponsored this work with many partners including the Municipality and the White Pass and Yukon Route railroad. Future plans call for moving the “Fish Walk,” adding interpretive signage, and creating a continuous walking path from Pullen creek to the City Museum.

The Dyea Flats Management Plan is being revisited at this time. Plans for relocating the campground, road reclamation and informative signs are in the works. Signs and maps will designate all uses of the Flats. Commercial use agreements have been negotiated and implemented.

The 2008 community opinion survey continues to show strong and consistent support for developing more recreation in the West Creek area. More than a decade ago community capital improvement requests included a cross country ski trail for the area that has yet to be accomplished.
Figure 7-10 Skagway Future Growth Plan

Future Growth Designations
- Industrial
- Waterfront Commercial Industrial
- Residential Low Density
- Resource Reserve
- Future Growth Area
- Hydroelectric / Recreation
- Recreation Reserve
- Recreation / Open Space

Municipality of Skagway Corporate Boundary
Klondike Gold Rush National Historical Park
Future Power Transmission Line (Approximate)
Road
Railroad
Trail

January 2009
Figure 7-11 Skagway Future Growth Plan

Future Growth Designations

- Industrial
- Waterfront Commercial Industrial
- Commercial
- Municipal Land or Facilities
- Residential
- Residential Low Density
- Recreation Reserve
- Recreation, Open Space or Park
- Future Power Transmission Line (Approximate)
- 1000’ Contour Line
- Road
- Railroad
- Trail

January 2009
Figure 7-12 Skagway Future Growth Plan

Future Growth Designations
- Industrial
- Waterfront Commercial Industrial
- Commercial
- Municipal Land or Facilities
- Residential
- Residential Low Density
- Recreation, Open Space or Park
- Future Power Transmission Line (Approximate)
- Railroad
- Road
- Trail

January 2009
Please tell me if you are very supportive, supportive, opposed or very opposed to the Municipality of Skagway financially supporting each of the following projects.

<table>
<thead>
<tr>
<th></th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving the West Creek Valley trail</td>
<td>24</td>
<td>51</td>
<td>5</td>
<td>16</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>system for year-round recreational use.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Other desired recreation improvements include:

- A bike corridor linking the Dyea road to town.
- Improvement of trails for all uses in north Taiya River area.
- Regular scheduled movies, possibly to be accomplished by partnering with the NPS to use their theatre in the off season.
- Creating new hiking trails along the Brackett Wagon Road, the old CCC Road, a Denver Glacier/Laughton Glacier connection and a Devil’s Punchbowl/Paradise/Sturgills loop.
- A corridor around much of the railroad tracks and Klondike Highway is designated as Recreation/Open Space to encourage development of a hiking/walking/biking/skiing trail along the railroad and to promote designation of the Klondike Highway as an official Scenic Highway.

Goals

It is the goal of the Municipality of Skagway to:

7.1 Have a well-defined land use pattern that (a) fosters economic development, (b) provides for adequate housing, (c) offers both dispersed and more urban recreation opportunities, and (d) preserves and enhances historic, valuable and unique features of the community.

7.2 Provide an adequate supply of residential, commercial, industrial zoned land to help ensure ordered growth and implement the goals of the Municipality of Skagway.

7.3 Identify municipally owned parcels (and possible select private or other publicly owned parcels) that are suitable for public facilities and designate for these purposes.

7.4 Create a public land and recreation (PLR) zoning district to provide more certainty and predictability about where public facilities, recreation and open space will occur.
7.5 Prioritize land use and facilities at the Port for water-dependent and water-related uses. Land and water uses and activities in the Port of Skagway Area Meriting Special Attention (AMSA) area will be conducted to minimize potentially adverse effects on:

- The use and development of the small boat harbor and adjacent staging areas;
- The use and development of the Port’s transshipment and marine vessel servicing facilities;
- Fishing activities; and
- Pedestrian and coastal access, in areas safe and appropriate for such uses.

7.6 Ensure an efficient blend of industrial, transshipment and visitor oriented land use and facilities in the Skagway port and waterfront. Use landscaping, defined pedestrian paths and signage, and design to buffer between differing uses and provide safety of motorized and non-motorized movement.

7.7 Accommodate industrial expansion if high volume transshipment opportunities are realized.

7.8 Adhere to the Dyea Flats and Dewey Lakes Special Management Plans; the Pullen Creek, Port of Skagway, Skagway River and Yakutania Point AMSA Plans; and other area plans adopted by ordinance.

7.9 Provide a variety of recreation opportunities including dispersed outdoor recreation, developed parks and trails, ballfields, and indoor recreation facilities and programming. Opportunities for youth and senior citizens deserve special attention. Systematically implement the Skagway Comprehensive Trail Plan.

7.10 Complete a Master Plan for the area south of (but including) Seven Pastures along the river to provide predictability and ensure current and future uses are compatible. Pursue municipal acquisition of the land adjacent to the Skagway River from the State. Anticipated uses in this area, what is subject to periodic flooding, may include picnic areas, disc-golf/frisbee, a 3-hole golf area, additional playing fields, community gardens, an ATV trail, and similar uses.

7.11 Support establishing local garden and agricultural land uses through the Municipality in all but residential areas.
7.12 Ensure that development along anadromous streams uses best management practices, including setbacks as appropriate, to maintain and enhance natural vegetation, water quality, fish passage and habitat, reduce erosion and maintain natural water flow, particularly in Pullen Creek. Provide a higher level of protection and stewardship on land that is in public ownership.

7.13 Maintain and improve surface water, groundwater and marine water quality in the Municipality of Skagway so that waters are in compliance with federal and state water quality standards.

7.14. Require State or Federal government agencies to give advance notice to the municipal clerk of a) any intent to acquire, sell or exchange land; b) any land management actions, direction or policies being considered, or c) any memorandums of agreement or understanding being signed among landowners or managers within the Municipality of Skagway. This will ensure the municipality has an opportunity to give input.
8.0 HOUSING

Current Conditions and Background

Housing is Skagway’s primary land use. Today about 700 dwelling units are located in the community, either within the townsite south of 23rd Avenue, dispersed along Dyea Road or just north of town. Approximately 60 percent of Skagway’s total stock of dwelling units are single-family homes, 4 percent are duplexes, 22 percent are multi-family units, 16 percent are in mixed developments (typically commercial with residential apartments on top floors) and about 6 percent are “mini” units such as RVs, trailers, or tiny homes etc.

From 2000 to 2008, Skagway’s total housing stock increased about 3 percent, from 512 dwelling units to 695. This exceeds even the pace of growth from the 1990s (from 1990 to 1997 total housing stock increased 17 percent from 404 to 472).

Most of the construction since 2000 has been in multi-family and mixed-use type of dwelling units primarily aimed at seasonal workers.

This growth shows the success of zoning changes over the last decade to encourage grandmother apartments, multiple dwellings on one lot in some cases, and mixed-use development. Mixed use units are those built in buildings where commercial and residential uses are mixed. For example, the Diamond International store and adjacent buildings in the photo have 10-12 residential apartments on the top floor for seasonal employees.
### Table 8-1 Skagway Housing Data

<table>
<thead>
<tr>
<th>Type of Dwelling Unit</th>
<th>2008 Field Survey</th>
<th>2000 Census</th>
<th>1997 ADOL</th>
<th>1990 Census</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>436</td>
<td>359</td>
<td>427</td>
<td>274</td>
</tr>
<tr>
<td>Duplex</td>
<td>28</td>
<td>41</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Multi Family</td>
<td>109</td>
<td>67</td>
<td>45</td>
<td>37</td>
</tr>
<tr>
<td>Mixed use commercial/residential (or ind/res)</td>
<td>108</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Very small units/ trailers/ storage-type dwellings, boats, vans, RVs (does not include RVs in parks)</td>
<td>42</td>
<td>45</td>
<td>76</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>695</strong></td>
<td><strong>512</strong></td>
<td><strong>72</strong></td>
<td><strong>404</strong></td>
</tr>
</tbody>
</table>

_Sources: Sheinberg Associates, US Census, 1999 Comprehensive Plan_

The value of housing in Skagway has increased significantly over the last decade. According to a combination of municipal and US Census data sources, the median value for a residential dwelling in Skagway increased 75 percent from 2000 to 2007, from $156,900 to $210,000.

### Table 8-2 Value of Residential and Commercial Property

<table>
<thead>
<tr>
<th>2007</th>
<th>No Properties</th>
<th>Median value</th>
<th>Min</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>All residential</td>
<td>360</td>
<td>$210,000</td>
<td>$0</td>
<td>$720,900</td>
</tr>
<tr>
<td>Residential service area 4</td>
<td>30</td>
<td>$161,850</td>
<td>$4,300</td>
<td>$645,200</td>
</tr>
<tr>
<td>Residential service area 3</td>
<td>45</td>
<td>$262,800</td>
<td>$64,500</td>
<td>$645,100</td>
</tr>
<tr>
<td>Residential service area 2</td>
<td>271</td>
<td>$209,900</td>
<td>$3,800</td>
<td>$720,900</td>
</tr>
<tr>
<td>Residential service area 1</td>
<td>13</td>
<td>$235,700</td>
<td>$150,500</td>
<td>$428,900</td>
</tr>
<tr>
<td>Commercial</td>
<td>136</td>
<td>$368,700</td>
<td>$4,800</td>
<td>$2,509,900</td>
</tr>
</tbody>
</table>

_Source: 2007 Skagway Property Tax Roll, Cindy O’Daniel, Borough Finance Officer_

Satisfaction with Housing

- One-half of Skagway residents are very satisfied with their current housing situation. Over one-third (37 percent) are somewhat satisfied, and 14 percent are not satisfied.

- Homeowners tend to be much more satisfied than renters – 60 percent very satisfied, 32 percent somewhat satisfied, and 6 percent not satisfied. This compares to 18 percent very satisfied, 50 percent somewhat satisfied, and 32 percent not satisfied among renters.

- Residents’ satisfaction with their current housing situation increases with age. Only 38 percent of younger residents (18 to 34 years old) are very satisfied, compared to 50 percent of 35 to 54-year-olds and 59 percent of those 55 and older.
• Those who are not satisfied with their housing situation were asked why. “Too expensive” was the number one response, mentioned by over half of unsatisfied respondents. Other reasons included too small, substandard housing, want to own but can’t find a place to buy, and communal living.

<table>
<thead>
<tr>
<th>Table 8-3 Overall, are you very satisfied, somewhat satisfied, or not satisfied with your current housing situation?</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Total</td>
</tr>
<tr>
<td>Very satisfied</td>
</tr>
<tr>
<td>Somewhat satisfied</td>
</tr>
<tr>
<td>Not satisfied</td>
</tr>
<tr>
<td>Don’t know</td>
</tr>
</tbody>
</table>

Municipal Actions to Provide for Residential Land Development

The Municipality of Skagway facilitates residential land development through zoning land for residential development, selling municipal land for residential development in land lotteries, and zoning rules.

Over the last 10 years the Municipality of Skagway has offered about 30 lots on approximately 30 subdivided acres for residential development through four land lotteries. The terms of municipal land lotteries are generally that the land is sold at fair market value based on a current appraisal, that the applicant must be at least 18 years old, be current on all municipal tax and utility payments and pay a $100 application fee. The successful applicants are drawn by lottery. The most recent lottery required 7 percent down with a 12 year note at 7 percent interest if financed by the municipality (or 7 percent down and purchase within 30 days if other financing is obtained).

Allowing multiple small dwellings on a single lot, one way to encourage housing development.
Table 8-4  Skagway Municipal Land Lotteries

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th># lots offered and acreage</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>Block 113, Lot 7 and 8</td>
<td>2 lots, 5000 sf each (one with trailer)</td>
<td>$30,000 and $58,000</td>
</tr>
<tr>
<td>1999</td>
<td>Block 78, Lots 1A through 4A, Block 83, Lots 7A to 10A (13th, between main &amp; Alaska St)</td>
<td>8, 7500 sf lots; 1.4 acres total</td>
<td>All sold for appraised value of $47,500</td>
</tr>
<tr>
<td>April 2003 and June 2003</td>
<td>USS 3312 - Hillside Subd. Block 1, Lots 1&amp;2. Block 2, Lots 1 to 4</td>
<td>6 lots from 1.98 to 1.85 acres; 9.6 acres total</td>
<td>Sold for $57,600-$83,500</td>
</tr>
<tr>
<td>April 2008</td>
<td>Taiya Inlet Subd., Block A lots 25, 27, 28, 31; Block B lots 29, 30</td>
<td>6 lots from 2.18 to 2.82 acres; 15.38 acres total</td>
<td>Appraised value varies from $32,700 to $133,000</td>
</tr>
<tr>
<td>Fall 2008</td>
<td>Taiya Inlet Subd. Block A Lots 25, 27, 28, 31 Block B Lots 29, 30</td>
<td>5 lots, 9.58 acres</td>
<td>$56,000 to $83,500</td>
</tr>
<tr>
<td>TOTALS</td>
<td></td>
<td>27 lots on 36.2 acres</td>
<td></td>
</tr>
</tbody>
</table>

Concerns and Solution Options

Even with the increased number of dwelling units in town, there continues to be the same two critical housing shortages that existed a decade ago: (1) a lack of affordable homes for first time homebuyers, and (2) a lack of seasonal employee housing. Over the last decade progress has been made on meeting the seasonal housing need though still more dwellings units are needed, but the lack of affordable homes in town has become more acute and critical.

The vast majority of Skagway residents agree that there is at least some need for three types of housing improvements. They feel strongest about more affordable housing for year-round residents: 78 percents say there is great need. Half of residents feel there is great need for more housing for seasonal employees, and one-third feel there is great need for higher quality housing for seasonal employees.

With regard to additional housing for seasonal employees, over half of Skagway residents (57 percent) prefer such housing to be scattered throughout town, with one-quarter (24 percent) preferring the housing to be concentrated. The remainder (19 percent) does not have a preference.

Table 8-5  For each of the following, please tell me if you feel there is a great need, some need, or no need in Skagway.

<table>
<thead>
<tr>
<th></th>
<th>Great Need</th>
<th>Some Need</th>
<th>No Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>More affordable housing for year-round residents</td>
<td>78%</td>
<td>15%</td>
<td>5%</td>
</tr>
<tr>
<td>More housing for seasonal employees</td>
<td>50%</td>
<td>34%</td>
<td>13%</td>
</tr>
<tr>
<td>Higher quality housing for seasonal employees</td>
<td>34%</td>
<td>39%</td>
<td>20%</td>
</tr>
</tbody>
</table>
Lack of Affordable Housing

What housing is and is not available in Skagway? In 2007-2008 there were usually a few single family homes in the $350,000 range available as well as some less expensive manufactured homes, though banks are not lending on these dwellings unless they are new and meet stringent rules (so only owner-financing works). Single family or multifamily (townhouse style) homes that sell for less than $350,000 are generally not available. At the end of 2008 a few more homes in this price range than has been typical were on the market.

This is a problem because 1st time home buyers, and those who make the median income (typically firefighters, teachers, police officers, municipal employees, health care workers, etc.) cannot find a home to purchase. First time homebuyers are typically young couples, individuals and young families who wish to stay in Skagway, raise children, and make Skagway their home. These people, who are just what is needed to add to the school population and make a commitment to the community, often cannot find a home to purchase. The market isn’t providing homes affordable to 1st time home buyers. This is a problem all over Alaska and the country right now. Because of the high cost of materials and land, the explosive growth in housing prices in the late 1990s and early 2000s, and now the added difficulty in getting financing, the market on its own is not building homes in this affordable price range.

What can a 1st time home buyer in Skagway afford, what is affordable housing? Some public resistance to affordable housing stems from misperceptions about who will live in it. Often the ugliest negative stereotypes that are invoked by opponents need to be combated by telling the truth about the makeup of the market for affordable housing. This market comprises a broad spectrum of individuals and families that may include elderly couples on a fixed income, working families, and singles starting out in careers. Even the children or the parents of adults living in the community may need affordable housing.

Having a variety of housing opportunities makes a community dynamic, lively, and, most importantly, sustainable. A mix of housing opportunities that accommodates a demographically diverse population helps to create a sustainable community, a community with income and age diversity.

Homes that residents who make between 60-80 and 100% of the community’s median income, and can qualify to purchase are commonly called starter or affordable homes. In Skagway today this would be homes that sell for between about $90,000 and $205,000 (see below).
Table 8-6  How much house can a Skagway resident afford?

<table>
<thead>
<tr>
<th>2-person Household Income</th>
<th>Price of house you can qualify for financing to purchase</th>
<th>Monthly payment (% of income)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,400</td>
<td>$90,000</td>
<td>$615 (23%)</td>
</tr>
<tr>
<td>$43,200</td>
<td>$160,000</td>
<td>$1,118 (31%)</td>
</tr>
<tr>
<td>$54,000 (Skagway median)</td>
<td>$205,000</td>
<td>$1,485 (33%)</td>
</tr>
<tr>
<td>$97,200</td>
<td>$350,000</td>
<td>$2,630 (32%)</td>
</tr>
</tbody>
</table>

The 2005 estimated median household income for two-persons in Skagway was about $54,000. If a Skagway couple today with a good credit rating looking to buy a 1st home, earns $54,000/year and has about $475/month in other debt (car loan, student loan, credit card), they could qualify to purchase a home worth about $205,000 (and down payment/ closing costs and fees would be about $12,500). The monthly payment would be about $1,485, which is 33% of their monthly joint income.

If nothing changed except the two-person household made only 80% of the median income ($43,200), they could qualify for financing to purchase a $160,000 home, with about $10,300 down. The monthly payment of $1,118 would be about 31% of their monthly joint income.

In order to qualify for financing to purchase a $350,000 home in Skagway today, the 2 person household income must be about $97,200. The monthly payment would be $2,630 and closing costs would be about $14,500. In 2000 (US Census data) only 12% of Skagway’s households would have been able to qualify to purchase a home worth $350,000.

Solutions to Get Affordable and Worker (Seasonal) Housing Built

Skagway is not unique in its affordable and worker housing problems. Sitka has identified the lack of affordable housing as its top economic development issue because it can’t attract and keep workers since workers can’t afford to live (or rent) in town. The Juneau Assembly has appointed an Affordable Housing Commission to find ways to address this issue. The American Planning Association recently declared affordable housing as a "supertopic" to which special resources are being directed organization-wide. The list goes on and on; there is a housing gap that the market is not filling on its own in both large and small rural communities in America today.

What are other communities doing? What tools or options are there for helping the market fill this gap and which options make sense and are acceptable to Skagway?
The first thing that cities which are successful in addressing housing do is make a commitment to tackle the issue. Data shows that success is linked to municipal involvement, and it must be sustained, not a one-time one-shot venture. The two most common tools municipalities are using to tackle housing are Community Land Trusts and Housing Trusts.

Community Land Trusts

Community Land Trusts are growing in popularity around the nation to build permanently affordable homes, especially in areas with high land costs. They are a form of common land ownership, run by a non-profit, and typically there is a for-profit builder involved. The Community Land Trusts are used to develop affordable housing, commercial space, and parks while promoting homeownership, historic preservation, local control, and neighborhood revitalization. They are currently operating in almost every state; numbers in the U.S. have grown from fewer than 30 in the 1970s to over 200 today. Juneau has one (Juneau Housing Trust) and is willing to mentor or sponsor Skagway if desired.

Under a Community Land Trust, the land is owned by a non-profit trust, while the house is sold to qualified homebuyers. For example in Juneau, the typical price of a single-family lot is $65,000, with often the same amount needed to develop the site for construction. This extraordinarily high cost of land is putting home ownership out of reach of many residents. By taking the land out of the equation makes houses affordable.

Community Land Trusts create a permanent pool of affordable homes. The Juneau Housing Trust sets the resale price of any home in the Community Land Trust, ensuring its affordability for each successive home buyer. Under its resale formula, the homeowner, when the home is sold, receives all the money he or she uses to pay off the home mortgage, plus 25 percent of the appreciated value of the home. For example, if a buyer purchases a Community Land Trust home appraised for $160,000, and then sells it 5 years later when it appraises for $180,000, the seller receives $5,000, plus whatever funds he or she put into the purchase. The rest of the appreciation goes to the Trust and back into the house, allowing it to be sold again as an affordable home. The Trust assists with the sale, and may buy the home itself if there isn’t a qualified homebuyer available.

Community Land Trusts can take many forms, including entire neighborhoods, single-family homes scattered throughout the community and even mobile home parks. Some Community Land Trusts even encourage industries for their homeowners.
Housing Trusts

Housing Trusts are secured dedicated sources of public revenue dedicated to developing critical housing. In the “old days” municipalities were rarely involved in dedicated revenue for housing, but today there are nearly 600 housing trusts in the US in 39 states. Governor Palin proposed establishing an Alaska Housing Trust during the 2007/2008 legislative session (it did not pass).

Typically Housing Trust funding:

- Is awarded either through a request for proposal process; a notification of funding availability; or direct funding of specific programs.
- Is available either as grants or loans and/or other sources of financing.
- Application processes may be combined with other available sources of affordable housing funds, such as: HOME, CDBG, etc.

Housing Trusts are flexible, they can be dedicated to a variety of critical housing needs. For example:

- Eligible applicants can include: nonprofit developers, for-profit developers, housing authorities, governments, Native American tribes, etc.
- Eligible uses can include: acquisition, new construction, rehabilitation, predevelopment costs, housing related services, operating costs, capacity building, rental assistance, foreclosure assistance, etc.

Reasons to consider dedicating public revenues to affordable housing are:

- Affordable housing is fundamental to the health of any community.
- The private market cannot respond to homes that require subsidies.
- Affordable housing needs are constant as long as wages continue to lag behind.
- Affordable housing requires long-term planning and investment.
- Affordable housing cannot be dependent on budget surpluses.

Boulder, Colorado, uses property tax and a housing excise tax to fund its Housing Trust, which generates about $1 million/year. It is spent to accomplish the municipality’s goal to, “have at least 10% of the housing stock as permanently affordable to those earning no more than 80% of area median income.”

In Seattle the Housing Trust is funded with an affordable property tax levy that cost the average homeowner $49 in 2002.
Dayton, Ohio created a Housing Trust in 1990 to provide a flexible source to address unmet housing needs. It is funded by a special appropriation from a one-half cent sales tax collected for affordable housing, economic development, and arts and cultural programs. The trust is administered by County Corp—a nonprofit arm of the County.

Regulatory Requirements and Financial Incentives

Other options for municipalities are to either issue regulatory requirements or give incentives. A common regulatory tool is Inclusionary Zoning. This is when a developer is required to build a certain number of affordable housing or worker housing units as part of obtaining its city approval to develop other housing. This is more common in larger cities than it is in smaller communities. It is also common in places that have critical worker needs; for example Vail, Colorado employs inclusionary zoning among other tools to get worker and affordable housing built. The city also large townhouse units and makes apartments available each year, by lottery, based in part on the number of years that an applicant has worked and lived in the area.

Incentives that cities commonly use to stimulate development of affordable housing include offering housing density bonuses through the zoning code, having multi-family residential zoning districts, and offering fee discounts or deferrals, site development assistance, and sometime property tax reductions for developments that include at least 49 percent of the units as affordable housing.

Where to Build Additional Seasonal/Worker Housing

The need for seasonal/worker housing in Skagway is great. The number of employees in town far exceeds the local population in the summer (see the chapter 5). A decade ago Skagway revised its zoning regulations to encourage the development of mother-in-law apartments and made it easier to have multiple dwellings (including modular homes) on a single lot. This stimulated development of additional dwelling units spread throughout town. Another private sector response by larger seasonal employers over the last decade has been to build their own employee housing… some new, some buying single–family houses and converting them, adding apartments above their 1st floor businesses. Others use private property to build RV parks primarily for their seasonal employees. While these solutions have solved a portion of the seasonal employee housing crunch it has also reduced the year-round housing inventory in town and resulted in many vacant dwellings in the fall, winter and early spring. Also, not all seasonal employers can afford to provide housing for employees. Additional solutions could be linked to the previous discussions about Community Land Trusts and Housing Trusts.
A question recently has been whether to continue to have rules in place that result in seasonal housing being built throughout town, or whether to designate an area for seasonal apartment-like congregate housing construction and try to concentrate it.

Current zoning regulations limit congregate housing unit to one per block. And, single family housing being converted to worker housing also tends to be spread throughout town. As a result worker housing is spread throughout town and some feel that these usually younger workers who tend to keep late hours are interrupting quiet family neighborhoods. The 2008 community opinion survey asked whether residents wished to concentrate future worker housing in one part of town. Most prefer to continue having it spread throughout the community.

| Table 8-7 As additional housing is built for seasonal employees, do you think it should be concentrated in one part of town, or scattered throughout the community? |
|---------------------------------|------------------|
| % of Total                      |                  |
| Scattered                       | 57%              |
| Concentrated                    | 24%              |
| Don’t know/don’t care           | 17%              |
| Refused                         | 2%               |

**Senior Housing**

During the 2008 community opinion survey residents were read the following statement:

*The population of Southeast Alaska is aging. Many communities are trying to find ways to accommodate the housing and health care needs of older Alaskans so they can stay in their home communities longer and have a better quality of life. One type of senior housing facility that may work for Skagway would provide rooms, meals and activities with a minimal level of personal care assistance.*

After that, residents were asked, “Please tell us if you think anyone in your family might be very interested, somewhat interested or not interested in renting a unit in a senior housing facility of this type in Skagway in the next five years.”

One out of ten Skagway residents say that someone in their family might be very interested in renting a unit in a senior housing facility in the next five years (a total of 31 residents), while another 15 percent (47 residents) say someone in their family would be somewhat interested. These numbers are likely high because the 2008 survey was resident survey (rather than a household survey) so more than one person from a household could have responded to the survey. However, even
assuming the results double-count some individuals, this is enough of an expression of interest for Skagway to move forward on a more detailed feasibility assessment for developing a senior housing facility

Demographic projections also show the percentage of older residents in Alaskan communities will increase over the next 20 years. A site for a senior housing complex should be identified and reserved.

