

SKAGWAY 2030 COMPREHENSIVE PLAN

August 29, 2019

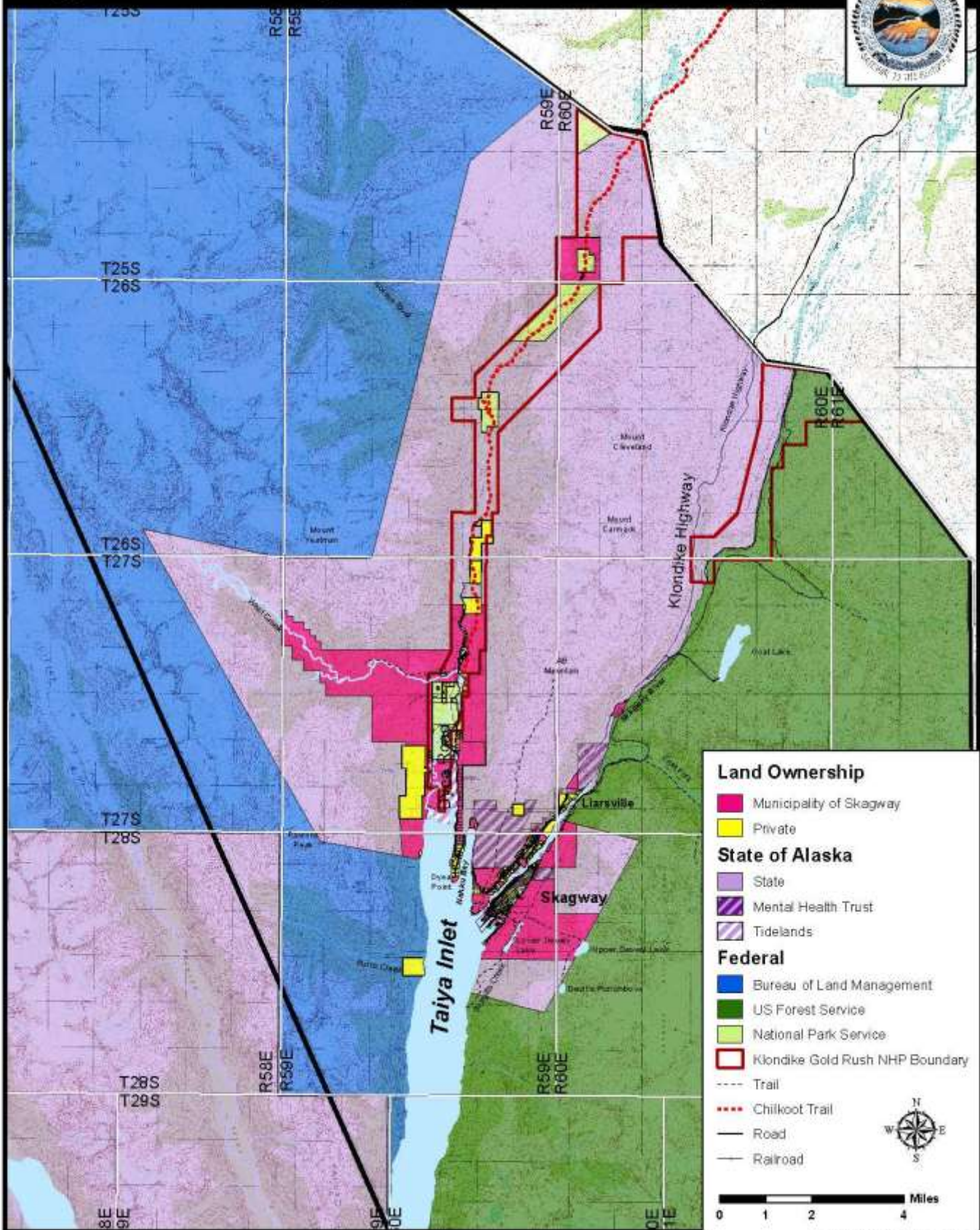
Planning & Zoning Commission Work Session