### Table 8-8 Interest in living in a Senior Housing Complex for Someone in Family within 5 years

<table>
<thead>
<tr>
<th></th>
<th># of Residents</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very interested</td>
<td>31</td>
<td>10 %</td>
</tr>
<tr>
<td>Somewhat interested</td>
<td>47</td>
<td>15 %</td>
</tr>
<tr>
<td>Not interested</td>
<td>223</td>
<td>73 %</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>6</td>
<td>2 %</td>
</tr>
</tbody>
</table>

Goals

It is the goal of the Municipality of Skagway to:

8.1 Encourage and facilitate the building of affordable housing for first time homebuyers and housing for seasonal residents.

8.2 Help make land available for residential development, consistent with land use goals.

8.3 Ensure housing construction and maintenance is safe and sanitary.

8.4 Enact zoning that encourages construction of a diversity of housing types.

8.5 Conduct a demand and feasibility assessment for construction of a senior housing facility (possibly with an activity center, congregate meal opportunities, CNA care on site, etc). If results are favorable, support construction. *(Municipality of Skagway, Skagway Traditional Council, Catholic Community Services, AHFC, etc.)*

8.6 Investigate instituting Leadership in Energy and Environmental (LEED) building certification and codes. The Municipality of Skagway should lead the way in energy efficient and ‘green’ building construction.
9.0 Public Safety

Fire and Emergency Medical Services

Current Conditions and Background Information

The Skagway Volunteer Fire Department (SVFD) provides fire protection, emergency medical, rescue, hazardous materials response, fire and medical training, fire prevention education, and fire inspection services. Additionally, the fire department is responsible for maintaining the Municipality Emergency Response and Mitigation Plan for natural disasters, highway disasters, hazmat incidents, railroad accidents, air disasters, power plant and fuel tank fires, and snow emergencies.

The department has two fulltime employees including a career fire chief, which was a goal established in the 1990s that has now been accomplished. The second position is a combined EMS responder and administrative position. There is also one three-quarter time part time position that provides maintenance and fire inspections, and a halftime seasonal position that provides additional maintenance services during the summer. In addition, all employees are trained to provide medical care and perform firefighting duties. While numbers vary over time, those living in town nine months or more a year now include 11 trained volunteer fire fighters I and 21 trained in emergency medical response to at least the technician level. In the winter when many residents travel there can be as few as five fire fighters and ten EMS technicians in town.

The Municipality and fire department have taken steps to improve the community’s fire protection capabilities over time. Major improvements were made to the water system distribution lines in the early 1980’s to improve flow capabilities and fire hydrants were upgraded. During that time a cross-tie connection was installed with the power plant penstock to intercept water if a major fire demand warranted. In 1987 and 1993, two new 150,000 gallon water storage tanks were installed which significantly improved water storage capacity for fire protection. In 2007, another 200,000 gallon tank was purchased though it has not yet been installed. If it is placed on the Dyea road near the old landfill site at 4.5 mile Dyea Road it would greatly improve the fire protection capabilities between the Klondike Highway and Long Bay. The fire department also has two 6,000 gallon water tanks that will be placed at the fire department training site on Dyea road to be used for firefighting purposes. They will be in service except in the winter.
Beginning in the 1980’s Skagway initiated a significant and successful effort to install sprinklers and fire alarms in buildings in the downtown Historic District. This was to address the fire threat posed by all the old wooden frame buildings abutting one another and Skagway’s near constant wind. Safeguarding the Historic District from fires is prudent community policy because the area is an historic and economic resource that is a major attraction and economic mainstay of town. The installation of sprinklers in commercial buildings in the historic district and installation of fire alarms in all commercial buildings tied directly to the fire station has decreased fire risk in Skagway. This is reflected both in lower ISO ratings and in the assessments of fire fighting personnel.

The department has been able to regularly update its equipment enabling it to maintain a good state of readiness to protect the community. A current equipment inventory is on Table 9-1. In addition to what is listed there, the communications system was completely upgraded and replaced in the mid-2000s.

### TABLE 9-1

**Skagway Fire Department Major Equipment Inventory** (April 2008)

2. **PUMPER** - Engine 4 - Pierce Saber 2008 – 1500 GPM Pump – 1000 Gallon Tank
6. **AMBULANCE** - Ambulance 22 – Amtech Freightliner FL70 1996 – Four Wheel Drive
9. **COMMAND/RESPONSE** - Command 1 – Chevrolet Tahoe 2006 – Four Wheel Drive
10. **TRAINING** - Burn Trailer – 42’ Trailerman Trailer 2004 – Controlled Burn Training Trailer
11. **TRAINING** - SCBA Confidence Trainer – 45’ Haulmark Trailer 2003 – SCBA Confidence Course with Video Taping Capability
12. **MASS CASUALTY/MOBILE COMMAND/SUPPORT** - Mass Casualty Trailer – 30’ Interstate Trailer 1999 – Stocked with Medical and Support Supplies to deal with a Mass Casualty Incident
15. **VESSEL** - Public Safety Boat , 32 ft pac-cat built by Munsun Marine

These and other fire prevention and protection measures are reflected in Skagway’s fire protection insurance rating issued by the Insurance Services Office (ISO). This
rating determines the insurance rates for residential and commercial buildings. ISO ratings are based on the availability and training of personnel, availability and capability of water service, storage, and firefighting equipment. Skagway’s ISO rating improved from a class 7 in 1960 to the current rating of a 5, for those buildings serviced by hydrants. The fire department is preparing for a visit from ISO in the spring of 2009; its goal is to drop the rating down to a 4. The ISO rating for Skagway’s outlying areas that are not served by hydrants is 9-10 (Dyea Road between the Klondike Highway, Long Bay and Dyea). For significant changes to this ISO rating improvements will be needed such as adding a water delivery/storage system, a fire station and equipment upgrades. The department hopes to reduce this ISO rating to an 8 or 7.

The graph on the next page shows that the number of calls for service has not varied much since 2001. However, compared to 1997, when there were 163 calls for service, 2007’s total of 234 calls for service represents a 44 percent increase. The 2nd graph below shows the typical summer doubling or tripling in all types of fire department demands for service.
Concerns, Needs and Issues

New Public Safety Building

A need for a new fire station was identified in the 1999 Comprehensive Plan and is still outstanding. The current station was built in approximately 1967, when the population was 675 and summer visitors were not a big factor. An addition was added in 1979. The existing building is energy inefficient, does not have adequate office space and does not meet all standards for a fire department.

The fire and police departments support consolidating their physical space into a single public safety building that would house Skagway’s fire, EMS, search and rescue, and police functions and meet these department’s needs for 40 years.

The fire and police departments have been working to program joint space needs for a new public safety building. A preliminary assessment yields a 200 x 130 ft 2-story building. The 2nd floor would provide space for a training room and serve as an Emergency Operations Center when needed, as well as include a dorm-style housing area so that room and board can be offered to attract and recruit seasonal staff as well as provide housing for visiting professionals and trainers who assist the police and fire departments. Having the ability to house volunteers would allow these departments to have a 24 hour volunteer response by requiring live-ins to assume shift duties.

A site for a new public safety building should be identified now because undeveloped land is scarce and there are competing demands for its use.

Areas of Skagway at Higher Risk

With the addition of two new fire engines (Eng-4, Eng-23) the fire department now meets the fire flow requirements of all the buildings in Skagway, with the possible exception of the White Pass Railroad Maintenance shop. A major fire at the railroad shops could be a problem to fight. Currently these buildings do not have a sprinkler system and are not protected by municipal fire hydrants. Improvements to the water pressure at this end of town by installing a pump station at 17th and State is scheduled for 2009. With the addition of the pump station the fire department recommends extending the water main beyond the Skagway River toward Liarsville. This is needed to address the risk to and exposure of the community north of the 23rd Avenue Bridge. A 100,000 gallon water tank, water mains and a hydrant system should be installed in this area to address future residential, commercial and industrial development. These needs will become more critical as this is a key growth area.
Also, the homes and structures beyond the paved section of the Dyea Road are also at risk for significant fire damage due to the distance from the fire station, particularly in the winter when Dyea Road conditions are poor. The Municipality should eventually build a fire substation in the Dyea area with a pumper and a tanker to meet the increased needs for fire protection there. This would improve the life safety services and reduce the ISO rating resulting in lower insurance premiums to the residents and businesses. This need, however, is secondary to the need for a new public safety building.

Other fire suppression concerns could include a major fire at the Petro Marine Services bulk fuel plant which would tax the borough’s fuel-fire foam retardant supply.

Fighting fires on some areas of the waterfront or on vessels could be a concern though the Municipality’s new fire engines and response vessel address these risks. There are water lines to all three waterfront docks, but the hydrants on the railroad dock and the ore dock are not owned or maintained by the municipality. It is also a long distance from the last hydrant to the most distant cruise ship when two are tied up at the railroad dock. In the event local fire fighters were asked to assist fighting a cruise ship fire, the policy is to not board until the ship’s captain requests assistance. Then, Skagway’s fire fighters role is strictly as support since they are not well acquainted with the ship’s layout.

Other waterfront fire concerns include visiting ore ships, tugs and barges, ferries and fuel barges. However, most new cruise ships and ore ships are now sprinklered so fires may not pose the concern that they did a few years ago. Also, with the addition of the new fire engines the department now has the ability to draft a much larger quantity of water from the ocean in order to supplement the municipal water supply. And, with the addition of the Public Safety Boat and its firefighting capabilities, Skagway is now better prepared to respond to these types of waterfront and maritime emergencies. Finally, there are often two tugs in port that can assist with enough horsepower to pull a cruise or ore ship away from the dock if need be.

Another risk in the area is the preponderance of Lodgepole Pine in the Lower Dewey Lakes-Sturgills area and the Dyea area. This species is dependent on fire to reproduce and burns fast and hard if it does ignite. There was a fire in the Sturgills Creek area in the mid-1990's that took almost two days to extinguish.

Equipment Purchase/Replacement Program

Select equipment purchases and an equipment replacement program are needed. A vehicle replacement matrix has been developed and a funding program needs to be developed to ensure the matrix can be followed.
The fire department will continue to seek grant opportunities to subsidize municipal funds to help purchase major equipment and apparatus. For example, recent equipment acquired through grant funding includes the Public Safety Boat, ambulance-28, brush truck-26, all SCBA’s, HazMat response equipment, rescue equipment, all communications equipment and the two training trailers. Together these purchases total more than $1 million bought without Skagway taxpayer funds.

Personnel Needs

The Skagway Volunteer Fire Department has a continual need for trained and available personnel, a basic requirement of a volunteer department. Like many of the nation’s firefighting forces, Skagway is challenged by not having enough volunteers. This is a constant and pressing concern. During the tourist season the department’s volunteer membership does increase by approximately 20-50%, but even with this boost there are still times without an adequate number of volunteers to respond to calls due to conflicts with work schedules and the remote locations in the area of some firefighter’s work.

Department professionalism and the capabilities of volunteers would be served by making a stronger commitment to, including providing funding, continuing professional training. Demands are also increasing to train department volunteers to the FireFighter-I level, EMT-I, II, III level, Haz-Mat Technician level, Red Card wildland and various levels of rescue work. Retaining members is a chronic problem in the department; fire department officers and volunteers have full time jobs and families’ making it hard to give what is needed. These personal demands sometimes compel volunteers to resign, and attrition rates are highest after five years. Since it takes three years to sufficiently train a firefighter this attrition of experienced members hurts the effectiveness of the force. Time out on emergency calls is covered by many community employers and this support must continue and be encouraged if the community is to rely on a volunteer department division.

The department recommends that the current two, half-time support technician and clerical positions, become two, full-time positions. This staffing increase is needed to meet the increased volume of duties and mandates placed on the department by state and federal agencies. There is a sense that the department and its volunteers are stretched thin to meet current needs. Volunteerism has diminished considerably over the last decade and the workload and demands have increased.
Law Enforcement

Current Conditions and Background Information

Law enforcement efforts in Skagway are provided by the Municipality of Skagway Police Department, U.S. Customs, U.S. Immigration, National Park Service, and a State District Court Magistrate, First Judicial District. Local police protection is provided by the Skagway Police Department. Morale at the Police Department has significantly improved over the last decade due to borough support for seasonal officers and dispatch positions, the new police station and other capital investments, less turnover in police personnel, more training for officers, and higher wages.

Skagway Police Department personnel include a Chief of Police, three full time officers, a seasonal (May-September) ordinance enforcement officer, one seasonal police officer and four dispatch positions. There is now dispatch coverage on most days with 24 hour coverage. In addition to dispatch duties, dispatch personnel also perform clerk duties such as filling Department of Motor Vehicle requests, other paperwork and typing.

The police department is housed in a 2,000 sf building located at First and State Streets in downtown Skagway. The department has two holding cells, an office for the dispatch center and Department of Motor Vehicle (DMV) services. The former garage has been renovated and now serves as office space with three work stations for the patrol officers, sergeant and seasonal officers. A booking office, an office for the police chief, and a heated three‐pen holding area behind the building for animals to be held and veterinary care services. The enhancements to the station also incorporate video camera installations in holding cells and the booking area, back door and outside with monitors available from all computer stations.

The dispatch center was expanded in 2006 and the level of service significantly improved as a result. In 2000, the dispatcher sat at a small desk with one computer screen, a vehicle radio set up to run on AC power, and one 911 phone line to take incoming emergency phone calls. At that time they simply took and dispatched calls for the officers and fire department. Today, the dispatcher sits at a console with enough space to perform the job well, three computer screens, two 911 lines, and

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The Skagway Police Department coordinates with the State of Alaska for enforcement of State law. Felony and misdemeanor arraignments and preliminary hearings are under the jurisdiction of the State Magistrate. Violators are held in the police department’s holding cells until their arraignment, after which prisoners are transported to either Haines or Juneau, due to contractual relationship those communities have with the State.
the multiple other equipment that is now required. There are improved radios that allow dispatchers to tie frequencies together so multiple units on different channels can communicate and allow accurate call documentation and information retrieval. Dispatchers today have working knowledge and expertise to fulfill the requirements of the state’s criminal records system and records keeping for the department, dispatch service to the National Park Service and local clinic, are emergency medical dispatch certified, handle all dog license and for-hire commercial vehicle paperwork, do senior citizen tax exempt cards, monitor the Silent Knight Fire/Sprinkler alarm system and dispatch medivac flights among other duties.

The Skagway police force has four quality patrol vehicles for the police chief and three officers. The cars are well maintained and meet the needs of their intended use. The police radio communication system, which enables the 911 response capability, was upgraded in 2005. System upgrades and changes have improved the 911 response capability by giving a wider area of coverage and eliminating dead spots. Repeaters are still being relocated to maximize the communications output of the system.

Staff turnover has been slightly higher the last few years due to lower then average pay for police officers which did not attract the quality of officers the community demands. However, with recent changes in the salaries for all municipal employees and the morale boost it is believed that better quality officers will apply to work for the department and extend their tenure in the community.

The police department is committed to providing a strong, ongoing training program. Training accomplishes four goals: increased knowledge of the job, maximizing job performance, prolonging tenure and reducing turnover, and decreasing liability. Currently the sergeant has had extensive management training, dispatch staff has received emergency medical dispatch training and are now trained to be certified as DMV agents, and will receive fire dispatch training. One police officer has received Drug Abuse Resistance Education (DARE) training to reintroduce this drug awareness program to Skagway’s preteen and teenage youth kids in partnership with the schools. Also now provide full service DMV.

The demand for police service in Skagway increases significantly in the summer months. The graph to the left shows that in 2005 calls for service double during May-
September, which has been a typical pattern for at least 15 years. A similar seasonal increase in the number of arrests and reports taken also occurs. To address these seasonal summer demands, Skagway has hired additional summer-only officers since 1999. It will be easier to fill these and other seasonal positions if a new public safety building includes a dorm style living area in a 2nd floor.

The graph to the right shows 20 years of police department calls for service data. A call for service is either an incident that an officer can handle on the spot, with little or no follow-up required, or is a crime which holds little or no promise of being solved. A service call may come from the public, or may be officer initiated, such as a traffic stop. The number of calls for service has ranged from a low of just over 1,500 in 1987 to a 2002 peak of over 13,000 calls for service. Since 2002 the number has declined; the last three years it has hovered between 3,000 and 4,000 calls for service annually. Police report that these data are often cyclical in nature, going up and down depending on many different, sometimes random factors such as the nature of the seasonal workforce. Police note that the only year with a larger number of Drinking-Under-the-Influence arrests than 2000, was 2008.

The graph to the right shows the number of arrests from 2007-1991. An arrest may be made by incarcerating someone, filing a complaint with the court, or issuing a citation.
The number of arrests have declined during the last 15 years from a high in 1991 of 100 to a low in 2003 of 30. In 2004 they jumped up to 61 and again have been declining. Year 2007 had the fewest number of arrests, at 18. Police view this trend positively, and attribute it to the department’s greater emphasis on community policing and more outreach and the fact that some former residents who repeatedly caused law enforcement problems no longer live in town. Preliminary 2008 data shows the number of arrests of unique individuals (not counting repeat arrests) in summer 2008 was higher than other recent years.

Concerns, Needs and Issues

Public Safety Building and 24/7 Dispatch

As mentioned in the previous section, the police and fire departments support construction of a new joint public safety building to house all fire, medical, search and rescue and police together in one location.

The police department recommends instituting a 24/7 dispatch center. It is always awkward in a small town to have officers speaking on a phone patch, which can be heard by anyone with a scanner, nor is a phone patch as reliable. The community has become very reliant on having a trained dispatcher taking their calls as opposed to talking to an officer who cannot stay on the line with them and give life saving instructions. A 24/7 dispatch capacity would also mean trained personnel would always be at the station monitoring the fire/sprinkler alarms to make sure the historic district is protected. With a 24/7 dispatch center someone would always be available at the station to ensure officers on a call have quick back-up and that someone was always on active prisoner guard.

Accreditation

Medium and long term goals include department accreditation. Accreditation requires a department to pass a rigorous evaluation of department records, policies and procedures by an accreditation board. This requires a lot of man hours in research, development and implementation of department workings and standards.

Personnel

Continued funding support for the seasonal officer positions and dispatch personnel is appreciated and needed. Continuing to build up a volunteer base of auxiliary support is another important department concern, possibly leading to a commissioned reserve officer program.
Goals

It is the goal of the Municipality of Skagway to:

9.1 Provide effective public safety service to all residents and visitors.

9.2 Provide enhanced coordination, communication and efficiency, consolidate public safety services, including fire, police, emergency medical, search and rescue, emergency response and dispatch, into a single public safety building. Identify a suitable site away from valuable and limited waterfront area land.

9.3 Provide a strong training and professional development program for police, fire, emergency medical, and search and rescue personnel. Add staffing to focus on training, this could be a shared position with other duties such as firefighter/EMT or maintenance.

9.4 Staff a Dispatch Center 24/7.

9.5 Extend water and water storage across the 23rd Avenue Bridge to enhance fire fighting capabilities to this part of Skagway. Ensure adequate water pressure.

9.6 Construct a fire substation in the Dyea area to improve the life safety services in this part of the borough.
10.0 UTILITIES

The Municipality of Skagway Public Works Department oversees solid waste, wastewater, drinking water and grounds keeping in the borough. There are seven full time equivalent employees and two to three temporary summer employees who assist with grounds-keeping. Each major function of the department is now reviewed.

Solid Waste

Current Conditions and Background Information

Solid waste in Skagway is collected by the Municipality. The garbage collection route is from the waterfront, north to across the 23rd Ave. Bridge, and to Dairy Rd., which branches off from the Klondike Highway at about 2-mile. Garbage collection service occurs out Klondike Highway to include the ADOT&PF maintenance shop, White Pass and Mt Vernon campground and RV areas, and the auto maintenance shop on Liarsville Road. There is no service on the Dyea Road; residents there use a communal garbage shed (with a combo lock) located on the town side of the 23rd Avenue Bridge, and must haul their own garbage to it.

Regular residential collection is once per week. Commercial collection is three times per week and additional pickups are available for any business or residence, by request.

Solid waste in Skagway was landfilled until 1997; in 1998 an incinerator was installed approximately five miles out the Klondike Highway on a parcel of municipal land. The incinerator is generally open Tuesday, Thursday, Saturday and Sunday from 1 to 3 p.m. in the summer, and generally on Thursday, Saturday and Sunday from 1 to 3 p.m. in the winter.

The incinerator reduces solid waste volumes by 90 percent with an end product of ash. The burn is quite hot and very little smoke is emitted. The incinerator is permitted to burn a maximum of eight tons/day. In the summer there is a burn every other day; in the winter there is a burn about twice per week. The incinerator has at least five years of life left; maintenance and part replacement could extend this. The biggest maintenance issue now is that in about two years the stack will need to be relined.

When a burn is completed the incinerator floor opens and the ash is scooped out and placed in lined ashfill disposal areas behind the incinerator. Ash from the burns
is stockpiled in the facility’s containment area and, during rainy periods to prevent wind from spreading ash. There is a low cover-material to ash ratio.

The volume of municipal waste has held steady for the last 15 years, fluctuating up and down within a 500 cubic yard range (see chart below). Summer volumes are about double winter volumes.

The significantly larger volume of waste generated in Skagway during the summer months (May-September) is due to trash thrown away by visitors and businesses. In the summer of 2007, the Municipality disposed of an average of 246 cubic yards/month while during the winter months the average volume was 80 cubic yards/month. In July 2007, cruise ships accounted for about 60 yards (25 percent) of the waste that was generated that month, which is typical for summer months. The fee for collection and disposal of this volume to the cruise ships was $10,254. Cruise ships volumes are not larger because only the smaller cruise ships drop their garbage while at port in Skagway.
The Municipality filled and closed two old landfills before it began using the incinerator. One, on Mile 3.2 on the Dyea Road, was closed in 1991 and is now being used as a fire department training and storage area. The other, at Mile 4.5 on the Dyea Road now has a temporary cover. To permanently close it an impervious cover topped with dirt must be installed and piping may be needed to release any methane build-up over time. There is a plan to relocate the municipal rifle range here.

Current fees for residential solid waste collection and disposal are $69.36 per can per quarter. Commercial fees are $80.74 per can per quarter and $436.56 per dumpster per quarter. These prices are without sales tax, and vary depending on frequency of service. The Dyea garbage shed fee is $27.60 per household per quarter. Cruise ships are charged per ½ hour at a rate depending on their capacity; less than 125 cubic yards total volume per season is $366 per ½ hour, and greater volumes are $666 per ½ hour.

Recycling

Dumpsters to collect aluminum, glass and tin cans are at the public works building. Cardboard is collected at the incinerator. Paper and plastics are not collected nor recycled. Residents collect their recyclables and bring them to the collection point. The Municipality ships its aluminum to Seattle for processing and makes some revenue from this program. A decade ago it was being shipped to Whitehorse also at a profit. About 228,000 pounds of cardboard per year is shipped to Haines Sanitation for recycling (the borough may be actually losing money after shipping and spotting fees are paid). Glass is crushed to reduce its volume and used as inert fill and ash cover. Tin is being returned to the waste stream now until there is a way to densify it for shipment as scrap metal. Scrap metal is collected for recycling, but there is no regular or efficient means of handling and disposing it. Most of it is stockpiled in town next to the public works building; appliances are stored at the incinerator. Barges come in sporadically to collect metal.

There is more support (90 percent) for developing a comprehensive recycling program in Skagway than any other municipal project according to the 2008 community opinion survey. This echoes the results from the 1998 community opinion survey when 82 percent of respondents felt that a comprehensive recycling program was important or very important.
Table 10-1 How much do you support or oppose....

<table>
<thead>
<tr>
<th></th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving Skagway’s recycling program to include paper, and plastics.</td>
<td>49%</td>
<td>41%</td>
<td>2%</td>
<td>5%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Bio Fuels/Waste Fryer Oil

Since 2006, the Municipality has been running a bio-fuel program at the wastewater treatment plant. Wastewater plant operator Tim Gladden was and continues to be the main driver in getting the program going and upgrading it. Food and waste cooking oil volumes at the incinerator were ‘stacking’ up and it seemed like a bio-fuel program to convert used cooking oil to fuel could make sense. Restaurant operators bring their used waste oil in labeled 5 gallon pails and leave it at the plant. There is no cost to the restaurateurs (though if water is mixed in with the oil there is a $10/bucket charge).

In April 2008 a new Biopro 380 machine was installed which should significantly increase the volume of bio-fuel produced. The Biopro requires very little manpower; once the oil is loaded it is turned on and 48 hours later there is 100 gallons of finished oil at an estimated cost of about $1/gallon to produce. In 2007, about 1,000 gallons of bio-fuel was produced; volumes should increase significantly with the new Biopro. Skagway’s bio-fuel is being used to heat the Public Works Shop now; the goal is to produce enough bio-fuel with the new equipment to power the incinerator 50/50 with diesel and bio-fuel.

Garbage-related Bear-Human Interaction

A recurring problem is the tendency of bears to become food-conditioned to human-generated garbage. Many areas of the Municipality sit astride traditional bear pathways or are adjacent to bear habitat. The clear indication is that once a bear becomes conditioned to eating garbage, it is likely to continue pursuing human-related food items. Given a food reward, normally shy bears become more and more comfortable around homes and people, which often lead to conflicts with people and their property and eventually results in the death of the bear.

Changes to laws regarding garbage storage can result in a significant decrease in bear-related complaints as evidenced by practices in Juneau. There, all residential refuse containers are now required to be bear resistant unless they are kept indoors. In addition, garbage cans may not be put on the curb until after 4:00 AM on the day of pickup, and all dumpsters must have either metal locking lids or be kept in bear resistant enclosures. Municipal trash receptacles are all now bear-
proof. All of these changes have resulted in fewer bear/human conflicts simply by making it more difficult for bears to access human food waste. Skagway may wish to implement similar programs and regulations to reduce its bear-human interactions.

To enforce these rules Juneau Community Service Officers follows up with closer monitoring of garbage storage in reported problem locations. CSOs issue tickets to property owners who do not comply with laws on garbage storage. This enforcement has made a huge difference in getting the attention of community residents and lessening the number of human/bear conflicts.

In addition, Juneau, ADF&G, and USFS have teamed to sponsor the “Alaska Bears in Communities” program that provides bear education to students in grades 1, 3, 5 and 7 in the Juneau School District. This effort enhances the knowledge and appreciation of CBJ residents toward bears and leads to a greater stewardship by residents that begins with proper refuse management. The decrease in bear/human conflicts and associated phone calls and reports is a testament to the success of the current strategies of managing refuse.

**Concerns, Needs, Issues**

Skagway’s solid waste needs for the next decade are to reline the incinerator stack in about two years, close out the old land fill site, identify land for a new ash fill site, create a more comprehensive recycling program, periodically reassess the best long term plan for solid waste disposal, require bear-resistance trash cans and a ‘garbage-bear’ awareness program. Should the community continue with incineration, ship-out its solid waste as several communities in Southeast Alaska are now doing, open a new land fill; what will be most cost–effective the future in the long term?

**Drinking Water**

**Current Conditions and Background Information**

Drinking water in Skagway is supplied by the Municipality from an underground aquifer below the Skagway River. Three wells, located on Fifteenth Avenue between Main Street and the Skagway River, tap this aquifer at depths of 80 feet deep (well No. 1), 75 feet (well No. 2) and 120 feet (well No. 3). This has been the community’s drinking water source since 1966. A gravity system from the Dewey Lakes watershed was used prior to 1966.
Water from the Skagway River and its tributary streams enter alluvial deposits to recharge this floodplain aquifer that provides the community’s drinking water. Additional surface water enters the aquifer as precipitation runoff that percolates downward into the aquifer. Most of the surface water accumulating on paved surfaces and buildings is carried away in Skagway storm drains, or evaporates. Groundwater entering the floodplain aquifer moves southeasterly through the aquifer toward the inlet.

Drinking water is pumped to two storage tanks that provide a total community storage capacity of 300,000 gallons. The water tanks, installed in 1986 and 1993, are located on a topographic bench below the Dewey Lakes. Another 250,000 gallon redwood stave tank was purchased a few years ago but has yet to be shipped to Skagway and installed.

Most of Skagway’s population is served by municipal water. Water is gravity fed to individual households and businesses south of the Klondike Highway Bridge through a series of four-inch to ten-inch diameter distribution lines. Between 1974 and 1986 Skagway made major renovations and improvements to its water system by replacing wood stave distribution lines and upgrading its fire hydrant system. Before the improvements to the system the community’s water pumping rates were 800,000 gallons per day. After the improvements the pumping rates dropped to about 200,000 gallons per day. A leak detection survey for the whole town was completed in 1995. Property owners were notified if their pipes were resulting in water leakage and loss and given time to correct the problems.

Residents and businesses beyond the Klondike Highway Bridge are not currently served by municipal water. They generally rely on private wells that typically draw water from the upper 25 feet of sediments.

Skagway’s water quality is considered good and no treatment is required at this time. In the early 1990’s the Alaska Department of Environmental Conservation (ADEC) and the Municipality began testing the water for impurities through well and test well sampling. Several volatile organic chemicals were detected at low levels. Maximum contaminant levels for volatile organic chemicals are established by the Environmental Protection Agency (EPA). Traces of volatile organic chemicals continued to be detected through 1995. Annual sampling results have detected very low levels, if present at all, since that time. Due to those sampling results Skagway is on a reduced monitoring requirement of once per year as directed by ADEC. In 1999 ADEC issued a final determination that the drinking water sources are true groundwater and not under the influence of surface water. There are no water quality problems and no water treatment is required at this time.
In 2004 ADEC completed a Source Water Assessment for the Skagway water system to analyze the potential for contamination to Skagway’s drinking water aquifers. Four well head protection zones were delineated based on watershed area and groundwater information.

The Assessment found the Skagway water system has a “very high” susceptibility to contamination rating for the actual wellheads and a “high” rating for the aquifer. Identified potential and current sources of contamination include sewer lines, residential areas, fuel storage tanks, roads, a campground, a rail corridor and yard, foot trails, the former oil tank yard, an ADEC contaminated site undergoing remediation. ADEC suggest the Assessment be used as a foundation for local voluntary protection efforts as well as a basis for the continuous efforts on the part of the Municipality to protect public health.

<table>
<thead>
<tr>
<th>Table 10-2 Water Usage Data, 2007 and 1997 (by month)</th>
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</thead>
<tbody>
<tr>
<td>Daily Use</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>Jan-97</td>
</tr>
<tr>
<td>Jan-07</td>
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<tr>
<td>Feb-97</td>
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<tr>
<td>Feb-07</td>
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<td>Mar-97</td>
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<td>Mar-07</td>
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<tr>
<td>Apr-97</td>
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<td>Apr-07</td>
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<td>May-97</td>
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<td>May-07</td>
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<td>Jun-97</td>
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<td>Oct-97</td>
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<td>Oct-07</td>
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<tr>
<td>Nov-97</td>
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<tr>
<td>Nov-07</td>
</tr>
<tr>
<td>Dec-97</td>
</tr>
<tr>
<td>Dec-07</td>
</tr>
</tbody>
</table>

The EPA is interested in having a chlorine residual in the drinking water system and working on groundwater drinking source disinfection rules. It is highly likely that Skagway will have to institute some type of drinking water treatment in the future.
To analyze the community’s water system infrastructure, the average gallons pumped per day, average daily water demand, the peak daily demand, and the flow needed for fire protection are considered. Data for 1997 is compared to 2007 on Table 10-2. For every month, total gallons and average gallons used is up compared to ten years ago; peak usage data is less consistent.

Water storage and water supply are the two critical factors when considering fire capability. Necessary fire flow is the amount of water required to protect a structure of the greatest fire risk in the area. In Skagway the White Pass railroad yard north of the bridge is considered to be the highest fire risk. Fire fighting demand requires a two hour fire flow.

Design demand is the ability of the system to deliver peak demand and fire flow demand concurrently. If a community can meet peak demand and fire flow by a combination of storage and source capacity, then they are rated as having an adequate water system for insurance purposes.

Beginning in 1987, increased demands for water by cruise ships caused water supply emergencies at least once a week. During those times the community was not adequately protected for firefighting capability. To address this concern, the Municipality’s water storage capacity was increased to the current 300,000 gallon capacity; metering of water to cruise ships began to encourage more careful and frugal water consumption; and alarms were installed that trigger if the water level in the tanks falls below 40 percent an alarm goes off and all pumping of water to cruise ships is halted until capacity builds back up. However, it is rare for an alarm to be triggered today. Records indicate a current pumping production of about 1,000 gallons per minute (2008) with all three wells running, which means, for example, that it would takes about 1.3 hours to refill the tanks to capacity if they fell to below 40 percent capacity.

Currently, on summer days, the community is using slightly more water than it can store. During a typical day storage and tank volume decreases continually until about 5 or 6 pm, and then through the night the tanks recover to their full capacity. The community’s wells typically pump all day and intermittently throughout the night in the summer.

Municipal water service is an enterprise fund. Water utility rates are based on yearly maintenance and operation of the system. In 1991, water fees were revamped with varying rates established for residential, commercial and industrial

<table>
<thead>
<tr>
<th>Year</th>
<th>Millions of gallons</th>
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<tbody>
<tr>
<td>1997</td>
<td>15.990</td>
</tr>
<tr>
<td>1998</td>
<td>26.000</td>
</tr>
<tr>
<td>1999</td>
<td>37.000</td>
</tr>
<tr>
<td>2000</td>
<td>33.782</td>
</tr>
<tr>
<td>2001</td>
<td>35.920</td>
</tr>
<tr>
<td>2002</td>
<td>32.691</td>
</tr>
<tr>
<td>2003</td>
<td>32.960</td>
</tr>
<tr>
<td>2004</td>
<td>27.696</td>
</tr>
<tr>
<td>2005</td>
<td>22.369</td>
</tr>
<tr>
<td>2006</td>
<td>26.589</td>
</tr>
<tr>
<td>2007</td>
<td>26.590</td>
</tr>
<tr>
<td>2008</td>
<td>36.209</td>
</tr>
</tbody>
</table>
users. The purpose was to make users of larger volumes of water pay more than small users.

There are no functioning water meters in town except at the cruise ship docks. Skagway installed water meters and charging for water use at the cruise ship docks in 1997. Annual drinking water sales to cruise ships can be seen on the table to the right.

Residential rates are currently $60.00 per household per quarter. Commercial rates depend upon the type of facility – e.g. a restaurant will pay more than an office. A basic office with one bathroom is $46.50 per quarter.

As in most small communities, the fees charged for water and sewer service are not adequate to cover depreciation or to build a reserve to finance the cost of the future and sewer projects. Borough general or sales tax fund increments fund, or state or federal grants will be needed to subsidize replacement equipment expenses.

Concerns, Needs, Issues

The current drinking water system is at capacity. To improve capacity system-wide and service at the north end of town, the Borough is currently installing a new well, pump and booster station at 17th and State Street. This will create more stable pressure at the north end of town where households experience weak pressure even under ideal conditions and provide water for firefighting purposes. Possible future expansion would include extending a 10" water line across the Klondike Highway Bridge, and installing a fire hydrant on the west side of the bridge.

A location for the community’ additional 250,000 gallon water tank must be identified and the tank installed. The two areas of the community that could benefit are lower end of Dyea Road and the area from the 23rd Avenue Bridge along the Klondike Highway to Liarsville. The former area already has many residential dwellings, and the latter area is developing quickly with a wide variety of mixed land uses and could support much denser development if public water and wastewater service was available.

In the 2008 opinion survey residents expressed strong support for extending water and sewer across the 23rd Avenue Bridge to support development. One-quarter (24 percent) were very supportive of this idea and another 55 percent were supportive; only 15 percent were opposed.

Areas and developments that could impact the water quality of the Skagway’s current drinking water aquifer have recently been identified (2004). Monitoring
water quality, relocating contamination sources as opportunity arises, and
collection of the appropriateness of future development in wellhead protection
zones should occur. Protecting the community’s drinking water quality must
continue to be a top priority.

It is highly likely that the Municipality will be faced with installation of some type of
treatment system for drinking water in the future. Rules for treatment of
groundwater drinking sources are currently being considered by the U.S. EPA.

The Skagway Municipal Code at 13.08.40 currently requires that 100% of the cost to
extend water service be paid for by the new users (typically via a Local
Improvement District). Most often users within a certain number of feet of the new
service must hook-up (and pay). The water system in Skagway will be extended
when the right balance is struck between pent-up demand, future growth potential,
a business that locates north of the Klondike Highway Bridge that needs water and
can afford to finance some of the cost of system extension, fire protection
needs/liability concerns, and as water quality and quantity needs to those places
not served grow. Realistically, if the system is ever to expand, SMC 13.08.40 (B) will
likely have to be amended to allow financing options other than full financing by
users.

As the Skagway grows a new drinking water source will likely be required either due
to increased water demand (including demand from remote areas of the
community that are not on the water system now) or due to water quality issues.
Five possible future drinking water sources are now reviewed --- each is given a
Watershed/Hydroelectric Land Use Designation in this Comprehensive Plan to
protect its possible future use for drinking water. In the future, the development
and operation costs of these possible sources should be investigated.

Alaska Power and Telephone has first right to Dewey Lake water, and will always try
to maximize the amount of electricity generated from this source. However, with
Goat Lake and Otter Creek Hydro come on-line, the possibility of an arrangement to
let the Borough use the Dewey Lake system to supply water could be investigated.
There is already a pipe tying this water source to the Municipality, although it
would have to be upgraded to supply drinking water. The Municipality of Skagway
has the right to 300,000 gallons of water per day from the Dewey Lake system;
however, this could potentially mean replacing 300,000 gallons of lost electrical
generation capacity with diesel, and pollutants in the lake water could require a
purification system. Other alternatives probably have more advantages.

There are several groundwater aquifers north of 23rd Avenue Bridge, that are
apparently separate from the aquifer currently supplying the City’s water Skagway
River. Users north of the bridge tap water in wells that are from 9 to 20 feet deep.
One of these aquifers could possibly be tapped and water could be piped along
railroad tracks or some other route and tied into the existing City system. An advantage of this source is that it is north of the bridge. Artesian water sources to consider are possibly above the railroad shops on the east, and by the White Pass and Yukon Route dock on the east side of town. During dock work in 1994/95 a high pressure artesian water source was found in this area.

Finally, it has been suggested that a gravity source from the Goat Lake or the east Denver Glacier area be considered. The advantage of a source such as this is that it would be gravity fed, including to the area north of the bridge not currently served by water, and that is would be well away from any industrial areas with possible sources of pollution. (Any additional sources explored that involve surface waters or groundwater under the influence of surface water, such as shallow wells, would automatically require filtration and disinfection as a minimum before use).

Wastewater and Stormwater Systems

Background and Current Conditions

In this section the domestic wastewater and stormwater systems are discussed.

Wastewater

The Municipality of Skagway’s municipal wastewater and storm water system is a series of 8, 10, and 12 inch diameter underground collector lines that collect domestic wastewater from buildings and a separate pipe series to collect storm water from the streets. These pipes were originally installed in the 1940's and 1950's. High flows in the 1970's of about 700,000 gallons per day raised major concerns about excess water in the system and infiltration. In the early 1980's Skagway began a program to replace and separate collector lines on Broadway and Main Streets. More work occurred later and today the storm water and wastewater intake and collection systems are separate. This reduced system wastewater flow to the treatment plant to about 200,000 gallons per day.

The wastewater treatment plant is on Main Street just south of 1st Avenue. It can currently process 200-250,000 gallons per day (gpd) and maintain required residual chlorine levels. Sludge that remains after treatment is burned at the Municipality’s incinerator. Approximately eight cubic yards of sludge is dewatered one to two times a week for incineration.

In January 2008 the average gpd of effluent at the wastewater treatment plant was 176,900. During summer the wastewater volumes are higher due to the large number of visitors in town and the commercial bus lines that empty their
wastewater systems for processing in Skagway. Summer volumes in 2008 varied from 230,600 average gpd in June to an average of 300,200 gpd in August. Skagway summer demand is high enough that sludge processing capacity can’t keep up and there can be odor problems. Once sludge is dewatered and hauled away for incineration there is no odor, odor problems are created by the sludge that hasn’t been dewatered. The plant tried ozone treatment for odor control but this was not effective. Another option is available but it would require curtaining off the sludge treatment area to control the number of air changes per hour and the use of air scrubbers.

In 1990 the average maximum septic system sludge transferred to the waste water facility for treatment was 10-12,000 gallons per year. In 2006, 66,000 gallons septic per year were accepted. Responding to the demand, there has been an increase in the number of local businesses hauling septic waste.

A third clarifier in now being engineered and will be installed to improve performance of the plant. In FY 09 a capital improvement request is for purchase of a Membrane Bio-Reactor (MBR), which is a better system for removing BOD and fecal bacteria. It will make the plant’s effluent cleaner. The MBR will be retrofitted onto an existing clarifier and allow two to be taken off line when the MBR is operating.

The borough needs a new EPA Clean Water Act 301h waiver every five years to waive the need for a secondary treatment facility. The current waiver expired in October 2007; Skagway’s waiver application was submitted prior to its expiration and it is assumed that a waiver will be issued again.

In the past, dilution of effluent periodically exceeded water quality standards. To make effluent dilution more efficient modeling (ENSR) showed a linear 25 ft long pipe with eight ports would work better. The municipality installed this in May 2002 and problems with copper dilution were resolved. The treatment plant effluent line and diffuser are between the last two dolphins on the west side of the ferry terminal at -60 ft.

Past violations of fecal coliform concentration resulted in plant modification in summer 2008 to install an onsite chlorine generation system and a new contact basin. This increases chlorine contact time and achieve needed chlorine residual levels; the effluent is dechlorinated prior to discharge.

When there is a very high tide or heavy rains, and especially if these two events happen together, the collection system and outfall are exposed to additional infiltration and pressure and can back up into the wastewater treatment plant. High level alarms in the influent wet well alert the operators when this situation
exists and appropriate actions are taken to prevent flooding and potential property damage.

In summary, three improvements have been installed at the wastewater treatment plant since 2002, the effluent diffuser system has been improved, a chlorine generation system installed, and soon a third clarifier will be installed.

Several onsite wastewater disposal options are available to ensure that wastewater is disposed of in a sanitary manner beyond the towns site area. Septic systems are the most common on-site system. Septic systems require periodic pumping-out of “septage” which is trucked to town and processed through the treatment plant (as previously discussed).

Alternative systems are available for areas with soil conditions that are inadequate for septic systems due to poor absorption or bedrock. These include systems that use septic tanks as a pretreatment but employ various methods of ultimate disposal such as mounds, sand filters, and over-flow systems. Alternatively, small diameter pressure systems have been built for clusters of homes. Other possibilities are waterless, recycling, or low-toilet systems with water conservation household fixtures and appliances. These include compost toilets, recycling systems, and flow restrictors for bath and faucets. With this range of possible treatments and disposal options it is possible to provide onsite sewage disposal within the rural areas. However, special care must be taken in the wellhead zones around and just north of the 23rd Ave. Bridge as the groundwater aquifer in this area is the source of Skagway’s drinking water.

Similar to the water utility, Skagway’s sewer utility rates cover operational expenses, but not capital upgrades such as facility replacement costs, future line extensions, or any proposed plant modifications not currently covered in sewer rates.

Stormwater

All stormwater on Skagway’s streets either filters through the ground or is collected in numerous catch basins into pipes and through outfalls to the Skagway River, Pullen Creek or Taiya Inlet. Water quality of these waterbodies, as well as the aquifer that is the source for community’s drinking water, can thus be affected by waterborne pollution or hazardous materials that enter the stormwater system. (The drinking water system, its wellhead and potential threats to its quality are covered in this section’s narrative on drinking water.)
The Taiya Inlet Watershed Council (TIWC) mapped Skagway’s stormwater system in 2008 so it might be better understood. This was done to establish the system’s condition, identify restoration opportunities and assist in acquiring grant funds.

Some of the questions residents asked during the TIWC project were:

- What goes into storm drains or runoff from business and industrial areas?
- Is gravel and sediment from snow plowing entering Pullen Creek?
- What happens in Skagway when it rains heavily and the sewage treatment plant backs-up?
- Where does water from local bus washing (during summer visitor season) drain to?

Picture courtesy of TIWC 2008 Stormwater Mapping Report
The stormwater inventory and mapping showed the system is in good condition. Stormwater outfalls are in the Skagway River and Pullen Creek. There are 11 outfalls and a small, two-mile spring fed stream draining into Pullen Creek. The outfalls surveyed were in relatively good condition, only three had blockages. Eight outfalls in Pullen Creek and one in Skagway River could potentially be accessed by juvenile fish. Several culverts on the Dyea Road were in poor condition, mostly due to crushing or clogging.

Markers were placed on storm drains as part of the project to raise awareness that storm water drainage goes directly to fish streams. Several youth were involved in the effort to mark drains.

**Concerns, Needs, Issues**

By 2020 at the latest, public works department believes a new wastewater treatment facility will be required. The facility is literally wearing out; it was built in 1978 and the metal building is corroding and coming apart in places, the technology is becoming increasingly outdated, and it is operating at capacity part of the year. Because it is an all open air building entire structure must meet class 1 all explosion requirements.

The mid-scenario population projection forecast 889 people in 2020 and 924 in 203. If the average daily wastewater flow per person in January 2008 is 322 gpd (176,900 average gpd/550 people) stays the same, this would create a winter demand for 286,258 to 297,528 gpd capacity on the system. If tourist numbers stay about the same the summer volumes would be proportionally about 100,000-200,000 per day higher than current levels. Even with a third clarifier or MBR this would apparently increase the average flow, even in the winter months, above the plant’s current capacity. It appears that the wastewater treatment plant could not currently handle the increased loads that population growth and system extension across the 23rd Ave Bridge would create. Even with extra personnel and recent upgrades to the system the entire operation is only “limping along.”

Wastewater treatment plant staff recommends eliminating commercial vehicle washing on city streets. Oil and other pollutants wash directly right into creeks and rivers from this activity. It is recommended that the municipality require all commercial vehicle washing to occur off street, either in an area with a stormwater interceptor and maintained oil water separator, or in place with ground filtration.
Power

Current Conditions and Background Information

Electric power in Upper Lynn Canal is supplied by Alaska Power and Telephone Company (AP&T). This investor-owned company continues to aggressively pursue its position in the power and communications industries in Southeast and Interior Alaska, creating several full time year round jobs in Skagway and Haines, Alaska. Efforts over the last decade have enabled AP&T to reduce its energy production carbon footprint from one based on 99% fossil fuel to 70% renewable hydro production. Work continues today to further reduce reliance on diesel energy generation.

Power Supply

AP&T currently has three hydro projects - Goat Lake Hydro, Dewey Lakes Hydro, Lutak Hydro - supplying energy to Upper Lynn Canal communities, one about to come online - Kasidaya Creek Hydro, another in the preliminary planning stages – Connelly Lake Hydro, and an underwater intertie between Skagway and Haines. AP&T also purchases excess hydro power from Southern Energy’s 10 Mile Hydro Project.

Dewey Lakes Hydro. The 943 kilowatt Dewey Lakes Hydro Project is located adjacent to downtown Skagway. This project was built in the early 1900’s and has been operated by AP&T since 1957. This run-of-river project, in combination with diesel, was Skagway’s first electric power source. AP&T began looking for other sources because this could not meet the Skagway power demand.

Goat Lake Hydro. Since December 1997, hydroelectric power is generated from Goat Lake, a small 204-acre alpine lake located approximately seven miles northeast of Skagway. The project consists of a siphon intake, catch basin, vacuum house, pump house, valve house 24, 28 and30 inch diameter and 6,800 foot long penstock, powerhouse and tailrace, a substation, transmission line (from the new border station to Skagway), and access road. The transmission line runs along the west side of the Skagway River for 4,000 feet then ascends the slope (about 500 feet) to the site of the new border station, where it ties into a the underground section of the transmission line to Skagway. Goat Lake can produce 4 Megawatts (4,000 kilowatts) of power.

Electrical Intertie. After Goat Lake Hydro became operational in December 1997 it was interconnected with Haines via a 15 mile submarine cable in September 1998. (AP&T purchased Haines Light and Power Company in 1996.) The 35kV 3-phase submarine cable was laid in Taiya Inlet, a fjord with depths up to 1,500 feet. This
project allowed diesel powered generators at both the Skagway and Haines plants to be quiet for the first time in nearly 80 years.

The intertie strengthens Skagway’s place in the region economically and strategically. The intertie creates a number of potential business opportunities in fiber optics, cable, long distance telephone service, and stretches the system to serve potential other customers and communities, putting Skagway squarely in the regional center of communications and power industry growth.

Lutak Hydro. AP&T purchased Lutak Hydro in 2002 adding an additional 250 kilowatt of energy generating capacity to Upper Lynn Canal. The Lutak Hydro Project was constructed in 1990 and operates in a run-of-river mode, providing seasonal energy.

Kasidaya Creek Hydro. In 1996, AP&T began the initial permitting phase for Otter Creek Hydroelectric Project (since renamed the Kasidaya Creek Hydroelectric Project). The Kasidaya Creek project is located about three miles south of Skagway along the east side of Taiya Inlet on Kasidaya Creek. This run-of-the-river project will supply 3 MW (3000 kilowatt) of power. An 80 foot long 10 foot high concrete diversion dam is at approximately 570 feet elevation. Water fills a 3500 foot long 42” diameter penstock that is partially buried. A power plant is at 360 ft elevation with turbines and other equipment. A 50 foot tailrace discharges into Taiya Inlet. Power connects to the intertie. Once on line in August 2008 this source will be used in an alternating manner with Goat Lake. The project’s drainage area is approximately 19 square miles. In June-October, Kasidaya Creek will generate as much of the full electric load as possible while Goat Lake recharges from the previous winter’s drawdown. The Kasidaya Creek project will consist of a diversion structure, a 3,200 foot long penstock a powerhouse near tidewater, and connection by submarine cable to the AP&T electric system (see Figure X).

Power Demand

The electric power grid in Skagway runs throughout town, out to 7 mile on Klondike Highway and to 6 mile on Dyea Road. Demand for electric power is Skagway has varied over the years.

In 1982-86 when the Cyprus Anvil mine was shut down and the railroad wasn’t operating, the demand was very low, equal to what it was in the 1960's. In 1986 when the mine reopened and the ore terminal switched from site generation to AP&T, the demand jumped almost to levels like when the railroad and its shops were in full gear transporting ore.

In the late 1980's, the ore terminal had been operating for a few years and both Dewey Lake Hydro and diesel were needed to meet the community’s electrical...
demand. Looking to the future, AP&T began the permitting process for Goat Lake Hydro in 1991. In 1993, the mine closed and the electric demand dropped again. However, the combination of population growth and growth of tourism businesses combined by 1995 to essentially duplicate the electrical load demand that the ore terminal had once created. In 1995 the ore terminal reopened causing a big load increase. Between 1995 and 1997, electrical demand in town climbed to historically high levels. In December 1997, Goat Lake Hydro came on line.