Land Ownership + Future Growth Workbook

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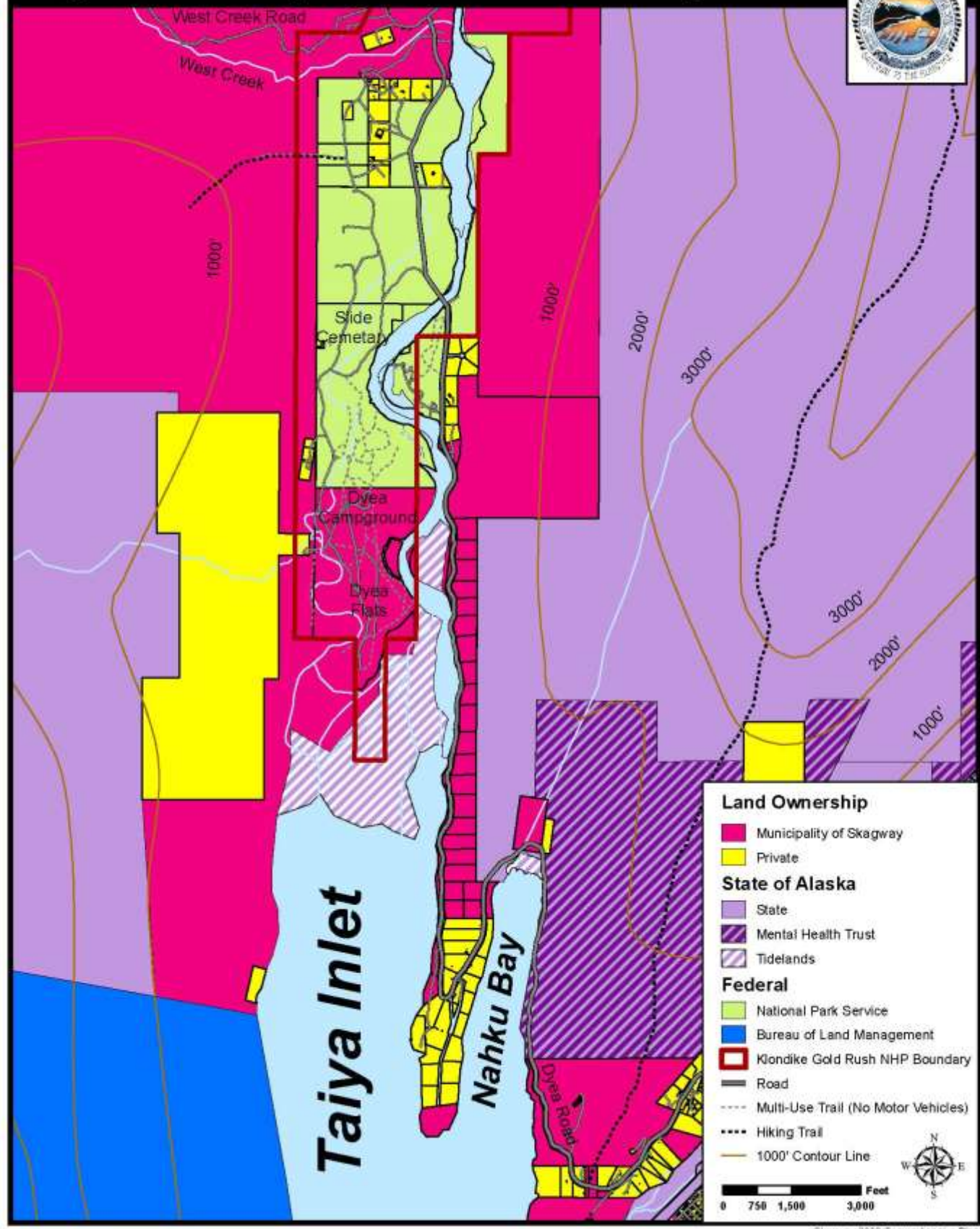
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Figure 7-1 Skagway Land Ownership