The current peak demand is approximately 5 MW both in winter and summer. Electrical demand in Upper Lynn Canal varies from the 5 MW on early September days when tourism is still an active part of the economy to a low of 2.1 MW, also on summer days. Skagway's summer peak demand is approximately 2.9 MW and Haines peak winter demand is also about 2.9 MW. Skagway's low is about 800 kW and Haines is approximately 1,000 kW.

Today, with the Minto Mine open, the biggest commercial users of electric power in Skagway are the Skagway Ore Terminal, White Pass and Yukon Route railroad, the Skagway School, and the U.S. Customs Border station. In Haines the biggest users are the Haines School District, Haines Borough and Howser’s Supermarket.

In 2007, Alaska Power Company sold 24,854,901 kW (24.85 gW) of electricity to the Upper Lynn Canal. This energy is consumed by residential, commercial, and government is as follows:

<table>
<thead>
<tr>
<th>Table 10-4 Electrical Consumers Upper Lynn Canal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skagway</td>
</tr>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Government</td>
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<tr>
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<td>Haines</td>
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<td>Residential</td>
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<td>Commercial</td>
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<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Government</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

When Kasidaya Creek Hydro comes online AP&T’s total generating capacity for Upper Lynn Canal will be just over 8 MW. The current demand peaks at about 5 MW. AP&T is thus well-positioned now, and with a future Connelly Lake project committed to supporting future residential, commercial and industrial growth in Upper Lynn Canal and the region.

**Power Rates**

Electric capacity, demand and rates are interrelated. In general, the higher the demand on the system (as long as it is not in excess of what the system can provide) the better it is for electric rates to consumers because repayment of both capital costs and operational costs is being spread out over more users. Also, excess capacity is reduced which is cheaper and more efficient than not using it and letting
it be wasted. Bringing Kasidaya online should not increase rates beyond the 1 cent increase request for Goat Lake.

The current electric rate is $0.1243/kWh with an energy charge of $0.1061/kWh, for a total rate of $0.2304/kWh. The energy charge is the highest it has ever been due to a shortage of hydro in 2008. A more likely energy charge going forward will the <9 cents/kWh. Also, note that the total rate does not include the customer charge, the current Power Cost Equalization (PCE) credit of $0.0846/kWh, nor sales tax.

Concerns, Needs and Issues

Future Power Demand and Supply

While there is currently a surplus of hydroelectric generated power in Upper Lynn Canal region, this could change quickly due to increased use of the Skagway ore terminal (which is likely with the current high metal prices), connecting cruise ships in Skagway and Haines to shore based power to reduce diesel use and greenhouse emissions, further development of Southeast Alaska intertie and a connection to Yukon, British Columbia and Southcentral Alaska markets, or continued tourism, residential, commercial or industrial growth.

To address future demand AP&T is currently studying Connelly Lake Hydro as the next project to be constructed for the Upper Lynn Canal Regional Power Supply System. It is also looking at West Creek as a possible hydropower source, and supporting an electrical intertie not only within Southeast Alaska, but also to Whitehorse.

The Connelly Lake Hydro Project is under a preliminary permit with the Federal Energy Regulatory Commission to develop and submit a license application. It would be a storage project that would include a 575 foot rockfill dam, approximately 6000 foot penstock, and generate 12 MW. There would be a 14-15 mile long 34.5 kV transmission line that would connect to an existing power line. Connelly Lake is located up the Chilkoot River approximately 12 miles southwest of Skagway and 15 miles northeast of Haines, at 2280 feet elevation. The benefit of a dam and storage project, rather than another run-of-river project, is that the latter tend to suffer from low flow in November through mid-April annually which requires the need to run diesel generation.

This project is still in the preliminary design stage. The National Marine Fishery Service has commented that anadromous fish streams and essential fish habitat would be impacted and that protection measures will be needed. AP&T believes this project can be developed in a way that results in the responsible development when the time comes to seek the required permits.
GeoHazards

A geohazard survey of glacial lakes occurred in August 2007 through a partnership of the Municipality of Skagway, Cold Regions Research Lab and National Park Service. The goal was to assess lakes for unstable moraine dams that could potentially be susceptible to outburst flooding.

The Taiya River watershed has a history of outburst floods. In 1897 an outburst flood destroyed part of Sheep Camp, killing several people. In 2002 an outburst flood caused property damage in Dyea. Climate change is driving rapid retreat rates for many glaciers in Southeast Alaska. As glaciers retreat, moraine dammed lakes appear in their wake. Ice dammed lakes have the potential to appear but are less predictable. Moraine dams have the potential to harbor ice cores, which, when melting, can result in dam failure and a catastrophic flash flood. It is not clear whether debris covered ice or bedrock forms the southern end of Goat Lake basin. Debris covered ice could prove potentially dangerous as loss of the ice could precipitate drainage of the lake and a catastrophic flood into the Skagway River valley where the White Pass and Yukon railroad tracks run on a bridge and trestle across the stream. Conversely if bedrock exists here, sudden drainage of the lake is unlikely. Further work is warranted to determine whether Goat Lake is, or is not, at risk for catastrophic flood release that could impact the hydro facility as well as property and life.

In November 2005, a strong winter storm with high winds and record rainfall caused widespread coastal flooding, landslides, and wind damage in Southeast Alaska from Haines in the north to Sitka in the south. In Haines, about $39,000 damage to the Lutak Hydro plant occurred. All flood damage has been repaired.
Goals

It is the goal of the Municipality of Skagway to:

10.1 Provide safe, effective and environmentally sound drinking water, solid waste, wastewater, and storm water services to residents. Developed infrastructure and highest level of service will be to land and residents within service areas 1 and 2, then 3, and as can be provided in a fiscally responsible manner to service area 4.

Solid Waste

10.2 Continue to provide safe and environmentally sound solid and hazardous waste disposal that does not adversely impact air, land and water quality.

10.3 Support and expand the municipal bio-fuel generation program.

10.4 Plan and budget to reline the incinerator stack and provide for other regular maintenance.

10.5 Identify a new ash fill site

10.6 Complete close-out and remediation actions for the former land fill site at 4 mile Dyea Road.

10.7 Analyze the best long term plan for solid waste disposal. Investigate capital and operating costs and environmental implications of continued incineration (a new incinerator will eventually be required), shipping-out solid waste, opening a new land fill, participating in a regional solid waste solution, and newer incinerator/co-generation options.

10.8 Maintain and expand the community recycling program.

10.9 Prevent bears from gaining access to and becoming conditioned to the consumption of human generated food and garbage by providing public education, proper management of garbage, and protection of the natural habitat and food sources upon which bears depend.

Drinking Water

10.10 Provide a high quality and sufficient water supply to serve domestic, commercial, industrial, and fire protection needs.
10.11 Monitor and protect the community’s drinking water quality. Relocate potential contamination sources as opportunities arise. Consider developing a wellhead protection program and zones.

10.12 Develop criteria to evaluate and chose a site for the community’s additional 200,000 gallon water tank, choose a site and install the tank.

10.13 Extend water across the 23rd Ave Bridge to support development. Amend Skagway Municipal Code Sections 13.08 and 13.12 on water utility extension to allow cost sharing and consider developing a Local Improvement District section.

10.14 Establish an aquifer water source north of the railroad yards which will allow artesian pressure and gravity to supply drinking and fire-fighting water supply north of the 23rd St. Bridge.

10.15 Base utility rates on an equitable and true assessment of the costs to operate, maintain, and contribute to an equipment replacement fund.

Wastewater and Stormwater Systems

10.16 Plan and budget now to construct a new wastewater treatment plant.

10.17 Maintain and operate the wastewater treatment plant in a manner that complies with current federal and state regulations.

10.18 Install the best and most-environmentally sound technology the community can afford.

10.19 Enact odor reduction and control devices and operating techniques.

10.20 Extend wastewater collection system across the 23rd Ave Bridge to support denser development and protect the drinking water wellhead area. Size the system to support development in this area over next 30 years.

10.21 Maintain separate storm water and wastewater collection systems.

10.22 Maintain the storm water collection and disposal system so that is does not pollute the marine waters, soils, or groundwater. Install oil water separators where needed in the storm water collection and drainage system to protect water quality where drainage is to the drinking water wellhead areas or fish bearing streams.
10.23 Monitor storm water collection and drainage systems in the outlying areas as needed to ensure there is no soil, groundwater, or marine water pollution and to allow fish passage.

10.24 Eliminate on-street commercial vehicle washing and maintenance.

**Power**

10.25 Encourage the provision of an adequate supply of hydroelectric energy and other renewable energy sources to provide for the continued growth and development of the community and region.

10.26 Promote development of a Southeast Alaska electrical intertie grid, including a connection from Skagway to the Canadian electrical and Southcentral Alaska electric grid systems.

10.27 Produce enough local power from renewable sources to tie cruise ships into shore power while in port.

10.28 Work to keep power rates stable and as low as possible.

10.29 Encourage cost effective energy efficient building and remodeling practices. The Municipality of Skagway should lead the way in energy efficient and ‘green’ building construction. (cross reference with housing goal)
11.0 Public Services

Skagway Museum and Archives

Current Conditions and Background Information

The Skagway Museum was started by volunteers in the early 1950's. In 1955, the volunteer Skagway Museum and Historical Commission was established by the Skagway City Council, with the mission of preserving the records and artifacts relating to the development of Skagway and vicinity, and particularly to the Klondike Gold Rush. In 1961, the museum opened in the historic McCabe College building where it has been since except during the McCabe College addition and renovation during 1995-2001 (when the museum relocated to the Arctic Brotherhood Hall). Today the museum exhibit gallery occupies the McCabe College building first floor with collection storage and archives in the new addition.

Services offered by the Skagway Museum and Archives include collecting, preserving, interpreting and exhibiting the museum collections; traveling and temporary exhibits; educational programs in the museum and in the Skagway School; preservation of Skagway government's historical records and photographs; maintenance of historical records database; a reference library; reference services; community oral history program; and visitor services, including tourism information and coordinating with community and Convention and Visitors Bureau programs.

The museum coordinates with the National Park Service (NPS) to provide visitors and residents with the best experience of Skagway’s past. The museum and NPS share expertise and materials and each refers patrons to the other facility for specific information they may be seeking. Since its move into the renovated McCabe Building, the Skagway Museum is creating new exhibits interpreting its collection. It gives greater emphasis to the history of the Skagway community throughout the past 100 years, rather than just the Klondike gold rush era interpreted by the NPS, and is emphasizing the artwork of local and Alaska artists in its contemporary art collection and exhibits.

The museum collection includes Klondike gold rush historical artifacts, the Alaska Native heritage collection, a contemporary art collection, and records and artifacts depicting life in Skagway and Dyea over the past century. It’s collections are currently conservatively valued at $1.25 million.
In addition to its indoor collections, the museum also has responsibility for outdoor exhibits, including a transportation collection, World War II history, and historical outdoor exhibit panels in the community.

In 2007, the Rasmussen Foundation, in partnership with the Municipality of Skagway and the NPS, acquired the George and Edna Rapuzzi Collection of Klondike gold rush and 19th and 20th century Skagway materials. The Rapuzzi Collection, encompassing thousands of artifacts and archival records, is stored in five historical buildings in Skagway. Starting in 2007, the Skagway Museum and the NPS are jointly conducting an inventory of the Rapuzzi Collection. Artifacts in the Rapuzzi Collection will gradually be transferred and stored in the collection storage facilities of the NPS and the Skagway Museum.

Development of a climate-controlled collection storage facility to museum standards will be a primary responsibility of the Skagway Museum within the next five years for permanent storage of the Rapuzzi Collection and the Museum’s permanent collections. Currently, the museum does not have climate-controlled facilities for exhibits or collection storage. The museum’s collection storage room in the McCabe Building is too small to adequately store the museum’s permanent collection and cannot accommodate the future Rapuzzi collection.

The museum is approached frequently by local residents, visitors, film companies and others for information from municipality’s historical records and the Archives. The number of information requests averages over 300 requests annually. The museum is publicized on the websites of the Skagway Convention and Visitors Bureau, the Skagway Chamber of Commerce and the Municipality of Skagway.

In its current location in the McCabe Building, the museum does not have space to accommodate archive researchers and the archives are not accessible to the public. Museum staff is taking steps to try to improve public access to archive information. As of 2007, over 70,000 records from the (former) City of Skagway Historical Records (1897-1918) were entered into a computer research database. In 1997, staff copied and indexed 338 articles pertaining to Skagway and Klondike history (1897-1918) and placed them in the Skagway Public Library. Museum staff is currently expanding the research database. The museum is designing an Internet web site for the research database that will provide public access to the municipality of Skagway’s historical records (1897-1918).

The Municipality-operated Skagway Museum and Archives is run by paid staff and volunteers. The Mayor appoints the six-member museum board who oversees operations. Current paid staff include a museum director and four seasonal, part-time museum assistants (May through September). During October through April the museum director works part time. Volunteers help in the summer with visitors and in the winter with school programs and community events.
The museum is open 10 hours/day, seven days/week from May to September. In 2005-2007, Museum attendance from May to September averaged 32,000 visitors. Due to the number of summer visitors, at least two staff members must be in the facility at all times.

Since 1997, the museum has been open for limited visitation in the winter months. Museum hours in October-April vary, with the museum open 10 to 20 hours each week as staff is available and by appointment. Winter attendance is primarily local and Alaska residents. The museum coordinates its winter hours with the ferry schedule, the Skagway Visitor's Center and Convention and Visitors Bureau events, meetings and conferences, and community events such as Yuletide and the Buckwheat Ski Classic.

Museum operating expenses are covered by Municipality of Skagway general funds. The museum budget for FY 2008 is $165,442. These expenses are off-set by revenues of $65,000 (deposited to the borough general fund). The museum collection’s care, restoration, exhibits and oral history projects are funded with municipal sales tax receipts and capital project funds.

**Concerns, Needs and Issues**

Over the last decade the museum has worked hard to upgrade the care of its collections, provide access to the Municipality of Skagway’s historical archives, improve facilities, and manage the increasing numbers of visitors. The renovated McCabe Building represents a major improvement in facilities to care for and showcase the collection -- providing exhibit galleries, collection and archival storage, and work areas.

The major challenge and biggest priority over the next five years will be to develop a climate-controlled collection storage facility to museum standards.

Training is a priority in the care and handling of the collections by staff and volunteers. Due to the seasonal turn-over in staff and the lack of staff in the winter, it difficult to train staff for museum collection, archival, exhibition or educational projects, and to maintain continuity in the projects. Volunteers are a valuable resource, but it is difficult to find volunteers who are free to work in the summer. In winter, a consistent program of training for staff and volunteers in collections care would be required, as would trained supervision.
Edward A. and Jenny Rasmuson Community Health Center - The Dahl Memorial Clinic

Current Conditions and Background Information

The mission of the Edward A. and Jenny Rasmuson Community Health Center - The Dahl Memorial Clinic (DMC) is to provide comprehensive primary and preventative health care and to improve the health status of underserved and vulnerable populations in the community of Skagway. DMC is dedicated to the delivery of high quality clinical services. The DMC offers primary medical care, urgent care, laboratory services, a drug room and x-ray in the present facility. It also houses a morgue.

Two major changes – becoming a Federally Qualified Health Center in 2007 and construction of a new clinic in 2009, are and will continue to significantly improve health services in Skagway.

In July 2007, DMC became a Federally Qualified Health Center (FQHC) through the Community Health Center 330 grant (CHC 330). This has enabled it to not only employ more staff but to offer additional services and new or upgraded clinic equipment. DMC is in the process of recruiting a third full time mid-level provider (Nurse Practitioner or Physician Assistant), has hired a full time administrative assistant, increased a medical assistant to a permanent full time employee, and been able to purchase a fetal monitor, dental equipment, optometry equipment and physical therapy equipment. Together these improvements mean Skagway resident will now have local access to dental hygiene, optometry and physical therapy services. The clinic will also be able to offer educational services free of charge such as “Birthing Within” for expectant mothers that will be available soon. It can also now offer a federal program called “Consumer Directed Personal Care Assistant” for Medicaid qualified patients that will provide assistance so residents can remain in their homes in lieu of being placed in a nursing home or hospital setting.

The DMC is now located at 310-11th Avenue but will be relocating to a new clinic on 14th Avenue in the near future. The building and property at the current and future location are both owned by the Municipality of Skagway.
Recent financial trends are patient numbers are summarized on Table 11-1.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>Budget / Revenue</th>
<th>No. Patients</th>
<th>No. Total Encounters</th>
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<tr>
<td></td>
<td>Patient-Based Revenue</td>
<td>CHC Contribution</td>
<td>MOS Contribution</td>
</tr>
<tr>
<td>2009 prop.</td>
<td>$532,121</td>
<td>$400,872</td>
<td>$286,327</td>
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<tr>
<td>2008 est.</td>
<td>$524,299</td>
<td>$411,333</td>
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<tr>
<td>2007</td>
<td>$515,498</td>
<td>n/a</td>
<td>$380,000</td>
</tr>
</tbody>
</table>

The existing clinic is about 4,000 square feet. The new 13,000 sf, Edward A. and Jenny Rasmuson Community Health Center’s $10 million Dahl Memorial Clinic is being funded by the Municipality of Skagway, Denali Commission, Skagway municipal bond sales, state grants, the Rasmuson Foundation, Wells Fargo bank and individual donations. The new clinic will house:

- A mental health suite, dental suite, and conference and meeting rooms for patient and employee education;
- Three urgent care suites, a morgue, lab, and x-ray unit;
- Nine exam rooms and space for the specialists (i.e. physical therapy, health nurse and optometry) to see their patients.

**Concerns, Needs and Issues**

The major goal is to complete the new clinic building. Another goal is to purchase and establish an Electronic Medical Record (EMR) system. An EMR system will able the clinic to join medical facilities around the State that are now instituting paperless environments so patients have quicker retrieval of needed information as well as enabling billing and collections to be brought in-house. The DMC recently prepared a formal request for proposal to accomplish. It is waiting to assess the State budget to determine if the Alaska Primary Care Association’s $2 million request for Information Technology (IT) services for community health center's EMR systems is funded.

**Library**

**Current Conditions and Background Information**

The Skagway Public Library was started by the Skagway Women’s Club in 1920. By their volunteer efforts, they acquired a book collection and purchased a library building in 1927. In 1979, a new library was constructed on borough land at 8th and...
State Streets. In 1990, the library was expanded to provide a room for public meetings and community and library events.

The Skagway Library is a borough operated department with paid staff and active volunteers. The mayor appoints a seven-member Library Board to oversee operating policies. Current paid staff includes a fulltime library director and two part time library assistants; Information Technology services are received through the Municipality’s contract. During the summer there is an additional part time clerk. Volunteers help with library programs and with upkeep of the grounds.

The library provides a variety of services, including book and periodical loans, interlibrary loan program, audio/video library and video viewing, reference services, government tax and document service center, Alaska employment information resources, copying services, children and adult literacy programs, audio/visual equipment loan, and public internet access services.

The library is open 45 hours per week during winter months and 55 hours/week in the summer, plus additional time for special programs such as the weekly children’s story hour and the weekly Travel Slide show.

The library collection is diverse and library resources are well used, by more and more patrons each year. In 2007, there were more than 1,200 registered card holders borrowing more than 14,080 items. (Compare to 1987’s 479 cardholders.) In addition to circulation of materials, computers were used more than 6,700 times in 2007 and staff proctored exams on average of once/week, space and equipment were provided for an average of three civic/community meetings per week, and library programs were hosted an average of twice per week. There are three computers to provide public internet access and document processing. Library materials receive regular in-house use, particularly magazines and newspapers. The print reference section, while smaller due to on-line resource use, continues to be used regularly as well. The library maintains a collection of over 11,000 items; the Alaska collection alone includes more than 1,000 items. In the children’s and young adult collections there are 2,400 books; here are 1,300 audio/video items, and 67 titles in regular periodicals. The library also maintains a collection of federal, state and local documents and 50 video and board games available for loan.

Library expenditures are covered by Municipality of Skagway general funds. The library’s FY 2008 is $174,757. The Municipality established a trust fund in April 1991, using a grant from a foundation and matching municipal funds. The interest from this account is dedicated to the purchase of library materials. This source contributed $1,800 to the library’s FY 2008 budget.
Concerns, Needs and Issues

Use of the library increases dramatically during the summer months. Over the last three years, the library director has noted an increase in patronage of 40 percent in the months of July and August, the peak season for Skagway’s population. The summer influx creates a shortage of space for patrons and strains staff.

<table>
<thead>
<tr>
<th>Table 11-2 Skagway Library Use Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Circulation of Materials</strong></td>
</tr>
<tr>
<td><strong>YEAR</strong></td>
</tr>
<tr>
<td>June</td>
</tr>
<tr>
<td>July</td>
</tr>
<tr>
<td>August</td>
</tr>
<tr>
<td>September</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Computer Use</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>YEAR</strong></td>
</tr>
<tr>
<td>June</td>
</tr>
<tr>
<td>July</td>
</tr>
<tr>
<td>August</td>
</tr>
<tr>
<td>September</td>
</tr>
</tbody>
</table>

There is also a shortage of summer staff. Generally, there is only one employee on-site at a time. It is difficult for this staff person to staff the collections desk, serve as a reference librarian, answer questions from tourists and patrons, and provide proper security for the facility and collection. While the library encourages volunteerism, it is difficult to find volunteers in the busy summer months.

The 1990 library expansion increased the library’s total size to 3,350 sf and provided space for public meetings, audiovisual services, and some additional space for reading and using other library services. However, in the summer, the library is crowded and it can be difficult to find quiet space to sit, read and write. In addition, the increasing demand for computers has taken over the space designed for meetings and programs.

The Library Board has begun discussions and planning for the addition of a presentation room to the building that will allow the library to continue to provide its traditional services but also expand services that technology enables. The presentation room addition would be approximately 19 x 30 ft (570 sf). The addition would be accessible by separate entrance so it could be made available before/after regular library hours. This addition would allow the existing space used as a multipurpose/meeting/presentation space to become a “real” computer room and a private meeting space, which the library does not currently have available.
During discussions about the building the need to enclose the children’s area so it can be used without disrupting other library users has been frequently mentioned. Library board and staff envision this becoming part of the addition as a general building upgrade project. These changes to the building will address needs for more computer space and related technological services and the increased summer usage while maintaining the traditional “quiet” atmosphere the library is still expected to provide.

As with other borough departments, the library staff needs advanced training in order to maintain a professional facility. Training in computers and technological resources remains a priority.

Skagway Recreation Center

Current Conditions and Background Information

One of the goals from the 1999 Skagway Comprehensive Plan that has now been accomplished was to make the Skagway Recreation Center a reality. The old city school was successfully converted to this use in 1999-2000. Today, the 21,000 sf Skagway Recreation Center provides a wide range of fitness and recreational activities for all age groups including youth summer and after school activities, senior fitness classes, skateboarding, karaoke, climbing, basketball, volleyball and roller hockey, to yoga, cycling, weight training and cardio fitness.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Annual</th>
<th>January</th>
<th>July</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>No Records</td>
<td>No Records</td>
<td>No Records</td>
</tr>
<tr>
<td>2002</td>
<td>No Records</td>
<td>No Records</td>
<td>No Records</td>
</tr>
<tr>
<td>2003</td>
<td>No Records</td>
<td>No Records</td>
<td>No Records</td>
</tr>
<tr>
<td>2004</td>
<td>54</td>
<td>168</td>
<td>No Records</td>
</tr>
<tr>
<td>2005</td>
<td>98</td>
<td>234</td>
<td>288</td>
</tr>
<tr>
<td>2006</td>
<td>59</td>
<td>221</td>
<td>353</td>
</tr>
<tr>
<td>2007</td>
<td>55</td>
<td>151</td>
<td>275</td>
</tr>
<tr>
<td>2008</td>
<td>60</td>
<td>185</td>
<td>N/A</td>
</tr>
</tbody>
</table>

The Recreation Center’s use and popularity has exceeded many people’s initial expectations. Many people who were initially against the Center have become members now. In the 2008 Community Opinion Survey one-quarter of all resident’s listed recreation as one of the top things that contributed to quality of life. The recreation and social opportunities at the Center are important to residents, especially those living here year round. And, regular exercise and fitness is linked with better physical and mental health and reduced health care costs.
The Recreation Center’s indoor facilities include a full-size basketball court (that also accommodates other games and activities), a 1,700 sf climbing wall, weights and cardio equipment, a group exercise studio, a code kitchen/multipurpose room and shower and locker room amenities. Outdoor facilities include a summer season outdoor skate park, basketball court, playground and playing field and a winter season ice skating rink. Various community events such as the Yuletide Ball, Community Garage Sales, Halloween Carnival and the Skagway Health Fair are all hosted at the Recreation Center.

Records on facility usage have been kept consistently since 2004 (Table 11-4). The number of annual and winter memberships reached a high in 2005 while summer membership numbers were highest in 2006. Facility use however continues to climb (memberships is only one way to pay for facility use). Facility usage reached a monthly high in June 2007 with close to 3600 visits, and reached a low that same year in December with just under 1040 users. In 2008, to date every month has had more facility use than the prior year.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
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<tbody>
<tr>
<td>2004</td>
<td>1790</td>
<td>1972</td>
<td>2185</td>
<td>2142</td>
<td>1843</td>
<td>1959</td>
<td>2128</td>
<td>1760</td>
<td>1335</td>
<td>1129</td>
<td>1351</td>
<td>1063</td>
</tr>
<tr>
<td>2005</td>
<td>1502</td>
<td>1849</td>
<td>1509</td>
<td>2065</td>
<td>2281</td>
<td>2513</td>
<td>2016</td>
<td>2385</td>
<td>2091</td>
<td>1099</td>
<td>1501</td>
<td>1078</td>
</tr>
<tr>
<td>2006</td>
<td>1679</td>
<td>1959</td>
<td>2408</td>
<td>2617</td>
<td>3204</td>
<td>3402</td>
<td>3483</td>
<td>3875</td>
<td>3062</td>
<td>1250</td>
<td>1072</td>
<td>1350</td>
</tr>
<tr>
<td>2007</td>
<td>1688</td>
<td>1741</td>
<td>1476</td>
<td>1932</td>
<td>3516</td>
<td>3586</td>
<td>3272</td>
<td>3088</td>
<td>*1410</td>
<td>1119</td>
<td>1151</td>
<td>1036</td>
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<tr>
<td>2008</td>
<td>1716</td>
<td>2054</td>
<td>2127</td>
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*Closed for one week to host Southeast Conference annual meeting

Growth in facility use is coming faster than staff is now able to handle it without working overtime and donating personal time outside of normal working hours. This is why a main priority for the Recreation Center is increased staffing. Because the borough has been reluctant to hire new permanent positions, the Recreation Center has been getting by using seasonal staff that do not require benefits and other expenses. This has been meeting staff needs to date but as use and demand increases the Recreation Center Director would eventually like another permanent year round employee in addition to seasonal staff. The pattern that seems apparent after reviewing the data on Table 11-5 is that every other year more staff are needed to meet the demand for facility use and activities.
Membership fees for Recreation Center use and other revenues are projected to earn $80,000 in FY 08, all of which is deposited into the borough general fund. The projected expenses are $280,000. Salaries, employee payroll expenses and contracted labor payroll together comprise 60% of the budget.

**Concerns, Needs and Issues**

**Staffing Needs**

Community population fluctuates with a substantial population swell April through September. During this time, the facility experiences an increase in membership sales and use. Customer service is a priority and staff needs to be available for membership sales, facility tours, equipment assistance, Upper Lake Cabin and facility rental for crew members and facility and equipment inspections and cleanliness.

During the winter months there are fewer members; however, the demand for a variety of fitness programming stays consistent. (Facility use is highly class driven.) The Recreation Center Director spends significant time in the winter on larger projects such as Capital Improvements, Summer Camp Preparation, Brown Bag Luncheons, Halloween Carnival, Community Garage Sales, Yuletide Ball, the Annual Fitness Challenge and various workshops and after school programs. Essentially the Center is busy year round with a different focus each season to accommodate community needs and interests.

Over the past five years the facility has grown tremendously with the community turning to the Recreation Center for an increasing number of programs, meetings

<table>
<thead>
<tr>
<th>TABLE 11-5 Skagway Recreation Center Staffing</th>
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<tbody>
<tr>
<td>FY 01</td>
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<tr>
<td>FY 02</td>
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<tr>
<td>FY 03</td>
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<tr>
<td>FY 04</td>
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<tr>
<td>FY 05</td>
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<tr>
<td>FY 06</td>
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<tr>
<td>FY 07</td>
</tr>
<tr>
<td>FY 08</td>
</tr>
<tr>
<td>FY 09 (proposed)</td>
</tr>
</tbody>
</table>
and uses. The ability of staff to keep up with daily duties in addition to accommodating the increase in recreational demands is exciting and exhausting. There is a strong sense that the current level of staffing is no longer appropriate.

Facility Needs

In less than a decade the Recreation Center has become undersized compared to the demand for its use. Following is narrative documenting need for weight room expansion, two basketball courts, a multiple-group fitness room, larger shower facilities, updated cardio equipment, a way to separate the spinning room from the cardio floor, an enlarged parking lot, a 4800 sq. ft. concrete skate park, and need for storage space.

The weight room is highly congested during the summer months, and it has gotten to the point where this is also true for many winter months. There is a definite need for expansion to accommodate the increase in members trying to workout at primetime hours (mornings and evenings) year round.

There is usage and demand to support two basketball courts. The center accommodates crew members that come in to play basketball over the summer months. There is always a waiting list for court usage and many times interested parties are not able to play when they are in town. Another indoor basketball court would not only accommodate crew members from 11 a.m. - 4 p.m., but also summer camp in June and July. It would also be great to have the ability to multi-program in the evenings to accommodate various company team building games such as volleyball, dodge ball and capture the flag, in addition to hockey, soccer and basketball.

A multiple group fitness room could be used. The facility is mainly class driven and many times patrons are turned away because a class is full. In addition, there is a demand for several classes at once during prime time hours for yoga, Pilates, and body sculpting.

Shower facilities are also undersized. Because a large number of seasonal residents in town do not have shower facilities or must share them in large households, the Recreation Center has quickly become the place in town to get a clean, hot, shower. Many times during the summer the locker rooms are so packed that there is even a line-up for hot water.

The cardio floor seems to be working out well so far; however, the need to update equipment is becoming essential. It would be good to add more of patron’s favorite machines like treadmills and elliptical machines and have a proper stretching and abdominal workout area. The floor is filled with equipment and with every corner of the facility being used it is difficult for members to find a place to do crunches or
stretch. It would also be good to separate the spinning room from the cardio floor so that classes do not interfere with people doing cardio.

There is more demand for parking than can be accommodated in the current lot. People park in the road, on the grass and in the entrance driveway. The parking area needs enlarged.

The skate park is too small and in too small an area to accommodate the community demand. A request for $350,000 was submitted in FY 09 to build a 4800 sq. ft. concrete park that will avoid the wear and tear of wooden events from weather changes.

The Recreation Center also needs storage space for tables and chairs, vending, office supplies, Yuletide decorations, and donations for community garage sales.

Finally, Recreation Center staff note that many patrons request a pool. The last effort looked at the feasibility of a large swimming pool. Instead, it may be appropriate to investigate the cost to build and maintain a modest pool that would provide a place to teach youth swimming and water safety, where seniors could do water stretching and aerobics, and be used for physical therapy.

Goals

It is the goal of the Municipality of Skagway to:

11.1 Provide adequate and cost-effective public services to all residents.

Museum and Archives

11.2 Create a secured climate controlled storage area or building for municipal archives and records and City Museum records and artifacts.

11.3 Provide public access to quality City Museum exhibits and programs of interest to Skagway residents and visitors.

11.4 Develop and provide museum and archive services that enhance educational opportunities and experiences for Skagway's children and adults, researchers and visitors.

11.5 Continue to integrate the City Museum into community economic development efforts to enhance both on and off-season tourism in Skagway.
Health Services

11.6 Provide comprehensive primary and preventative health care and to improve the health status of underserved and vulnerable populations in the community of Skagway.

11.7 Complete construction of the new Edward A. and Jenny Rasmuson Community Health Center’s Dahl Memorial Clinic.

11.8 Ensure the Clinic purchases and establishes an Electronic Medical Record system.

11.9 Support health care service delivery and opportunities that allow seniors to comfortably age in Skagway.

Library

11.10 Continue to improve library facilities and services.

11.11 Enclose the children’s area so it can be used without disrupting other library users.

11.12 Add a presentation room to allow the existing space used for multipurpose-meetings-presentations to become a “real” computer room while creating a private meeting space.

11.13 Continue to provide adequate training for staff, particularly in computers and technological services.

Recreation Center

11.14 Continue to support the Recreation Center offering a diversity of indoor and outdoor recreation activities for residents of all ages.

11.15 Ensure Recreation Center staff levels can ensure safety and good customer service.

11.16 Enlarge the Recreation Center over time to meet the demand for its use.
APPENDIX A - COMPLETE LIST OF GOALS AND ACTIONS

The numbering system for Goals matches the Plan Chapter in which it is presented.

Actions are followed (in italics and parentheses) by listing the parties who would be involved in implementing the action.

After the primary goal(s) for each topic are presented, those that follow are sometimes action-oriented. After these goals the parties who would help accomplish them are also listed (in italics and parentheses).

Some parties are listed with acronyms:

ADEC    Alaska Department of Environmental Conservation
ADNR    Alaska Department of Natural Resources
ADOTPF  Alaska Department of Transportation and Public Facilities
AIDEA   Alaska Industrial Development and Export Authority
AP&T    Alaska Power and Telephone
MOS     Municipality of Skagway
NPS     National Park Service
NRCS    Natural Resource Conservation Service
Chamber Skagway Chamber of Commerce
Schools Skagway City School District
SCVB    Skagway Convention and Visitor Bureau
SDC     Skagway Development Corporation
SPC     Skagway Port Authority working group
SRB     Skagway Recreation Board
STC     Skagway Traditional Council
State   State of Alaska
TIWC    Taiya Inlet Watershed Council
BLM     U.S. Bureau of Land Management
FWS     U.S. Fish and Wildlife Service
USFS    U.S. Forest Service
WPYR    White Pass and Yukon Route Railroad
2.0 Quality of Life

It is the goal of the Municipality of Skagway to help direct Skagway’s future in a manner that:

2.1 Retains and enhances the characteristics of Skagway that contribute to a high quality of life and its unique character.

2.2 Promotes and encourages a healthy year-round economy that makes it possible for individuals and families to live securely and comfortably.

2.3 Stimulates development of year round family-wage jobs that support families coming to and settling in Skagway.

2.4 Preserves and protects the beauty and clean environment of the Skagway area.

2.5 Protects and enhances the health, safety and well-being of all residents.

2.6 Supports abundant indoor and outdoor recreation opportunities.

2.7 Supports lively cultural opportunities including art, music, theatre, dance and more.

2.8 Provides safe and affordable housing for all citizens.

2.9 Takes care of the community’s growing senior population.

2.10 Recognizes Skagway’s unique history and culture as a turn of the century gold rush era town.

Implementing Actions

A. Accomplish the other actions in this plan to maintain and enhance Skagway’s quality of life. (Everyone)

4.0 Municipal Government and Capital Projects

It is the goal of the Municipality of Skagway to:

4.1 Annually conduct a process to systematically and rationally evaluate capital improvement projects and set the community’s top priorities. Do this as part of the annual budget process, and ensure there is opportunity for public comment.
Implementing Actions

A. Establish criteria for evaluating top priorities; use and adhere to the criteria. \((MOS)\)
   - Sample criteria might include level of local funding available this year; level of local funding anticipated next year, number of funding partners, approximate percent that would be municipal share, whether project impacts public health safety, which Comprehensive Plan polices the project would implement, etc.)

B. Assist community organizations in obtaining funding for needed community services and facilities. \((MOS)\)

C. Keep websites up-to-date with latest documents, information, statistics and data so others have easy access for use in grant writing and other funding opportunities. \((MOS, \ Chamber, \ SDC, \ STC)\)

D. Host bi-annual or quarterly meetings among agencies and organizations that provide services and accomplish projects to report on planned and possible activities and projects so that entities can support one another better and collaborate on opportunities. Institutionalize this activity by setting a regular calendar/timetable for accomplishing it. \((MOS, \ STC, \ SDC, \ Chamber, \ SCVB, \ TIWC, \ NPS, \ other)\)

5.0 Economic Development

It is the goal of the Municipality of Skagway to:

5.1 Diversify the economy to support a stable and active year round community.

5.2 Support efforts to maintain the summer tourism-based economy, expand opportunities and activities that attract independent tourists, expand winter tourism opportunities and maximize visitor-industry benefits to the community.

5.3 Serve as a regional port for northern Alaska and the Yukon, and continue to develop and improve the waterfront to serve the freight and passenger transportation industries more effectively and efficiently.

5.4 Support efforts to renew the local hatchery because it expands sport, commercial and subsistence fish populations, harvests and related business opportunities, and provides hands-on, research-based science opportunities for students. A new or renovated facility should include educational and visitor-oriented displays, information and products.

5.5 Support development of ‘green’ economic opportunities and jobs, including businesses, manufacturing, and operations that minimize waste and pollution and promote efficient use of energy and resources.
5.6 Support resident-owned businesses.

5.7 Maintain public sector jobs including municipal and tribal government, state and federal agency, and school district employment.

Implementing Actions

A. Research and maintain demographic data to support grant writing and pursuit of funding. 

B. If the Municipality of Skagway’s sense of the local population numbers continues to differ from the state count, which is used for revenue sharing, conduct a local count using state procedures, and put a system in place to periodically repeat this count as needed to ensure accuracy.

C. Support SDC and STC services to new and prospective business owners that assist them in business and management planning.

D. Support vocational training and education programs in Skagway. Focus on those that support local needs or take advantage of local assets such as railroad and engine maintenance, hospitality training, health care and support technicians, and historical artifact recovery and preservation.

E. Promote investment in basic and support industry sectors to support creating and expanding high-value, year-round resident-hire, skills based employment.

F. Continue to actively market the Skagway port/Klondike Highway to Yukon and British Columbia businesses. Continue to investigate markets that could take advantage of shipping savings to be gained by use of the Alaskan/Canadian trucking or trans-Canadian railway system.

G. Monitor global and continental development associated with natural gas production and export, mineral and timber production and export, periodically assess goals and objectives in light of regional (BC, Yukon, Alaska, Pacific Rim) developments.

H. Provide rewards and incentives for businesses to create year round jobs. Incentives might include making borough land available for sale or lease in exchange for creating year round jobs, providing incentives for businesses that create new jobs, offering community recognition for new jobs created, investing in waterfront development, renegotiating the White Pass waterfront lease, support of SDC and JEDC small business revolving loan funds, and offering sales tax or property tax reductions for businesses that stay open in the winter season.
I. Improve infrastructure and services to ensure that the experience for visitors, tour operators, and residents is positive. *(MOS, NPS, local businesses)*

J. Periodically combine forces and funding to conduct a combined survey of visitor satisfaction. Identify and prioritize steps that can be taken by all parties to improve visitor satisfaction. *(MOS, NPS, SCVB, WPYR, Chamber, local businesses)*

K. Monitor the tourism industry and its impacts on the community to ensure it continues to provide a pleasant and safe experience and environment for visitors and residents. *(SCVB, MOS, NPS, community at large, cruise lines, WPYR, Temsco, other tour providers)*

L. Continue to partner with the National Park Service and State of Alaska to bring State and federal funding to Skagway for construction projects or other programs that will benefit the National Park and community. *(MOS, NPS, State)*

M. Conduct market and real estate research to prepare for the renegotiate the White Pass and Yukon Route waterfront lease in 2020. Make changes necessary to allow for more productive use of the port and waterfront and ensure the Municipality receives fair market value for its leased land. *(MOS)*

N. Systematically improve fish passage by continuing to fix culverts and enhance stream side habitat, eliminate urban run off into Pullen Creek and other anadromous waterbodies, and clean up pools and streams that feed anadromous streams. *(MOS, TIWC, WPYR, NPS, property owners)*

O. Encourage state support for commercial fisheries and sport fishing sectors active in Taiya Inlet.

P. Continue efforts to expand the tourism shoulder seasons. *(SCVB, MOS, SDC, local tour providers)*

Q. Devise a fish hatchery strategy, identify top goals and actions, identity and pursue funding sources, complete priority actions in an orderly and methodical fashion to accomplish goals. *(MOS, Skagway Schools, TIWC, sport fishing charters and businesses)*
6.0 Transportation

It is the goal of the Municipality of Skagway to:

6.1 Provide an integrated, efficient, safe and reliable transportation network that facilitates the movement of goods and people in and through Skagway.

The Port, Small Boat Harbor and Marine Access

6.2 Serve as a regional port for northern Alaska and the Yukon, and strengthen its year-round economy through providing marine and land transportation.

6.3 Continue to fund local efforts to market and demonstrate the economic advantages and feasibility of the port for regional transshipment. (Skagway Port Authority working group, MOS, WPYR, AIDEA, mining interests, shipping agents, and Yukon government)

6.4 Maintain a small boat harbor and accomplish regular maintenance and improvements to meet the needs of the fishing fleet and enhance resident and visiting mariner’s recreation. (MOS)

6.5 Complete Phase I and II of small boat harbor improvement program, including construction of a wave barrier to protect the harbor from strong southerly storms with a fishing pier on top, a new sea wall and sea walk to protect the harbor from east side erosion, improved pedestrian access, improved transit options to and from the harbor, and more moorage for mid-size vessels and day boats. (MOS)

6.6 Support the AMHS and private ferry service (for public use) to and from Skagway. Support regular day boat ferry service in Lynn Canal and continue to improve AMHS ferry service and scheduling. (MOS, Southeast Conference, State Marine Transportation Advisory Board, DOT&PF, State Legislators)

Air Access and Airport

6.7 Developable land in the Skagway townsite is in short supply. Ensure that valuable and limited downtown industrial land is not underutilized. Work with ADOTPF and FAA to acquire or obtain a long term lease for the unused portion of the airport apron between 1st Avenue and Terminal Way. (MOS) Pursue acquisition or long term lease for the airport area north of the hangars, between 12th and 16th Avenues. (MOS)

State and Municipal Roads and Bridges

6.8 Continue to maintain and upgrade the state-owned Klondike Highway, Dyea Road and Liarsville Road to improve safety while retaining the natural and historic character. Add to or
widen the road shoulders to promote non-motorized use. Accomplish through dialogue and collaborative work. *(ADOTPF, road residents, road users, MOS, AP&T, NPS)*

6.9 Work with the State of Alaska, the Alaska State Legislature and the Canadian government to ensure that the Klondike Highway remains open year-round and provides an efficient, cost effective, safe route of transportation between Skagway and the Yukon. *(MOS, STC)*

6.10 Regularly provide information to the Alaska State Legislature, the State of Alaska, the Canadian government and others on the importance of the Klondike Highway to the year round economy of Skagway. *(MOS)*

6.11 Continue to lobby for improvements to and maintenance funding for the Klondike Highway. *(MOS)*

6.12 Work with the Alaska DOT&PF periodically assess the status of State roads (owned Klondike Highway, Dyea Road and Liarsville Road) and bridges (Pat Moore Bridge, Taiya River Bridge, Skagway River Bridge at 23rd Ave., and William Moore Bridge at 14 mile Klondike Highway), so that the State and the Municipality of Skagway can schedule maintenance projects and funding in order to prevent both deterioration and emergency maintenance and repairs. *(MOS, ADOTPF, STC)*

6.13 Provide safe transportation and parking for local residents and visitors.

6.14 Identify a suitable parcel and develop a borough-owned parking lot to supplement historic district parking. *(MOS)*

6.15 Keep a list of needed roadway improvements according to priority, cost and potential funding up to date and incorporate into the Skagway Capital Improvements Plan and submit for inclusion to the Statewide Transportation Improvement Plan. *(MOS, STC)*

**Pedestrian and Bicycle Routes (Non-Motorized Transportation)**

6.16 Improve existing, and where absent establish new, sidewalks along the waterfront and from the waterfront to downtown. Better define and sign the walking path across the waterfront to the air terminal and Yakutania footbridge. *(MOS, NPS, WPYR, ADOTPF, STC)*

6.17 Complete Skagway’s Gateway Project, which establishes a landscaped, signed walking route from the AMHS ferry terminal along the east side of Broadway Street to downtown. *(MOS, NPS, WPYR, ADOTPF, STC)*
6.18 Widen the sidewalk and provide winter snow removal on the north side of 15th Avenue from State Street to the school to enhance the safety of youth walking and biking to and from school. (MOS)

6.19 Identify walking and bicycle routes used most frequently by youth and residents. Assess the condition of these non-motorized transportation paths along highest use routes and set priorities for upgrade and maintenance. Pay attention to grading curb cuts at alleyways. (MOS, Schools)

6.20 Work to develop a contiguous walking trail with interpretative signage from Pullen Pond and Creek, through the east side of the historic district, to the City Museum. (MOS, TIWC, NPS, STC)

6.21 Improve safety at the three uncontrolled pedestrian crossings of the railroad tracks - Congress Way, the Dewey Lakes trailhead, and the Gold Rush cemetery. (MOS, WPYR)

6.22 Construct a separated bike path lane north of the 23rd Avenue Bridge to Liarsville area. (MOS)

Implementing Actions

A. Support state and federal funding for local road improvements. (MOS, STC, NPS, State, Alaska Power and Telephone, Dyea Community Advisory Board)

B. Team with Skagway Traditional Council to obtain Bureau of Indian Affairs IRR funding to improve and maintain roads and bridges. (MOS, STC)

C. Work with the ADOTPF Safe Routes to Schools Program to obtain technical assistance and funding to accomplish sidewalk and bike trail improvements along school routes. (MOS, ADOTPF, Skagway City Schools)

D. Complete planning and preliminary engineering for desired non-motorized improvements to get them “shovel ready” for funding. (MOS, ADOTPF, NPS, commercial tour providers)

7.0 Land Use

It is the goal of the Municipality of Skagway to:

7.1 Have a well-defined land use pattern that:
   a) Fosters economic development;
   b) Provides for adequate housing;
   c) Offers both dispersed and more urban recreation opportunities; and
d) Preserves and enhances historic, valuable and unique features of the community.

7.2 Provide an adequate supply of residential, commercial, industrial zoned land to help ensure ordered growth and implement the goals of the Municipality of Skagway.

7.3 Identify municipally owned parcels (and possible select private or other publicly owned parcels) that are suitable for public facilities and designate for these purposes. *(MOS)*

7.4 Create a public land and recreation (PLR) zoning district to provide more certainty and predictability about where public facilities, recreation and open space will occur. *(MOS)*

7.5 Prioritize land use and facilities at the Port for water-dependent and water-related uses. Land and water uses and activities in the Port of Skagway Area Meriting Special Attention (AMSA) area will be conducted to minimize potentially adverse effects on:
   a) The use and development of the small boat harbor and adjacent staging areas;
   b) The use and development of the Port’s transshipment and marine vessel servicing facilities;
   c) Fishing activities; and
   d) Pedestrian and coastal access, in areas safe and appropriate for such uses.

7.6 Adhere to the Dyea Flats and Dewey Lakes Special Management Plans; the Pullen Creek, Port of Skagway, Skagway River and Yakutania Point AMSA Plans; and other area plans adopted by ordinance.

7.7 Ensure an efficient blend of industrial, transshipment and visitor-oriented land use and facilities in the Skagway port and waterfront. Use landscaping, defined pedestrian paths and signage, and design to buffer between differing uses to provide safer motorized and non-motorized movement.

7.8 Accommodate industrial expansion if high volume transshipment opportunities are realized.

7.9 Provide a variety of recreation opportunities including dispersed outdoor recreation, developed parks and trails, ballfields, and indoor recreation facilities and programming. Opportunities for youth and senior citizens deserve special attention. Systematically implement the Skagway Comprehensive Trail Plan. *(MOS)*

7.10 Complete a Master Plan for the area south of (but including) Seven Pastures along the river to provide predictability and ensure current and future uses are compatible. Pursue municipal acquisition of the land adjacent to the Skagway River from the State. Anticipated uses in this area, what is subject to periodic flooding, may include picnic areas, disc-golf/frisbee, a 3-hole golf area, additional playing fields, community gardens, an ATV trail, and similar uses. *(MOS, Skagway Recreation Board, park users and user groups)*
7.11 Support establishing local garden and agricultural land uses through the Municipality in all but residential areas. *(MOS)*

7.12 Ensure that development along anadromous streams uses best management practices, including setbacks as appropriate, to maintain and enhance natural vegetation, water quality, fish passage and habitat, reduce erosion and maintain natural water flow, particularly in Pullen Creek. Provide a higher level of protection and stewardship on land that is in public ownership.

7.13 Maintain and improve surface water, groundwater and marine water quality in the Municipality of Skagway so that waters are in compliance with federal and state water quality standards.

7.14. Require State or Federal government agencies to give advance notice to the municipal clerk, to ensure the municipality has an opportunity to give input, on any:

a) Intent to acquire, sell or exchange land;

b) Land management actions, direction or policies being considered; or

c) Memorandums of agreement or understanding being signed among landowners or managers within the Municipality of Skagway.

**Implementing Actions**

A. Periodically inventory land use and compare to the supply of undeveloped land in various zoning categories. *(MOS)*

B. Monitor Local Boundary Commission and State of Alaska decisions regarding receipt of Skagway’s municipal land entitlement as a result of borough formation. Pursue receipt of municipal entitlement acres. *(MOS)*

C. Continue to improve and keep updated the borough geographic information System. Provide training and support to municipal staff on its use. *(MOS)*

D. Maintain good standing in the Alaska Coastal Management Program and keep locally approved plans current.

E. The Municipality, state and federal agencies, and the private sector should work together to improve recreational facilities, parks and trails; obtain grant and funding sources; consider user fees; and use other mechanisms to meet the recreational needs of residents and visitors. *(MOS, NPS, State, USFS, BLM,)*.

F. Fund local parks, recreational improvements, and recreational programming through the capital improvement program and operating budget. *(MOS, NPS, State, STC)*
G. Support trail development around Skagway (MOS, Recreation Board, TIWC, commercial tour providers, State, NPS, USFS, BLM).

H. Continue to investigate ways to build and maintain a swimming pool in Skagway, including a smaller pool for water safety lesson, therapeutic, water aerobics and similar uses. Contact other communities to determine the funding mechanisms they used to build a pool. (MOS, Recreation Center)

I. Support park improvements for the Klondike Gold Rush National Historical Park and recreation facilities and trails within the Tongass National Forest. (NPS, USFS, State, MOS)

J. Keep track of program and funding (USFWS, ADF&G, NRCS, others) available to property owners adjacent to anadromous streams and other important habitat to assist them in accomplishing property and habitat improvements. Support property owners pursuing these opportunities. (MOS, TIWC)

8.0 Housing

It is the goal of the Municipality of Skagway to:

8.1 Encourage and facilitate the building of affordable housing for first time homebuyers and housing for seasonal residents.

8.2 Help make land available for residential development, consistent with land use goals.

8.3 Ensure housing construction and maintenance is safe and sanitary.

8.4 Enact zoning that encourages construction of a diversity of housing types.

8.5 Conduct a demand and feasibility assessment for construction of a senior housing facility (possibly with an activity center, congregate meal opportunities, CNA care on site, etc). If results are favorable, support construction. (Municipality of Skagway, Skagway Traditional Council, Catholic Community Services, AHFC, etc.)

8.6 Investigate instituting Leadership in Energy and Environmental (LEED) building certification and codes. The Municipality of Skagway should lead the way in energy efficient and ‘green’ building construction. (MOS)

Implementing Actions

A. Appoint a six-month Housing Taskforce with 10-12 committed members; possible coordination through Skagway Development Corporation. Members should include but
not be limited to builders, bankers, realtors, business owners with seasonal employees, those seeking first time homes, church and senior representatives, 1-2 Assembly and Planning Commissioners. *(MOS, business community, SDC, others)* Tasks:

1) Identify obstacles to getting affordable and seasonal housing built in Skagway.
2) Identify options to address obstacles
3) Analyze ‘best fits’ for Skagway.
4) Present prioritized list of recommendations to Borough Assembly, with fiscal note.

B. Identify land suitable for building detached or attached housing units aimed at those making 80% of Skagway median family income. Designate 2-6 parcel(s) for this purpose. Consider designating a portion of the Garden City RV Park for this purpose; explore whether the current owner is interested in being a partner. *(MOS)*

C. Consider offering some lots at below market prices during the next residential land lottery. The 2008 community opinion survey found that residents are generally supportive of the Municipality selling land below assessed value to support housing development, with 29 percent very supportive and another 42 percent supportive (totaling 71 percent). Nearly one-quarter of residents (23 percent) are opposed. *(MOS)*

D. Provide incentives to encourage development of additional rental dwellings, such as reduced permit fees, reduced permit processing time, tax breaks, density bonuses,¹ or other attractive mechanism. *(MOS)*

E. *(Re)* Establish a Multi-Family zoning district, where development of multi-family structures is a Permitted Use *(MOS)*

F. Inventory the location and condition of manufactured (not modular) units in town. Seller financing is essentially the only option to finance a sale of one of these dwelling units unless they are brand new. *(MOS)*

G. Provide incentives for private development of affordable housing, such as reduced permit fees, reduced permit processing time, tax breaks, density bonuses, municipal financial or material contributions, or other attractive mechanisms. *(MOS)*

H. Investigate government assistance or construction programs that can provide or encourage affordable housing. Pursue those that are appropriate for Skagway. *(MOS, SDC, Chamber)*

I. Investigate innovative and “community-building” ways to meet the affordable housing need, such as inviting Habitat for Humanity to build a home, teaming up Skagway High

¹ That is, allowing higher density development in exchange for assurance that a portion, or all, of the development will be managed as “affordable housing.”
School students with Haines and Juneau High School students to construct a home, etc.  
(MOS, SDC, Chamber)

J. Designate sufficient suitable land for residential development.  (MOS)

K. Investigate and provide incentives to land owners to encourage them to sell vacant land  
for residential use, particularly in the core town site. Publicize the housing  
shortage and the incentives program to land owners through meetings with individuals,  
neighborhood meetings, or a town meeting.  (MOS, SDC, Chamber)

L. Continue the residential land disposal program for Borough-owned land.  (MOS)

M. Meet with the Alaska Mental Health Trust to discuss development plans for its land on  
the lower slopes of A.B. Mountain and off of Dyea Road. Discuss ways the borough  
could facilitate or encourage this development. Consider a joint Borough-AMHT  
subdivision.  (MOS, Alaska Mental Health Trust)

N. Provide incentives for owners of “marginally sound” or “dilapidated” structures to repair  
and bring them up to Code. Incentives might include waiving or reducing building  
permit fees, reducing property taxes, free inspection and listing of needed  
 improvements by City personnel, low interest loans, or other attractive mechanisms.  
(AHFC, Tlingit Haida Housing Authority, MOS)

O. Assist homeowners to obtain rehabilitation funds for homes that have documented  
historic significance.  (MOS)

P. Provide information to residents on AHFC’s Home Energy Rebate Program and the  
Weatherization Program. Assist local builders in qualifying as energy raters.  (MOS)

Q. Identify suitable land for a Senior Housing Complex.  (MOS)

R. Identify the different types of senior housing that might be appropriate in Skagway.  
Look at options that involve teaming or partnering with the Dahl Health Clinic and with  
Skagway Traditional Council. Conduct a feasibility analysis, identify options and  
associated costs, pros and cons for different ownership structures  (MOS, STC)
9.0 Public Safety

It is the goal of the Municipality of Skagway to:

9.1 Provide effective public safety service to all residents and visitors.

9.2 Provide enhanced coordination, communication and efficiency by consolidating public safety services (fire, police, emergency medical, search and rescue, emergency response and dispatch) into a single public safety building. Identify a suitable site away from valuable and limited waterfront area land. *(MOS)*

9.3 Provide a strong training and professional development program for police, fire, emergency medical, and search and rescue personnel. Add staffing to focus on training, this could be a shared position with other duties such as firefighter /EMT or maintenance. *(MOS)*

9.4 Staff a Dispatch Center 24/7. *(MOS)*

9.5 Extend water and water storage across the 23rd Avenue Bridge to enhance fire fighting capabilities to this part of Skagway. Ensure adequate water pressure. *(MOS)*

9.6 Construct a fire substation in the Dyea area to improve the life safety services in this part of the borough. *(MOS)*

**Implementing Actions**

A. Work to minimize increases in the cost of fire and emergency services while ensuring a fair and equitable system of financing these services. *(MOS)*

B. Continue to take advantage of available state and federal grant programs to obtain capital facilities and equipment. Pursue federal grant opportunities (e.g. Homeland Security funds) to help meet equipment and other needs. *(MOS)*

C. Maintain computer systems, equipment and procedures that are compatible with those of other borough departments to facilitate coordination and departments and service areas. *(MOS)*

D. Establish or improve water supply systems to support fire fighting operations in areas without central water systems. Develop cisterns in strategic locations to support fire fighting off the water system. *(MOS)*

E. Improve or maintain access routes for emergency vehicles to use in responding to fire or accidents and evacuating residents. *(MOS)*
F. Expand training programs and incentives for paid and volunteer fire and emergency medical staff. *(MOS)*

G. Continue to implement and update the All Hazard Mitigation Plan. *(MOS)*

H. Work with the State and Federal agencies, response organizations, regional groups and the private sector to coordinate resources and activities to improve public safety. *(MOS)*

I. Support efforts to develop the space and program requirements for a public safety building, develop a cost estimate, and identify potential funding sources. Identify municipal land that would be a suitable location for a future public safety building. *(MOS)*

10.0 Utilities

It is the goal of the Municipality of Skagway to:

10.1 Provide safe, effective and environmentally sound drinking water, solid waste, wastewater, and storm water services to residents. Developed infrastructure and highest level of service will be to land and residents within service areas 1 and 2, then 3, and as can be provided in a fiscally responsible manner to service area 4.

**Solid Waste**

10.2 Continue to provide safe and environmentally sound solid and hazardous waste disposal that does not adversely impact air, land and water quality.

10.3 Support and expand the municipal bio-fuel generation program. *(MOS)*

10.4 Plan and budget to reline the incinerator stack and provide for other regular maintenance. *(MOS)*

10.5 Identify a new ash fill site. *(MOS)*

10.6 Complete close-out and remediation actions for the former land fill site at 4 mile Dyea Road. *(MOS)*

10.7 Analyze the best long term plan for solid waste disposal. Investigate capital and operating costs and environmental implications of continued incineration (a new incinerator will eventually be required), shipping-out solid waste, opening a new land fill, participating in a regional solid waste solution, and newer incinerator/co-generation options. *(MOS, Southeast Conference, NPS, SDC, STC)*
10.8 Maintain and expand the community recycling program.

10.9 Prevent bears from gaining access to and becoming conditioned to the consumption of human generated food and garbage by providing public education, proper management of garbage, and protection of the natural habitat and food sources upon which bears depend.

**Drinking Water**

10.10 Provide a high quality and sufficient water supply to serve domestic, commercial, industrial, and fire protection needs.

10.11 Monitor and protect the community’s drinking water quality. Relocate potential contamination sources as opportunities arise. Consider developing a wellhead protection program and zones. *(MOS)*

10.12 Develop criteria to evaluate and chose a site for the community’s additional 200,000 gallon water tank, choose a site and install the tank. *(MOS)*

10.13 Extend water across the 23rd Ave Bridge to support development. Amend Skagway Municipal Code Sections 13.08 and 13.12 on water utility extension to allow cost sharing and consider developing a Local Improvement District section. *(MOS)*

10.14 Establish an aquifer water source north of the railroad yards which will allow artesian pressure and gravity to supply drinking and fire-fighting water supply north of the 23rd Avenue Bridge. Apply to obtain water rights as appropriate. *(MOS)*

10.15 Base utility rates on an equitable and true assessment of the costs to operate, maintain, and contribute to an equipment replacement fund. *(MOS)*

**Wastewater and Stormwater Systems**

10.16 Maintain and operate the wastewater treatment plant in a manner that complies with current federal and state regulations.

10.17 Install the best and most-environmentally sound technology the community can afford.

10.18 Plan and budget now to construct a new wastewater treatment plant. *(MOS)*

10.19 Enact odor reduction and control devices and operating techniques. *(MOS)*

10.20 Extend wastewater collection system across the 23rd Ave Bridge to support denser development and protect the drinking water wellhead area. Size system to support development over next 30 years in this area. *(MOS)*
10.21 Maintain separate storm water and wastewater collection systems. *(MOS)*

10.22 Maintain the storm water collection and disposal system so that it does not pollute the marine waters, soils, or groundwater. Install oil water separators where needed in the storm water collection and drainage system to protect water quality where drainage is to the drinking water wellhead areas or fish bearing streams. *(MOS, State, businesses with commercial vehicles, TIWC)*

10.23 Monitor storm water collection and drainage systems in the outlying areas as needed to ensure there is no soil, groundwater, or marine water pollution and to allow fish passage. *(MOS, TIWC, Dyea Advisory Committee)*

10.24 Eliminate on-street commercial vehicle washing and maintenance. *(MOS, businesses with commercial vehicles)*

**Power**

10.25 Encourage the provision of an adequate supply of hydroelectric energy and other renewable energy sources to provide for the continued growth and development of the community and region.

10.26 Promote development of a Southeast Alaska electrical intertie grid, including a connection from Skagway to the Canadian electrical and Southcentral Alaska electric grid systems. *(MOS, Southeast Conference, AP&T)*

10.27 Produce enough local power from renewable sources to tie cruise ships into shore power while in port. *(MOS, AP&T)*

10.28 Work to keep power rates stable and as low as possible. *(MOS, AP&T)*

10.29 Encourage cost effective energy efficient building and remodeling practices. The Municipality of Skagway should lead the way in energy efficient and ‘green’ building construction (cross reference with housing goal). *(MOS)*

**Implementing Actions**

A. Maintain recycling collection stations. *(MOS, booster organizations)*

B. Assist public works and organizations in investigating markets for recyclables; do not exclude Whitehorse and Canadian markets from consideration; team with Haines as appropriate. *(MOS, NPS)*

C. Replace Styrofoam and other non-recyclable materials used at borough facilities with recyclable products where feasible. *(MOS, NPS, STC, businesses)*
D. Create incentives for businesses that implement a waste reduction plan. \((MOS, TIWC, SDC, STC)\)

E. Support efforts to identify stormwater drainages that exit to fish bearing streams and promote awareness of need to eliminate drainage of hazardous and toxic materials down these storm drains. Install and maintain oil/water separators if appropriate. \((MOS, TIWC, STC)\)

F. Provide public education and publicity to enlist community efforts to prevent bears from gaining access to garbage. \((MOS)\)

G. Institute a program to require construction and use of bear proof garbage/recycling storage facilities in proper locations for all new development. Retrofit municipal waste disposal containers. Require existing business and dwellings to come into compliance over time. \((MOS)\)

H. Continue to monitor development upriver of the community drinking water sources to ensure it is designed and operated to prevent water quality contamination. \((MOS, ADEC, WPYR)\)

I. Identify and reserve sites for future water storage tanks or cisterns. Look on federal, state and borough land. \((MOS)\)

J. Maintain a municipal sewage disposal program that will not pollute the marine waters, soils, or groundwater. \((MOS)\)

K. Monitor sewage systems in the outlying areas, as needed, to ensure there is no soil, groundwater, or marine water pollution. \((Private land owners, MOS, ADEC)\)

11.0 Public Services

It is the goal of the Municipality of Skagway to:

11.1 Provide adequate and cost-effective public services to all residents.

Museum and Archives

11.2 Create a secured climate controlled storage area or building for municipal archives and records and Skagway City Museum records and artifacts. \((MOS)\)

11.3 Provide public access to quality Skagway City Museum exhibits and programs of interest to Skagway residents and visitors.
11.4 Develop and provide museum and archive services that enhance educational opportunities and experiences for Skagway’s children and adults, researchers and visitors. *(MOS, STC, Skagway Schools, NPS)*

11.5 Continue to integrate the Skagway City Museum into community economic development efforts to enhance both on and off-season tourism in Skagway. *(MOS, SCVB, SDC, STC)*

**Health Services**

11.6 Provide comprehensive primary and preventative health care and to improve the health status of underserved and vulnerable populations in the community of Skagway.

11.7 Complete construction of the new Edward A. and Jenny Rasmuson Community Health Center’s Dahl Memorial Clinic. *(MOS)*

11.8 Ensure the Clinic purchases and establishes an Electronic Medical Record system. *(MOS)*

11.9 Support health care service delivery and opportunities that allow seniors to comfortably age in Skagway. *(MOS, STC)*

**Library**

11.10 Continue to improve library facilities and services.

11.11 Enclose the children’s area so it can be used without disrupting other library users. *(MOS)*

11.12 Add a presentation room to allow the existing space used for multipurpose-meetings-presentations to become a “real” computer room while creating a private meeting space. *(MOS)*

11.13 Continue to provide adequate training for staff, particularly in computers and technological services. *(MOS)*

**Recreation Center**

11.14 Continue to support the Recreation Center offering a diversity of indoor and outdoor recreation activities for residents of all ages.

11.15 Ensure Recreation Center staff levels can provide a safe experience and good customer service. *(MOS)*

11.16 Enlarge the Recreation Center over time to meet the demand for its use. *(MOS)*
Implementing Actions

A. Support and promote efforts to develop more programming and services for seniors, including housing, assisted living, transportation and more. Facilitate related planning and permitting processes. *(MOS, State, STC, Catholic Community Services, faith-based communities)*

B. Identify and seek local, tribal, state and federal, and foundation funding sources for public services expansion or improvements, and to increase paid staffing in the summer months. *(MOS, STC, State, NP, USFS)*

C. Continue to provide training for staff in their field of service, and to keep current in technological support. *(MOS)*

D. Look for innovative ways to build a volunteer networks to support public services. Provide training for volunteers. Encourage volunteers to make multi-year commitments; formally recognize their commitment and reward continuity. *(MOS, STC, all boards and commissions)*
Skagway Community Survey

Prepared for:
Sheinberg Associates

June 2008
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Executive Summary

As part of their Comprehensive Plan Update for the Municipality of Skagway, Sheinberg Associates contracted with the McDowell Group to conduct a telephone survey of Skagway residents. A list of phone numbers (approximately 735) was compiled by community representatives and provided to the McDowell Group; survey respondents were selected randomly, and 307 residents were reached. Assuming the list represented nearly all Skagway adults 18 and older, the maximum margin of error at the 95 percent confidence level is ±4.3 percent. Following are key findings from the survey.

**Municipality of Skagway Projects**

- Skagway residents were asked whether they supported or opposed the Municipality of Skagway financially supporting a wide variety of projects. A majority of residents support all but one project: building a covered amphitheater at Dyea or Yakutania Point.

- Projects with the strongest support (79 to 90 percent supportive) include: improving Skagway’s recycling program, reviving the Jerry Meyer fish hatchery program, promoting non-cruise ship-related port use, and extending sewer and water north of the 23rd Street Bridge.

- Projects with lower levels of support include creating an annual artists’ competitive grant program; creating a Skagway Artists Co-op; creating a new freight transfer facility; and building a covered amphitheater.

---

**Please tell me if you are very supportive, supportive, opposed or very opposed to the Municipality of Skagway financially supporting each of the following projects.**

**Very Supportive + Supportive versus Opposed + Very Opposed**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Supportive</th>
<th>Opposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving Skagway’s recycling program to include paper, and plastics.</td>
<td>90%</td>
<td>7%</td>
</tr>
<tr>
<td>Pursuing a cooperative effort to revive the Jerry Meyer fish hatchery program.</td>
<td>85</td>
<td>7</td>
</tr>
<tr>
<td>Promoting non-cruise ship related port use.</td>
<td>85</td>
<td>9</td>
</tr>
<tr>
<td>Extending sewer and water north of the 23rd Street Bridge to support development.</td>
<td>79</td>
<td>15</td>
</tr>
<tr>
<td>Improving the West Creek Valley trail system for year-round recreational use.</td>
<td>75</td>
<td>19</td>
</tr>
<tr>
<td>Providing additional funding to bring arts and cultural performances to Skagway in the fall and winter.</td>
<td>75</td>
<td>20</td>
</tr>
<tr>
<td>Offering Borough land for sale or lease at reduced rates to businesses that create new, year-round jobs.</td>
<td>73</td>
<td>20</td>
</tr>
<tr>
<td>Creating an annual competitive grant program to support Skagway artists.</td>
<td>55</td>
<td>36</td>
</tr>
<tr>
<td>Creating a Skagway Artists Co-op that could offer reduced rent to Skagway artists for studio or gallery space.</td>
<td>54</td>
<td>39</td>
</tr>
<tr>
<td>Creating a new freight transfer facility on the east side of the Skagway River near the tank farms and ore facility.</td>
<td>51</td>
<td>34</td>
</tr>
<tr>
<td>Building a covered amphitheater at Dyea or Yakutania Point for community gatherings and performances.</td>
<td>40</td>
<td>48</td>
</tr>
</tbody>
</table>

Note: Figures do not add to 100 percent because they exclude “Neutral” and “Don’t know” responses.
Housing

- The vast majority of Skagway residents agree that there is at least some need for three types of housing improvements. They feel strongest about more affordable housing for year-round residents: 78 percent say there is great need. Half of residents feel there is great need for more housing for seasonal employees, and one-third feel there is great need for higher quality housing for seasonal employees.

For each of the following, please tell me if you feel there is a great need, some need, or no need in Skagway.

<table>
<thead>
<tr>
<th></th>
<th>Great Need</th>
<th>Some Need</th>
<th>No Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>More affordable housing for year-round residents</td>
<td>78%</td>
<td>15%</td>
<td>5%</td>
</tr>
<tr>
<td>More housing for seasonal employees</td>
<td>50%</td>
<td>34%</td>
<td>13%</td>
</tr>
<tr>
<td>Higher quality housing for seasonal employees</td>
<td>34%</td>
<td>39%</td>
<td>20%</td>
</tr>
</tbody>
</table>

- With regards to additional housing for seasonal employees, over half of Skagway residents (57 percent) prefer such housing to be scattered throughout town, with one-quarter (24 percent) preferring the housing to be concentrated. The remainder (19 percent) do not have a preference.

- Residents are generally supportive of the Municipality selling land below assessed value to support housing development, with 29 percent very supportive and another 42 percent supportive (totaling 71 percent). Nearly one-quarter of residents (23 percent) are opposed.

Tourism

- Skagway residents were asked about their level of agreement with four statements about tourism. Over three-quarters agree with two statements: “More winter tourism opportunities need to be developed in Skagway” and “There needs to be a limit on the number of jewelry stores in downtown Skagway.”

- Just over half of Skagway residents disagree with the statements “Skagway can support more summer cruise visitors,” while 41 percent agree.

- Nearly all Skagway residents (85 percent) disagree with the statement “Another cruise ship dock should be constructed in Long Bay.”

Please tell me if you strongly agree, agree, disagree, or strongly disagree with each of the following statements regarding tourism in Skagway.

<table>
<thead>
<tr>
<th></th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>More winter tourism opportunities need to be developed in Skagway</td>
<td>79%</td>
<td>19%</td>
</tr>
<tr>
<td>There needs to be a limit on the number of jewelry stores in downtown Skagway</td>
<td>76%</td>
<td>21%</td>
</tr>
<tr>
<td>Skagway can support more summer cruise visitors</td>
<td>41%</td>
<td>53%</td>
</tr>
<tr>
<td>Another cruise ship dock should be constructed in Long Bay</td>
<td>9%</td>
<td>85%</td>
</tr>
</tbody>
</table>

Note: Figures do not add to 100 percent because they exclude “Neutral” and “Don’t know” responses.
Introduction and Methodology

As part of their Comprehensive Plan Update for the Municipality of Skagway, Sheinberg Associates contracted with the McDowell Group to conduct a telephone survey of Skagway residents. Questions addressed a wide variety of topics, including: quality of life, home ownership, rental unit ownership, housing development, and support of potential Municipality of Skagway projects.

The telephone survey was conducted from April 24 to April 29, 2008. A list of phone numbers (approximately 735) was compiled by community representatives and provided to the McDowell Group. The list included home phone numbers in Skagway as well as outside of Alaska where some Skagway residents were presently living. Some residents’ cell phone numbers and secondary numbers were also provided. The list proved to have a high level of reliability and allowed McDowell Group surveyors to complete an unusually high number of surveys (307) for a community of Skagway’s size.

A sample was drawn from the list after it was randomized. Multiple callback attempts were made before primary numbers were replaced by randomly selected alternative numbers. Assuming the list represented nearly all Skagway adults 18 and over, the maximum margin of error at the 95 percent confidence level is ±4.3 percent.

Survey results were tested for statistical difference by age, home ownership, and number of months out of the year spent in Skagway. Statistically significant differences are pointed out in the text.
Skagway’s Quality of Life

Quality of Life Rating

- When asked to rate their quality of life in Skagway on a 1-to-10 scale, Skagway residents give an average rating of 7.7. The most common rating is 8, chosen by 33 percent of residents. Over half of residents (61 percent) give high ratings (8 to 10). Only 2 percent give low ratings (1 to 3).

*Overall, how would you rate your quality of life in Skagway?*

(1 = very poor; 10 = very good)

<table>
<thead>
<tr>
<th>% of Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>High (8-10)</td>
<td>61%</td>
</tr>
<tr>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>9</td>
<td>16</td>
</tr>
<tr>
<td>8</td>
<td>33</td>
</tr>
<tr>
<td>Medium (4-7)</td>
<td>37</td>
</tr>
<tr>
<td>7</td>
<td>20</td>
</tr>
<tr>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Low (1-3)</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Average rating</td>
<td>7.7</td>
</tr>
</tbody>
</table>
Quality of Life Factors

- Residents were asked “What factors or things are most important to your quality of life in Skagway?” Responses were top-of-mind, and residents were prompted to provide multiple answers. The top two responses were small town/close community (43 percent) and people/family/friends (40 percent).

- Approximately one-quarter of residents mentioned good jobs, beauty of the area, recreational opportunities, or safety. Additional factors included good schools, clean water and isolation from other population centers.

- Good job/opportunity to make a living was mentioned less often by those 55 and older (18 percent, compared to 29 percent among those 35 to 54 and 31 percent among those 18 to 34). Otherwise there was little difference in responses among subgroups.

<table>
<thead>
<tr>
<th>What factors or things are most important to your quality of life in Skagway?</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small town/close community</td>
<td>43%</td>
</tr>
<tr>
<td>People/family/friends</td>
<td>40%</td>
</tr>
<tr>
<td>Good job/good opportunity to make a living</td>
<td>26%</td>
</tr>
<tr>
<td>Beauty of area/nature</td>
<td>24%</td>
</tr>
<tr>
<td>Recreational opportunities</td>
<td>23%</td>
</tr>
<tr>
<td>Safe community/low crime</td>
<td>21%</td>
</tr>
<tr>
<td>Good schools</td>
<td>10%</td>
</tr>
<tr>
<td>Clean water</td>
<td>8%</td>
</tr>
<tr>
<td>Isolation from other population centers</td>
<td>7%</td>
</tr>
<tr>
<td>Climate/weather</td>
<td>5%</td>
</tr>
<tr>
<td>Access to Alaska Marine Highway System</td>
<td>5%</td>
</tr>
<tr>
<td>Peace and quiet</td>
<td>3%</td>
</tr>
<tr>
<td>Lack of traffic</td>
<td>1%</td>
</tr>
<tr>
<td>Other*</td>
<td>20%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>3%</td>
</tr>
</tbody>
</table>

* A list of other responses can be found in the Appendix.
• Nearly half of Skagway residents say their quality of life will be the same five years from now; 26 percent said it will be better, and nearly as many (22 percent) say it will be worse.

• Those who rent their home are more inclined to say the quality of life will be better (34 percent, versus 23 percent of homeowners).

• Younger residents (18-34 years old) are more likely to predict their quality of life will be better in five years (39 percent). This compares to 21 percent of those in the middle age range (35 to 54 years old) and 22 percent of older residents (55 years and older).

*When you think of Skagway five years from now, do you think your quality of life will be better, worse, or the same?*

<table>
<thead>
<tr>
<th></th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better</td>
<td>26%</td>
</tr>
<tr>
<td>The same</td>
<td>45</td>
</tr>
<tr>
<td>Worse</td>
<td>22</td>
</tr>
<tr>
<td>Will not be living in Skagway in five years</td>
<td>3</td>
</tr>
<tr>
<td>Don’t know</td>
<td>4</td>
</tr>
</tbody>
</table>
### Home Ownership vs. Rental Housing

- Two-thirds of Skagway residents own their home, while 27 percent are renters. Eight percent have another housing situation.

- Residents who spend ten to twelve months per year in Skagway are much more likely to own their home (71 percent, compared to 38 percent of other residents).

- Not surprisingly, the likelihood of home ownership increases with age. Among 18 to 34-year-olds, 33 percent own their home, compared to 70 percent among 35 to 54-year-olds and 82 percent among those 55 and older.

- Among renters, the vast majority (85 percent) rent for the entire year.

- Among non-homeowners, one-quarter (23 percent, or 24 residents) plan to buy or build a home in Skagway within the next five years.

#### Do you own or rent a residence in Skagway?

<table>
<thead>
<tr>
<th></th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Own</td>
<td>65%</td>
</tr>
<tr>
<td>Rent</td>
<td>27</td>
</tr>
<tr>
<td>Live with family</td>
<td>3</td>
</tr>
<tr>
<td>Other housing situation*</td>
<td>5</td>
</tr>
</tbody>
</table>

* A list of other responses can be found in the Appendix.

#### Do you rent your residence for the entire year or part of the year?

**Base: Renters**

<table>
<thead>
<tr>
<th></th>
<th>% of Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>n = 82</td>
<td></td>
</tr>
<tr>
<td>Entire year</td>
<td>85%</td>
</tr>
<tr>
<td>Part of year</td>
<td>15</td>
</tr>
</tbody>
</table>

#### Do you plan to buy or build a home in Skagway in the next five years?

**Base: Non-Homeowners**

<table>
<thead>
<tr>
<th></th>
<th>% of Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>n = 106</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>23%</td>
</tr>
<tr>
<td>No</td>
<td>67</td>
</tr>
<tr>
<td>Don’t know</td>
<td>10</td>
</tr>
</tbody>
</table>
Satisfaction with Housing

- One-half of Skagway residents are very satisfied with their current housing situation. Over one-third (37 percent) are somewhat satisfied, and 14 percent are not satisfied.

- Homeowners tend to be much more satisfied than renters – 60 percent very satisfied, 32 percent somewhat satisfied, and 6 percent not satisfied. This compares to 18 percent very satisfied, 50 percent somewhat satisfied, and 32 percent not satisfied among renters.

- Residents’ satisfaction with their current housing situation increases with age. Only 38 percent of younger residents (18 to 34 years old) are very satisfied, compared to 50 percent of 35 to 54-year-olds and 59 percent of those 55 and older.

- Those who are not satisfied with their housing situation were asked why. “Too expensive” was the number one response, mentioned by over half of unsatisfied respondents. Other reasons included too small, substandard housing, want to own but can’t find a place to buy, and communal living.

<table>
<thead>
<tr>
<th>Overall, are you very satisfied, somewhat satisfied, or not satisfied with your current housing situation?</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very satisfied</td>
<td>48%</td>
</tr>
<tr>
<td>Somewhat satisfied</td>
<td>37</td>
</tr>
<tr>
<td>Not satisfied</td>
<td>14</td>
</tr>
<tr>
<td>Don’t know</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Why aren’t you satisfied with your housing situation? Base: Not satisfied</th>
<th>% of Base n = 42</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too expensive</td>
<td>57%</td>
</tr>
<tr>
<td>Too small/not big enough</td>
<td>26</td>
</tr>
<tr>
<td>Substandard housing</td>
<td>21</td>
</tr>
<tr>
<td>Want to own; can’t find a place to buy</td>
<td>12</td>
</tr>
<tr>
<td>Communal living</td>
<td>7</td>
</tr>
<tr>
<td>Don’t know</td>
<td>17</td>
</tr>
<tr>
<td>Refused</td>
<td>5</td>
</tr>
</tbody>
</table>
Rental Unit Ownership

- Nearly one-quarter of Skagway residents (22 percent) own some type of residential rental housing (including rooms in their home). Among homeowners, that percentage is 32 percent.

- The second table below shows the number of individuals responding for each rental unit quantity (instead of percentages). Nearly half or rental unit owners, or thirty-two residents, report one rental unit; eight residents report two rental units; etc.

- A total of 66 respondents provided their quantity of rental units; the total number of rental units owned among these respondents is 225 units. The number of units occupied year-round among these respondents is 107; however, five respondents did not answer this follow-up question.¹

Do you own any type of residential rental housing, including rooms in your home, in Skagway?

<table>
<thead>
<tr>
<th>% of Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>22%</td>
</tr>
<tr>
<td>No</td>
<td>77</td>
</tr>
<tr>
<td>Refused</td>
<td>1</td>
</tr>
</tbody>
</table>

How many rental units do you have?
Can you estimate how many of these rooms or units are occupied year-round?
Base: Owns residential housing

<table>
<thead>
<tr>
<th># of Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of rental units</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5 or more</td>
</tr>
<tr>
<td>Don’t know/refused</td>
</tr>
<tr>
<td>Total # of units</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number occupied year-round</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5 or more</td>
</tr>
<tr>
<td>Don’t know/refused</td>
</tr>
<tr>
<td>Total # of units</td>
</tr>
</tbody>
</table>

¹ Because this was a resident survey, it is possible that more than one person from a household responded to the survey. For example, both a wife and a husband could have individually responded two rental units. Therefore the responses to this question may ‘double-count’ some individuals.
The table below shows the number of individuals responding for each occupied unit quantity (instead of percentages). The total number of individuals occupying rental units and rooms during the summer (among these survey respondents) is estimated at 302.

Can you estimate the combined total number of individuals occupying your rental units and rooms in your home during the summer?

<table>
<thead>
<tr>
<th>Base: Owns residential housing</th>
<th># of Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>2</td>
<td>19</td>
</tr>
<tr>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>5 or more</td>
<td>16</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>7</td>
</tr>
<tr>
<td>Total # of individuals</td>
<td>302</td>
</tr>
</tbody>
</table>

Housing Development

- Respondents were asked about the level of need for three different housing improvements: more housing for seasonal employees, higher quality housing for seasonal employees, and more affordable housing for year-round residents.

- While all three options are generally seen as needed, more affordable housing for year-round residents is seen as the greatest need (78 percent said there was “great need”) followed by more housing for seasonal employees (50 percent), then higher quality housing for seasonal employees (34 percent).

- Adding together the “great need” and “some need” responses, 93 percent of Skagway residents say there is need for more affordable housing for year-round residents; 84 percent say there is need for more housing for seasonal employees; and 73 percent say there is need for higher quality housing for seasonal employees.

- Those living in Skagway 10 to 12 months out of the year are less likely to see more housing for seasonal employees as a great need (46 percent versus 72 percent of other residents). Similarly, they are less likely to see higher quality housing as a great need (32 percent versus 48 percent of other residents).

- Renters are more likely to see more affordable housing for year-round residents as a great need (91 percent, compared to 71 percent of homeowners).

- There were no statistically significant differences by age group for these questions, with one exception: younger residents are more likely to see more affordable housing for year-round residents as a “great need” (88 percent, compared to 76 percent among 35 to 54-year-olds and 73 percent among those 55 and older).
For each of the following, please tell me if you feel there is a great need, some need, or no need in Skagway.

<table>
<thead>
<tr>
<th>Great Need</th>
<th>Some Need</th>
<th>No Need</th>
<th>Don’t know/Refused</th>
</tr>
</thead>
<tbody>
<tr>
<td>More affordable housing for year-round residents</td>
<td>78%</td>
<td>15%</td>
<td>5%</td>
</tr>
<tr>
<td>More housing for seasonal employees</td>
<td>50</td>
<td>34</td>
<td>13</td>
</tr>
<tr>
<td>Higher quality housing for seasonal employees</td>
<td>34</td>
<td>39</td>
<td>20</td>
</tr>
</tbody>
</table>

- Over half of Skagway residents prefer additional housing for seasonal employees to be scattered throughout town, with one-quarter (24 percent) preferring the housing to be concentrated.
- Residents who reside in Skagway 10-12 months of the year are more likely to prefer that housing be concentrated (27 percent, compared to 12 percent of residents living in Skagway nine months or less).

As additional housing is built for seasonal employees, do you think it should be concentrated in one part of town, or scattered throughout the community?

<table>
<thead>
<tr>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scattered</td>
</tr>
<tr>
<td>Concentrated</td>
</tr>
<tr>
<td>Don’t know/don’t care</td>
</tr>
<tr>
<td>Refused</td>
</tr>
</tbody>
</table>

- Residents are generally supportive of the Municipality selling land below assessed value to support housing development, with 29 percent very supportive and another 42 percent supportive (totaling 71 percent). Nearly one-quarter of residents (23 percent) are opposed.
- Renters are more supportive of this concept, with 40 percent very supportive, compared to 25 percent of homeowners. Only 7 percent of renters are opposed, compared to 30 percent of homeowners.
- Support for the concept decreases with age: 87 percent of 18 to 34-year-olds are supportive or very supportive, compared to 71 percent of 35 to 54-year-olds and 64 percent of those 55 and older.

Would you be very supportive, supportive, opposed or very opposed to the Municipality of Skagway selling some land below the assessed value to support development of affordable housing?

<table>
<thead>
<tr>
<th>IN SKAGWAY</th>
<th>HOMEOWNER?</th>
<th>AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of Total</td>
<td>0-9 months</td>
<td>10-12 months</td>
</tr>
<tr>
<td>Very supportive</td>
<td>29%</td>
<td>26%</td>
</tr>
<tr>
<td>Supportive</td>
<td>42%</td>
<td>56%</td>
</tr>
<tr>
<td>Opposed</td>
<td>14%</td>
<td>10%</td>
</tr>
<tr>
<td>Very opposed</td>
<td>9%</td>
<td>10%</td>
</tr>
<tr>
<td>Don’t know/ref.</td>
<td>6%</td>
<td>6%</td>
</tr>
</tbody>
</table>
Senior Housing

- Respondents were read the following statement before being asked the question:

  The population of Southeast Alaska is aging. Many communities are trying to find ways to accommodate the housing and health care needs of older Alaskans so they can stay in their home communities longer and have a better quality of life. One type of senior housing facility that may work for Skagway would provide rooms, meals and activities with a minimal level of personal care assistance.

- One out of ten Skagway residents say that someone in their family might be very interested in renting a unit in a senior housing facility in the next five years (a total of 31 residents), while another 15 percent (47 residents) say someone in their family would be somewhat interested.\(^2\)

- Those in the oldest age group (55 and older) are much more likely to fall into the “very interested” and “somewhat interested” categories: 41 percent, compared to 23 percent among 35 to 54-year-olds and 11 percent among 18 to 34-year-olds.

  Please tell us if you think anyone in your family might be very interested, somewhat interested or not interested in renting a unit in a senior housing facility of this type in Skagway in the next five years.

<table>
<thead>
<tr>
<th></th>
<th>AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td># of Residents</td>
</tr>
<tr>
<td>Very interested</td>
<td>31</td>
</tr>
<tr>
<td>Somewhat interested</td>
<td>47</td>
</tr>
<tr>
<td>Not interested</td>
<td>223</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>6</td>
</tr>
</tbody>
</table>

\(^2\) Because this was a resident survey, it is possible that more than one person from a household responded to the survey. For example, both a wife and a husband could have individually responded that someone in their household was very interested. Therefore the responses to this question may ‘double-count’ some individuals.
Community Projects and Priorities

Transportation

- Residents were asked if they agree that the Municipality should pursue three projects: widening the Dyea road, improving pedestrian and bicycle paths, and installing a bike path along the highway to Liarsville. Residents appear generally supportive of all three projects. Between 71 and 74 percent agree or strongly agree that the Municipality should pursue each project. This compares to 22 to 25 percent who disagree. There is little difference among the three projects in terms of level of agreement.

- Those who spend 10-12 months of the year in Skagway are more likely to agree with widening the Dyea Road (78 percent, compared to 47 percent of residents living in Skagway nine months or less). Younger residents (18 to 34) are more likely to agree with widening the Dyea Road (83 percent, compared to 72 percent of 35 to 54-year-olds and 67 percent of those 55 and older). The other two projects show no statistically significant differences among sub-groups.

Please tell me if you strongly agree, agree, disagree, or strongly disagree that the Municipality of Skagway should pursue each of the following transportation projects.

<table>
<thead>
<tr>
<th>Project</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widening the Dyea Road and shoulder</td>
<td>34%</td>
<td>40%</td>
<td>2%</td>
<td>19%</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Improve pedestrian and bicycle paths throughout the community</td>
<td>33</td>
<td>40</td>
<td>4</td>
<td>19</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Installing a bike path from the 23rd St. Bridge, north along the highway to Liarsville</td>
<td>29</td>
<td>42</td>
<td>3</td>
<td>18</td>
<td>7</td>
<td>1</td>
</tr>
</tbody>
</table>
Municipal Projects

- Respondents were asked to indicate whether they supported or opposed the Municipality of Skagway financially supporting 11 different projects. A majority of residents support nearly all of the projects, although the level of support differed among projects.

- The project with the highest level of support is improving Skagway’s recycling program, with 49 percent of residents strongly supportive, and another 41 percent supportive (total of 90 percent). Reviving the Jerry Meyer fish hatchery program is also popular, with 33 percent of residents strongly supportive and 52 percent supportive (total of 85 percent). Promoting non-cruise ship related port use is supported by 85 percent, with 25 percent strongly supportive and 60 percent supportive.

- The projects with the highest “opposed” percentages are: building a covered amphitheater at Dyea or Yakutania Point (48 percent opposed); creating a Skagway Artists Co-op (39 percent opposed); creating an annual grant program to support Skagway artists (36 percent opposed); and creating a new freight transfer facility (34 percent opposed). All other projects are opposed by 20 percent or fewer residents.

- Some differences existed among subgroups. These include:
  - Those in the middle age range (35-54 years old) are more supportive than younger residents of promoting non-cruise ship related port use (89 versus 79 percent supportive).
  - Renters are more supportive of offering Borough land for sale or lease at reduced rates to businesses that create new year-round jobs (89 percent, compared to 67 percent of homeowners).
  - Younger residents (18 to 35 years) are also more supportive of offering Borough land for sale or lease at reduced rates in exchange for new job creation (93 percent, compared to 72 percent of 35 to 54-year-olds and 62 percent of those 55 and older).
  - Younger residents are more supportive of creating a Skagway Artists Co-op (67 percent, versus 53 percent of those in the middle age range and 46 percent of older residents). Younger respondents show more support for: providing additional funding, to bring arts and cultural performances to Skagway creating a new freight transfer facility, building a covered amphitheater, and creating an annual competitive grant program.
  - Homeowners are less likely than renters support building a covered amphitheater (33 percent versus 59 percent).
Please tell me if you are very supportive, supportive, opposed or very opposed to the Municipality of Skagway financially supporting each of the following projects.

<table>
<thead>
<tr>
<th>Strongest Support (85 percent and above supportive)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving Skagway’s recycling program to include paper, and plastics.</td>
</tr>
<tr>
<td>Pursuing a cooperative effort to revive the Jerry Meyer fish hatchery program.</td>
</tr>
<tr>
<td>Promoting non-cruise ship related port use.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Strong Support (73 to 79 percent supportive)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Extending sewer and water north of the 23rd Street Bridge to support development.</td>
<td>24%</td>
</tr>
<tr>
<td>Improving the West Creek Valley trail system for year-round recreational use.</td>
<td>24%</td>
</tr>
<tr>
<td>Providing additional funding to bring arts and cultural performances to Skagway in the fall and winter.</td>
<td>21%</td>
</tr>
<tr>
<td>Offering Borough land for sale or lease at reduced rates to businesses that create new, year-round jobs.</td>
<td>27%</td>
</tr>
</tbody>
</table>

| Support but Mixed Views (majority supportive; one-third or more opposed) |
|----------------------------------------------|---|
| Creating a Skagway Artists Co-op that could offer reduced rent to Skagway artists for studio or gallery space. | 17% | 37% | 6% | 28% | 11% | 1% |
| Creating an annual competitive grant program to support Skagway artists. | 12% | 43% | 8% | 29% | 7% | 1% |
| Creating a new freight transfer facility on the east side of the Skagway River near the tank farms and ore facility. | 6% | 45% | 9% | 30% | 4% | 7% |

| More Opposed than Support (48 percent opposed; 40 percent support) |
|----------------------------------------------|---|
| Building a covered amphitheater at Dyea or Yakutania Point for community gatherings and performances. | 10% | 30% | 9% | 35% | 13% | 3% |
Improvements Along Highway

- Residents are supportive of designating an area along the highway to landscape and place signage, with 68 percent net support (including 23 percent very supportive). About one-quarter (28 percent) are opposed. While the majority of residents are supportive, younger respondents are most likely to be supportive (76 percent, compared to 64 percent of 35 to 54-year-olds and 68 percent of those 55 and older).

- Residents are more evenly split on requiring a 25 food-wide buffer along the highway: 53 percent are supportive and 42 percent are opposed. Homeowners are less supportive of this concept: 49 percent, compared to 64 percent of renters.

*Please tell me if you would be very supportive, supportive, opposed or very opposed to the following improvements to the area north of the 23rd Street Bridge.*

<table>
<thead>
<tr>
<th>Designate an area along the highway to landscape and place attractive signage welcoming visitors to Skagway</th>
<th>Very Supportive</th>
<th>Supportive</th>
<th>Neutral</th>
<th>Opposed</th>
<th>Very Opposed</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>23%</td>
<td>45%</td>
<td>3%</td>
<td>21%</td>
<td>7%</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Require a 25 foot-wide vegetative or landscaped buffer along the highway to beautify the area</th>
<th>18</th>
<th>35</th>
<th>4</th>
<th>33</th>
<th>9</th>
<th>1</th>
</tr>
</thead>
</table>
Tourism

- Respondents were asked for their level of agreement with four statements regarding tourism.

- The strongest agreement is with the statement: “There needs to be a limit on the number of jewelry stores in downtown Skagway” – 49 percent strongly agree and 27 percent agree, for a total of 76 percent agree.

- Most residents also agree with the statement: “More winter tourism opportunities need to be developed in Skagway” – 29 percent strongly agree and 50 percent agree, for a total of 79 percent agreement.

- Only one out of 10 Skagway residents strongly agree with the statement “Skagway can support more summer cruise visitors,” while 32 percent agree (total of 41 percent agreement). A majority disagree (53 percent), including 17 percent who strongly disagree.

- Nearly all residents (85 percent) disagree with the statement “Another cruise ship dock should be constructed in Long Bay,” including 41 percent who strongly disagree.

- There were some differences among sub-groups in their responses:
  - Younger residents (18 to 34) are more likely to agree with the statement about summer cruise visitors (56 percent, versus 33 percent of those in the middle age range and 39 percent of older residents).
  - Homeowners are less likely to agree with the statement about jewelry stores (72 percent, compared to 85 percent of renters).
  - Older residents are less likely to agree with the statement about jewelry stores (67 percent, compared to 79 percent of 35 to 54-year-olds and 86 percent of 18 to 34-year-olds).

Please tell me if you strongly agree, agree, disagree, or strongly disagree with each of the following statements regarding tourism in Skagway.

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Don’t know/Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>There needs to be a limit on the number of jewelry stores in downtown Skagway</td>
<td>49%</td>
<td>27%</td>
<td>2%</td>
<td>13%</td>
<td>8%</td>
<td>1%</td>
</tr>
<tr>
<td>More winter tourism opportunities need to be developed in Skagway</td>
<td>29%</td>
<td>50%</td>
<td>2%</td>
<td>15%</td>
<td>4%</td>
<td>1%</td>
</tr>
<tr>
<td>Skagway can support more summer cruise visitors</td>
<td>9%</td>
<td>32%</td>
<td>5%</td>
<td>36%</td>
<td>17%</td>
<td>1%</td>
</tr>
<tr>
<td>Another cruise ship dock should be constructed in Long Bay</td>
<td>2%</td>
<td>7%</td>
<td>4%</td>
<td>44%</td>
<td>41%</td>
<td>2%</td>
</tr>
</tbody>
</table>
Environmental Issues

Air Quality

- Over half of Skagway residents (55 percent) believe that the air quality in Skagway has remained the same over the last few years, while 40 percent believe that it has declined.

- Four out of five of residents who believe air quality has declined blame cruise ship emissions. The second most-common reason mentioned was vehicle/bus exhaust (47 percent), followed by train exhaust (33 percent). All other responses were mentioned by 5 percent or fewer respondents.

- Older respondents (55 and older) are more likely to blame cruise ship emissions: 89 percent, compared to 79 percent of those in the middle age range and 68 percent of younger residents.

\[
\text{Over the last few years do you believe the air quality in Skagway has improved, remained the same, or declined?}
\]

<table>
<thead>
<tr>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved</td>
</tr>
<tr>
<td>Remained the same</td>
</tr>
<tr>
<td>Declined</td>
</tr>
<tr>
<td>Don’t know/refused</td>
</tr>
</tbody>
</table>

\[
\text{Why do you think it has declined?}
\]

\[
\text{Base: Believes air quality has declined}
\]

<table>
<thead>
<tr>
<th>% of Base n = 121</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise ship emissions</td>
</tr>
<tr>
<td>Vehicle/bus exhaust</td>
</tr>
<tr>
<td>Train exhaust</td>
</tr>
<tr>
<td>Airplanes</td>
</tr>
<tr>
<td>Wood burning</td>
</tr>
<tr>
<td>Dust</td>
</tr>
<tr>
<td>Other*</td>
</tr>
<tr>
<td>Don’t know</td>
</tr>
</tbody>
</table>

Note: Column adds to more than 100 percent because respondents were allowed multiple responses.
*A list of other responses can be found in the Appendix.
**Water Quality**

- Over half (55 percent) of Skagway residents are somewhat or very concerned about street and stormwater runoff polluting local creeks and rivers, while 42 percent are not concerned.
- Homeowners are more likely to be very concerned: 28 percent, versus 19 percent of renters.
- Older residents are the least concerned: 54 percent said they were not concerned, compared to 35 to 37 percent of younger age groups.

*Are you very concerned, somewhat concerned or not concerned about street and stormwater runoff polluting Skagway’s creek and rivers?*

<table>
<thead>
<tr>
<th>% of Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Very concerned</td>
<td>21%</td>
</tr>
<tr>
<td>Somewhat concerned</td>
<td>34%</td>
</tr>
<tr>
<td>Not concerned</td>
<td>42%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>2%</td>
</tr>
</tbody>
</table>

- The majority of Skagway residents (70 percent) think it is somewhat or very important to remove metal debris from the Skagway River, while 27 percent think it is not important.
- Homeowners are more than twice as likely to say it is very important (48 percent, versus 20 percent of renters).
- Older residents are again the least concerned: 38 percent think it is not important, compared to 15 to 23 percent of younger age groups.

*How important do you think it is to remove metal debris from the Skagway River in the near future?*

<table>
<thead>
<tr>
<th>% of Total</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Very important</td>
<td>27%</td>
</tr>
<tr>
<td>Somewhat important</td>
<td>43%</td>
</tr>
<tr>
<td>Not important</td>
<td>27%</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>3%</td>
</tr>
</tbody>
</table>
Length of Time in Skagway

Number of Years in Skagway

- Residents report living in Skagway an average of 20 years. Over one-third of residents (38 percent) have lived in Skagway 10 years or less, while the same percentage have lived in Skagway for over 20 years.

- The average length of time lived in Skagway differs among subgroups: 25 years among homeowners; 11 years among renters; 10 years among 18 to 34-year-olds; 18 years among 35 to 54-year-olds; and 30 years among those 55 and older.

<table>
<thead>
<tr>
<th>How many years have you lived in Skagway?</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 5 years</td>
<td>16%</td>
</tr>
<tr>
<td>6 to 10 years</td>
<td>22%</td>
</tr>
<tr>
<td>11 to 20 years</td>
<td>22%</td>
</tr>
<tr>
<td>21 to 30 years</td>
<td>15%</td>
</tr>
<tr>
<td>31 to 40 years</td>
<td>9%</td>
</tr>
<tr>
<td>Over 40 years</td>
<td>14%</td>
</tr>
<tr>
<td>Average # of years</td>
<td>20 years</td>
</tr>
</tbody>
</table>

Number of Months in Skagway


- Homeowners report longer average months lived in Skagway compared to renters: 11.4 versus 10.5 months.

<table>
<thead>
<tr>
<th>Approximately how many months of the year did you live in Skagway in 2007?</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 3 months</td>
<td>2%</td>
</tr>
<tr>
<td>4 to 9 months</td>
<td>14%</td>
</tr>
<tr>
<td>10 to 11 months</td>
<td>9%</td>
</tr>
<tr>
<td>12 months</td>
<td>74%</td>
</tr>
<tr>
<td>Average # of months</td>
<td>11 months</td>
</tr>
</tbody>
</table>
Future Plans to Stay in Skagway

- Nearly all residents (93 percent) anticipate living in Skagway a year from now. Among these residents, nearly all (93 percent) plan to live in Skagway full-time.

- Residents who anticipated living in Skagway a year from now were asked if they anticipated living there in five years; 82 percent said yes. Among these residents, 91 percent plan to live there full-time.

- These figures indicate that 85 percent of all Skagway residents anticipate living in Skagway full-time a year from now, and 68 percent of all Skagway residents anticipate living in Skagway full-time five years from now.

- Homeowners and older residents are more likely to say they would live in Skagway in the future.

- Among 18 to 35-year-olds, 89 percent anticipate living in Skagway in one year; of those, 91 percent said it would be full-time. When asked if they planned to live there in five years, 84 percent (of those planning to be in Skagway in one year) said yes while 11 percent said no.

**Do you anticipate living in Skagway a year from now?**

<table>
<thead>
<tr>
<th></th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>93%</td>
</tr>
<tr>
<td>No</td>
<td>6</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>1</td>
</tr>
</tbody>
</table>

*(If Yes) Will you live in Skagway full-time or part-time?*

<table>
<thead>
<tr>
<th></th>
<th>% of Base n = 280</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-time</td>
<td>93%</td>
</tr>
<tr>
<td>Part-time</td>
<td>6</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>1</td>
</tr>
</tbody>
</table>

*(Those who plan to live in Skagway a year from now)*

**Do you anticipate living in Skagway five years from now?**

<table>
<thead>
<tr>
<th></th>
<th>% of Base n = 278</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>82%</td>
</tr>
<tr>
<td>No</td>
<td>10</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>8</td>
</tr>
</tbody>
</table>

*(If Yes) Will you live in Skagway full-time or part-time?*

<table>
<thead>
<tr>
<th></th>
<th>% of Base n = 229</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-time</td>
<td>91%</td>
</tr>
<tr>
<td>Part-time</td>
<td>8</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>0</td>
</tr>
</tbody>
</table>
Employment and Demographics

Employment in Skagway

- Nine out of ten residents were employed or running their own business in 2007. This percentage was higher among renters when compared to homeowners, and lower among those 55 and older.
- Among those employed or running their own business in 2007, 28 percent were self-employed and 72 percent were employed by others, including 44 percent who were employed full-time year-round. Applied to the full sample (all Skagway residents), these numbers shift to 24 percent self-employed, 63 percent employed by others, and 38 percent employed full-time year-round.
- Those in the middle age range (35 to 54 years) were more likely to be employed full-time, year-round (51 percent, compared to 43 percent of younger residents and 35 percent of older residents). Older residents were more likely to be self-employed (36 percent, compared to 27 percent of 35 to 54-year-olds and 18 percent of those 18 to 34).
- Among those not employed or running their own business in 2007, two-thirds were retired. Extrapolated to the full sample (all Skagway residents), this implies that approximately 7 percent of Skagway residents are retired.

**Were you employed or running your own business in Skagway at any time in 2007?**

<table>
<thead>
<tr>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
</tbody>
</table>

(Of those employed or running their own business in 2007)

**Which statement best describes your status while you were in Skagway in 2007?**

<table>
<thead>
<tr>
<th>% of Base</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Self-employed</td>
<td>28%</td>
</tr>
<tr>
<td>Employed full-time year-round</td>
<td>44</td>
</tr>
<tr>
<td>Employed full-time seasonally</td>
<td>21</td>
</tr>
<tr>
<td>Employed part-time year-round</td>
<td>3</td>
</tr>
<tr>
<td>Employed part-time seasonally</td>
<td>4</td>
</tr>
</tbody>
</table>

(Of those not employed or running their own business in 2007)

**Which statement best describes your status while you were in Skagway in 2007?**

<table>
<thead>
<tr>
<th>% of Base</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retired</td>
<td>66%</td>
</tr>
<tr>
<td>Homemaker</td>
<td>14</td>
</tr>
<tr>
<td>Disabled</td>
<td>6</td>
</tr>
<tr>
<td>Unemployed, not looking for work</td>
<td>6</td>
</tr>
<tr>
<td>Unemployed, looking for work</td>
<td>3</td>
</tr>
<tr>
<td>Don’t know/refused</td>
<td>6</td>
</tr>
</tbody>
</table>
Demographics

- Respondents reported an average age of 47 years old. The average was higher among homeowners (52 years old) than among renters (39 years old).
- Respondents reported an average salary of $70,000. Average salaries differed among sub-groups: $79,000 among homeowners; $52,000 among renters; $57,000 among those 18 to 34; $71,000 among those 35 to 54; and $78,000 among those 55 and older.

<table>
<thead>
<tr>
<th>Respondent Age</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>18-24</td>
<td>5%</td>
</tr>
<tr>
<td>25-34</td>
<td>19%</td>
</tr>
<tr>
<td>35-44</td>
<td>20%</td>
</tr>
<tr>
<td>45-59</td>
<td>34%</td>
</tr>
<tr>
<td>60 and older</td>
<td>20%</td>
</tr>
<tr>
<td>Refused</td>
<td>2%</td>
</tr>
<tr>
<td>Average age</td>
<td>47 years old</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Respondent Gender</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>48%</td>
</tr>
<tr>
<td>Female</td>
<td>52%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Household Income</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $15,000</td>
<td>2%</td>
</tr>
<tr>
<td>$15,001 to $25,000</td>
<td>8%</td>
</tr>
<tr>
<td>$25,001 to $50,000</td>
<td>27%</td>
</tr>
<tr>
<td>$50,001 to $75,000</td>
<td>21%</td>
</tr>
<tr>
<td>$75,001 to $100,000</td>
<td>20%</td>
</tr>
<tr>
<td>$100,001 to $125,000</td>
<td>10%</td>
</tr>
<tr>
<td>Over $125,000</td>
<td>9%</td>
</tr>
<tr>
<td>Refused</td>
<td>4%</td>
</tr>
<tr>
<td>Average income</td>
<td>$70,000</td>
</tr>
</tbody>
</table>
Appendix

“Other” Responses

What factors or things are most important to your quality of life in Skagway?

Note: This question was intended to capture the “factors or things” that are currently important to Skagway residents’ quality of life. However, some residents (20 percent) mentioned factors or things that would make their quality of life better in the future. Areas that were mentioned included better availability of goods and services, especially groceries (7 percent), improved health care quality and access (5 percent), housing (4 percent), improved ferry service/access (1 percent), a recreation center (1 percent), a pool (1 percent) and more jobs (1 percent). Below is a full list of other responses.

Access to firewood.
Access to good health clinics.
Access to healthcare. (they have it)
Availability of good food.
Availability of services.
Availability of groceries.
Availability of services.
Businesses (that are) separate from tourism
Church
Church
Cleanliness of community
Close to good groceries
Enjoys living in Alaska
Easy to do business here
Everything about living there
Family-run businesses
Food
Freedom
Good health care
Good housing
Good medical services
Has a pool
Health
Library
Low laws (number of)
Maintaining reasonable fuel costs
My home
No commute to work
No noise pollution
Own a home
Raised there
Reasonably priced energy  
Secluded in winter/busy in summer  
Stores have everything needed  
Variety of shopping  
Year round jobs  
Medical available  
Peace of mind.  
Quiet neighborhoods.  
Affordability of housing.  
Financial opportunities.  
Job is great.  
Living situations.  
Health  
Availability of resources.  
It's easy to run my business.

**Do you own or rent a residence in Skagway?**

Federally funded housing  
Government  
Housing is provided  
Lives in temporary housing  
Lives in RV (they own - rent space)  
Parsonage  
Housing is provided  
Gets everything for free.

**Why aren’t you satisfied with your housing situation?**

Lack of housing  
No land available  
I house sit for half the year and live in a trailer the other half.  
Not a lot of land for sale.  
Still renting after eight years.

**Why do you think the air quality in Skagway has declined?**

Sewer plant smell  
The incinerator  
Anything related to tourism  
Pollution  
More people coming in creates pollution  
From DEA rating. I work in environmental capacity.  
I have trouble breathing during certain times of the year.
In April 2008 Sheinberg Associates attended a Skagway middle and high school assembly to conduct an opinion survey of the teenagers in the community. Teacher Dottie Demark worked with the student council to review and improve a draft opinion survey, and Principal Dickens helped ensure the opportunity happened.

Ms. Sheinberg gave a brief PowerPoint presentation to students on the purpose of the Comprehensive Plan and community planning in general. The confidential nature of the survey was stressed and copied were distributed to all to individually fill-in during the remainder of the assembly period. Sheinberg Associates processed the data and prepared this summary.

Forty-nine youth completed the survey including 9 in 7th grade, 8 in 8th grade, 11 in 9th grade, 10 in 10th grade, 3 in 11th grade and 7 in 12th grade. Twenty-six were answered by boys and twenty-two by girls.
Quality of Life

Students were asked to rate their quality of life in Skagway, on a scale of 1 to 10, where 1 means very poor and 10 means very good. When prompted about whether they understood this term, the best answer was, “this is our level of happiness.”

Almost half of youth rate their quality of life; another 44% rate it as medium. Four teens of 7% rate their quality of life as low.

The average rating was “7,” with a range from 1 to 10.

<table>
<thead>
<tr>
<th>Rate your Quality of Life</th>
<th>Number</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>High (8-10)</td>
<td>23</td>
<td>48%</td>
</tr>
<tr>
<td>10</td>
<td>11</td>
<td>23%</td>
</tr>
<tr>
<td>9</td>
<td>6</td>
<td>13%</td>
</tr>
<tr>
<td>8</td>
<td>6</td>
<td>13%</td>
</tr>
<tr>
<td>Medium (4-7)</td>
<td>21</td>
<td>44%</td>
</tr>
<tr>
<td>7</td>
<td>10</td>
<td>21%</td>
</tr>
<tr>
<td>6</td>
<td>8</td>
<td>17%</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Low (1-3)</td>
<td>4</td>
<td>8%</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Average rating</strong></td>
<td><strong>7</strong></td>
<td></td>
</tr>
</tbody>
</table>

General Expectations for the Future

Youth were asked if they thought their and their family’s quality of life would be the same, worse or better in the next five years. The purpose of this type of question is to give a general sense of people’s expectations for the future.

Forty-six answered the question. The majority (56%) expects their quality of life to stay about the same; the rest of the students are evenly split between those that
expect a decline and those that expect things to improve.

**Future Plans to Live in Skagway**

Students were asked if they planned to leave Skagway for college, trade school, or other reasons, how likely was it that they would live in Skagway when they were an adult?

<table>
<thead>
<tr>
<th>Likelihood of Living in Skagway as an Adult</th>
<th>Number</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highly Likely</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Somewhat Likely</td>
<td>14</td>
<td>29%</td>
</tr>
<tr>
<td>Not Likely</td>
<td>18</td>
<td>38%</td>
</tr>
<tr>
<td>Definitely Not</td>
<td>7</td>
<td>15%</td>
</tr>
<tr>
<td>No Idea</td>
<td>4</td>
<td>1%</td>
</tr>
</tbody>
</table>

Nineteen students (39%) believe they will return, saying it is highly or somewhat likely they would live in Skagway as an adult. Twenty-five (53%) are most likely not planning to come back as an adult, saying it was not likely or that they definitely did not plan to return.

Students were asked if they planned to leave Skagway for college, trade school, or other reasons, did they think they would come back during the summer season? Regardless of their long term plans as adults, 79% say they plan to come back and work in the summer while 2% say they expect to be in Skagway year round.

<table>
<thead>
<tr>
<th>As Young Adults, Do You Plan to Work in Skagway During the Summers?</th>
<th>Number</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>38</td>
<td>79%</td>
</tr>
<tr>
<td>No</td>
<td>9</td>
<td>19%</td>
</tr>
<tr>
<td>Live here all year</td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
</table>

Students were asked five open-ended questions for which they wrote answers. The results are summarized on the next two pages, but all answers that teenagers wrote in are listed in the Appendix.
What is Most Enjoyed about Skagway

Students were asked to name the two things they enjoy most about Skagway. Over half of all comments received were about either the small town atmosphere, safety and friendliness, or, that there are lots of activities, sports and recreation programs.

<table>
<thead>
<tr>
<th>Things I Enjoy About Skagway</th>
<th>Number of Comments</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small town atmosphere, safety, everyone knows everyone, friendly</td>
<td>34</td>
<td>37%</td>
</tr>
<tr>
<td>Lots of activities, sports, Rec Center, 7 Pastures, Skate park, other recreation, softball</td>
<td>23</td>
<td>25%</td>
</tr>
<tr>
<td>Outdoor recreation, hiking, scenery</td>
<td>13</td>
<td>14%</td>
</tr>
<tr>
<td>Summertime, tourists, the summer atmosphere</td>
<td>11</td>
<td>12%</td>
</tr>
<tr>
<td>The school</td>
<td>4</td>
<td>4%</td>
</tr>
<tr>
<td>Kone Kompany</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>Friend’s houses</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>Available Jobs</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Quiet Winters</td>
<td>1</td>
<td>1%</td>
</tr>
</tbody>
</table>

Favorite Places in Skagway

When students name their two favorite places in Skagway it is clear that recreation is very important to young people. Together the Skagway Recreation Center, Lower Dewey Lakes, Seven Pastures, Yakutania Point, and hiking and being outdoors were over half of all places named.

<table>
<thead>
<tr>
<th>Favorite Places in Skagway</th>
<th>Number of Comments</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skagway Recreation Center</td>
<td>15</td>
<td>18%</td>
</tr>
<tr>
<td>Lower Dewey Lake</td>
<td>10</td>
<td>12%</td>
</tr>
<tr>
<td>Seven Pastures</td>
<td>9</td>
<td>11%</td>
</tr>
<tr>
<td>Yakutania Point</td>
<td>8</td>
<td>9%</td>
</tr>
<tr>
<td>Hiking, outdoors</td>
<td>8</td>
<td>9%</td>
</tr>
<tr>
<td>Downtown and Docks</td>
<td>8</td>
<td>9%</td>
</tr>
<tr>
<td>Home, friends home</td>
<td>5</td>
<td>6%</td>
</tr>
<tr>
<td>Kone Kompany</td>
<td>5</td>
<td>6%</td>
</tr>
<tr>
<td>Skate park</td>
<td>4</td>
<td>5%</td>
</tr>
<tr>
<td>Glacial Smoothies</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>Dyea</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>Other, misc</td>
<td>9</td>
<td>11%</td>
</tr>
</tbody>
</table>
Things to Add to Skagway

Students had 96 suggestions for things they’d like to add to Skagway when asked to name two. A swimming pool and movie theater were the two largest desires, another 29% could be grouped as ideas for increased recreation and activities.

<table>
<thead>
<tr>
<th>Things I’d like to add to Skagway</th>
<th>Number of Comments</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>More recreation and activities, improve skate park, ATV course, more things to do year round, place just for teens, other</td>
<td>28</td>
<td>29%</td>
</tr>
<tr>
<td>Swimming pool</td>
<td>23</td>
<td>24%</td>
</tr>
<tr>
<td>Movie theater</td>
<td>16</td>
<td>17%</td>
</tr>
<tr>
<td>Different restaurants</td>
<td>6</td>
<td>6%</td>
</tr>
<tr>
<td>Different stores</td>
<td>6</td>
<td>6%</td>
</tr>
<tr>
<td>Better produce and groceries</td>
<td>5</td>
<td>5%</td>
</tr>
<tr>
<td>More local stores, Less jewelry</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td>Year round economy</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>Other, misc</td>
<td>7</td>
<td>7%</td>
</tr>
</tbody>
</table>

Community Improvements

If they were the Skagway mayor, students were asked what one project or improvement they would spend city/borough money on to make happen? There answers were diverse and mirror adult concerns. One-quarter of all responses were about more youth activities and building a pool, followed by economic concerns.

<table>
<thead>
<tr>
<th>If I were mayor I’d spend borough money to do the following</th>
<th>Number of Comments</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>More youth activities (with examples)</td>
<td>9</td>
<td>18%</td>
</tr>
<tr>
<td>Build a swimming pool</td>
<td>8</td>
<td>16%</td>
</tr>
<tr>
<td>Economic improvements such as more winter business, more stores for locals, creating a viable economy to increase population</td>
<td>6</td>
<td>12%</td>
</tr>
<tr>
<td>Better ATV area</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Environmental improvements such as clean up river, be more resourceful, lower gas prices</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Recreation center improvements</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td>Better health center</td>
<td>3</td>
<td>6%</td>
</tr>
<tr>
<td>Police related concerns</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Improve roads and sidewalks</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>School related improvements</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Other, misc</td>
<td>3</td>
<td>6%</td>
</tr>
</tbody>
</table>
School Improvements

Students were asked if they were the school principal, what one change or improvement would they make at school.

- Four students want a longer lunch break.
- Nine comment about specific sports related opportunities they would like from soccer to track to more recreation options to a pool.
- Twelve comments are specifically about more class and elective choices.
- Twenty comments cover a wide range of different topics from changes wanting personal laptops to, changing the teachers around, to pushing for more funding for technology, getting a student counselor to a suggestion that when you get back from a school trip you should get an extra day to turn in your homework, and more. See the Appendix for a list of all answers.
Appendix: Listing of All Open-Ended Answers

Things I enjoy most about Skagway...

Small town atmosphere, safety, everyone knows everyone, friendly

1. Able to go around town without parents worrying
2. Know everybody
3. Can walk everywhere
4. Friendly, solid, enjoyable community, like being close to so many people
5. Everyone knows everyone, friendly people
6. Most of my family lives here
7. Close-knit community
8. Skagway is small
9. Being able to walk everywhere with my dog; like in the woods
10. The safety of it and how there aren’t that many people
11. almost everything is within walking distance
12. Small and can walk anywhere
13. Small
14. know mostly everyone
15. small and easy to get around
16. The love and friendliness and how everyone knows everyone
17. how small it is and how you can walk everywhere
18. the people
19. small
20. small population
21. It's small
22. not much crime
23. community support
24. the safety and comfort level
25. everyone knows everyone
26. feel safe walking around town
27. being able to walk around
28. people
29. everything is close
30. my friends house
31. size of the town
32. Curfew
33. Everything is close
34. everyone knows everyone

Lots of Activities, Sports, Rec Center, 7 Pastures, Recreation

1. there is so much you can do here
2. a lot of places to see
3. friend and I can have a lot of destructive fun
4. I can get away with things
5. Sports
6. Sports Programs
7. many cool things to do
8. The skate park is welcoming to anyone it is not like that in Washington
9. enjoy the reaching program
10. Swimming at Lower Lake
11. Playing softball
12. Rec center
13. 7 pastures
14. playing sports outside
15. 7 pastures
16. skate park
17. Rec center
18. sports trips
19. Rec center
20. Rec Center
21. Rec center
22. ATV at 7 pastures
23. Rec center/ basketball
Summertime
1. The summers
2. Summer
3. Summer women
4. in the summer likes the stores for shopping
5. a couple good places for kids to go during the summer
6. the summer
7. summer
8. the summer atmosphere
9. Meeting new people during the summer
10. tourists
11. Downtown

Outdoors recreation and scenery
1. the outdoors activities
2. Freedom, like being outdoors
3. Easy access to hiking trails, trails all over mountains
4. Scenery
5. the ocean
6. outdoors hiking places
7. hiking around town
8. walking my dog by the Skagway river
9. When you need to get away you can hike the mountains
10. the air
11. the scenery
12. Dyea
13. Scenery

Kone Company
1. Kone Kompany
2. Kone Kompany
3. Kone Kompany

Good School
1. Great School with dedicated principal
2. Educational system
3. School
4. small school

Other
• Three named individual friends
• the available jobs
• The quiet winters
Things to Add to Skagway....

More recreation and activities, improve skate park, ATV course, more things to do year round, place just for teens, other

1. Enhanced and improved ATV course
2. real ATV track
3. better ATV course
4. better skate park with roof
5. improved skate park
6. bigger skate park
7. better bike and skate park
8. Ice Rink
9. Motocross track
10. put-put, gold course, batting cage
11. a park
12. Dog Park
13. More activities for younger kids
14. another place to hang out
15. year round things to do
16. more things to do year round
17. better areas to ride four-wheelers
18. bigger skate park/teenage hangouts
19. more basketball courts
20. more activities
21. a soccer field
22. more teen friends activities
23. only locals spots
24. More places to go besides friends
25. use of the field by Rec center
26. nice campground
27. boys and girls club
28. paintball field

Swimming Pool

1. Pool
2. pool
3. Pool
4. swimming pool
5. a pool
6. a pool
7. pool
8. Pool
9. Pool
10. Pool
11. a pool
12. a pool
13. pool
14. pool
15. pool
16. pool
17. pool
18. pool
19. pool
20. pool
21. pool
22. pool
23. pool

Movie Theater

1. Movie Theater
2. Movie theater
3. Movie Theater
4. movie theater
5. movie theater
6. movie theater
7. movie theater
8. Movie Theater
9. Movie Theater
10. movie theater
11. movie theater
12. movie theater
13. movie theater
14. theater
15. movie theater
16. movie theater

Different Restaurants

1. Another Good Restaurant
2. More Restaurants  
3. a subway  
4. more winter restaurants  
5. better restaurants  
6. taco bell  

Different Stores  
Better produce and groceries  
1. grocery store with better food  
2. Better produce  
3. New grocery store  
4. Better produce at the grocery store  
5. better stocking of shelves at the grocery store  

More Local Stores, Less Jewelry  
1. Less Jewelry stores, more stores with importance  
2. More family run shops, less jewelry  
3. More stores for year round people  

Year-round economy  
1. year-round economy  
2. year-round economy  

Other  
- strip club  
- legalizing marijuana  
- wireless internet throughout the city  
- better repercussions for crime
Favorite Places in Skagway...

**Skagway Recreation Center**
1. Rec center
2. the Rec center
3. Rec Center
4. Rec Center
5. Rec Center
6. Rec Center
7. Rec center
8. Rec center
9. Rec center
10. Rec center
11. Rec center
12. SRC
13. Rec center
14. Rec center
15. Rec center

**Lower Dewey Lake**
1. lower lake
2. Lower Lake
3. Lower lake
4. Lower Lake
5. Lower Lake
6. Lower Lake
7. Lower Lake
8. Lower Lake
9. Lower Lake
10. Lower Lake

**Yakutania Point**
1. Yakutania Point
2. Yakutania Point
3. Point Yakutania
4. Yakutania Point
5. Yakutania Point
6. Yakutania Point
7. the point
8. the Point

**Seven Pastures**
1. baseball field at 7 pastures
2. 7 pastures for ATV
3. 7 pastures
4. 7 pastures
5. 7 pastures
6. 7 pastures
7. 7 pastures
8. 7 pastures
9. 7 pastures
10.

**Downtown and Docks**
1. Downtown
2. downtown
3. downtown
4. just around town
5. downtown
6. downtown
7. cruise ship docks
8. rail road dock

**Home, friends home**
1. My house
2. home
3. My house
4. my house
5. Friend’s house
6. Grandma’s house
7. Kone Kompany
8. Kone Kompany
2. Kone Kompany
3. Kone Kompany
4. Kone Kompany
5. Kone Kompany

Skate park
1. skate park
2. Skate park
3. Skate park
4. skate park

Hiking, outdoors
1. hike mountains
2. hiking trails
3. outside hiking places
4. waterfalls
5. Outside walking my dog
6. the beach
7. dirt bike track
8. Pullen pond

Glacial Smoothies
1. smoothie shop
2. Smoothie Shop

Dyea
1. Dyea
2. Dyea

Other
1. library
2. Out to Eat
3. 5th av. Shops
   fire department
4. the women in the school
5. Library
6. room 220 at Skagway High
7. fairway
8. my neighborhood
9. 19th and Alaska Street
If I was Mayor I would spend borough money to make this happen ....

**Swimming Pool**
1. Pool
2. Pool
3. Pool
4. Pool
5. Pool
6. Pool
7. Pool
8. Pool

**Youth activities**
1. making sure the students/children are happy, they are the future of this place
2. More things to do for kids
3. more kid related things to do
4. more things for teens to do
5. Motocross track
6. paintball
7. Movie Theater
8. Movie Theater
9. a place for a big model train set

**Better ATV area**
1. make better ATV track
2. make more legal places for ATV
3. more money for designated ATV areas
4. ATV track
5. allow ATV's to be ridden throughout the year and anywhere you choose

**Economy**
1. more winter business
2. More stores for locals, not tourists
3. creating a viable economy to increase population
4. a veterinary clinic
5. a new grocery store
6. wireless internet

**Environmental**
1. lower gas price
2. add more water fountains
3. Clean up of metal in the river
4. More resourceful things
5. get more clothing lines

**Recreation center**
1. bigger Rec center
2. an improved Rec center
3. the skate park
4. a park outside the Rec center
5. Improved Rec center

**Health care**
1. better clinic
2. better health center
3. an eye doctor/dentist

**Police**
1. a better police system that doesn't have cops friends with people who harass other people and don't do anything
2. make sure cops don't harass kids all day

**Roads & Sidewalks**
1. Improve roads
2. fixing sidewalks/roads

**School**
1. More outdoor safety programs at the school
2. an educational trip for high schoolers who are interested

**Other**
1. get more chicks here
2. don't know
3. not sure
If I was School Principal I would.....

LONGER LUNCH
1. Expand lunch break
2. Expand lunch break
3. Longer lunches
4. Longer lunch

SPORTS RELATED
1. Build a field for track
2. Build a pool
3. Make a soccer team
4. Have more gym time
5. More school bigger and add more after school activities and sports
6. Have a football program
7. More sports like football and dodge ball
8. More recreation options
9. Bigger basketball gym, fix up the ball field

MORE CLASS CHOICE
1. Have better classes
2. Make DDF (drama debate & forensics) a required class
3. Have foreign language
4. Have a drama club with full time, paid teacher
5. Have more classes, art, shop, etc
6. More optional classes
7. More options for life classes (cooking, woodshop)
8. More art like classes
9. More class choices
10. More electives
11. Add a shop class
12. Make sure the kids in Special Ed get the classes that they want

OTHER
1. Not spend money on things we don’t need (kayaks, bikes, TV’s in Spanish Room)
2. No homework
3. Change the teachers around
4. Push for more funding for technology
5. Make tests not as important
6. Change math tests so they show you how to do it so you don't mess up and fail
7. Get a student counselor
8. Get personals laptops
9. Be more strict with the children, they get away with too much and need to be better prepared
10. Make longer periods so there are only 4 classes a day and they rotate every day
11. Once you get back from a school trip you get an extra day to turn in your homework
12. Let students have more freedom between classes and during lunch
13. Have cold water in the drinking fountains
14. Have late Mondays, when you get to go in later than a usual day
15. Bigger lockers with shelves in them
16. What and how the school spends its money
17. Try my hardest to get more students in town
18. Not make junior high kids stay until 3, let everyone go at 2:30
19. Shorten the school day
20. Not sure