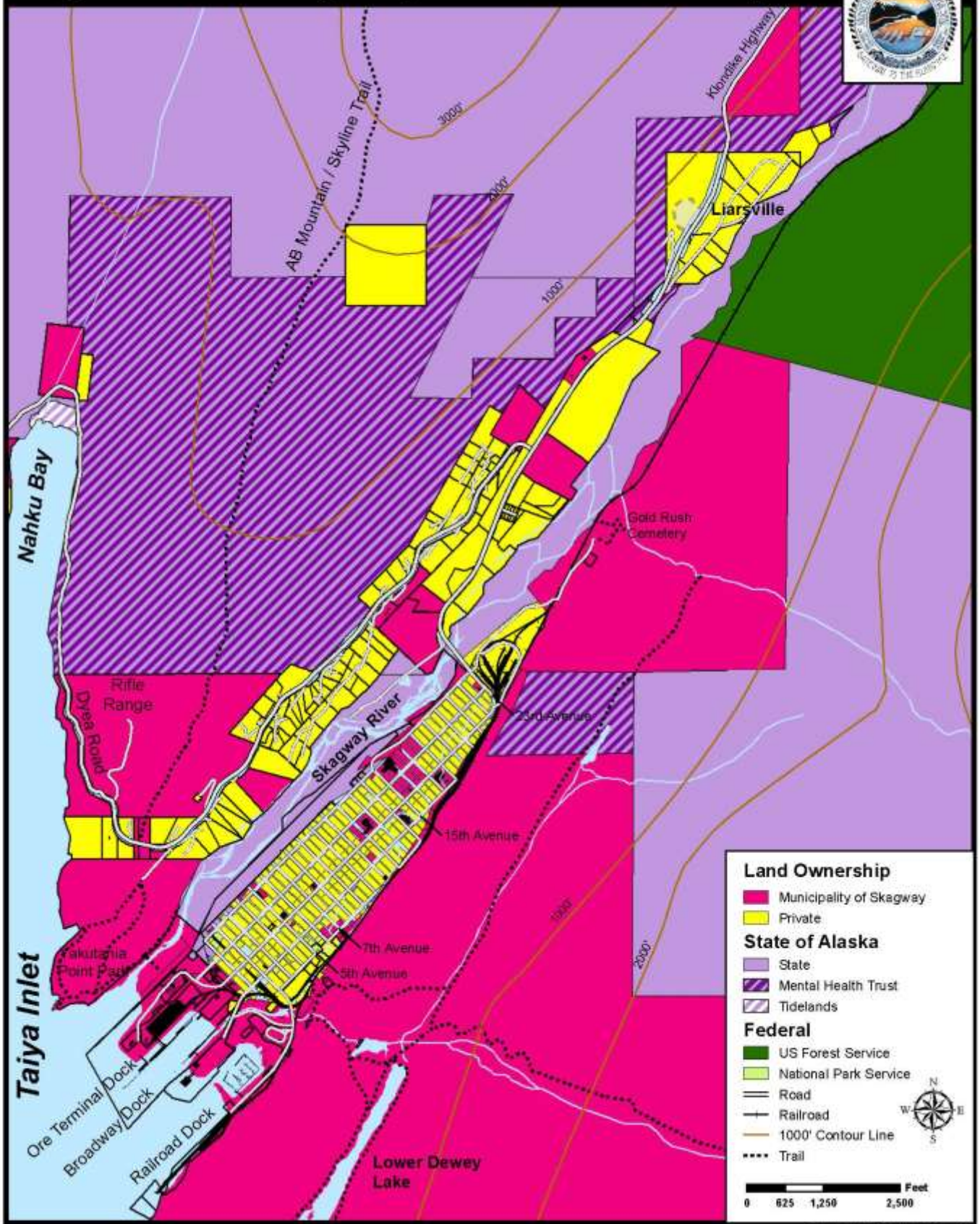
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Figure 7-2 Dyea Land Ownership



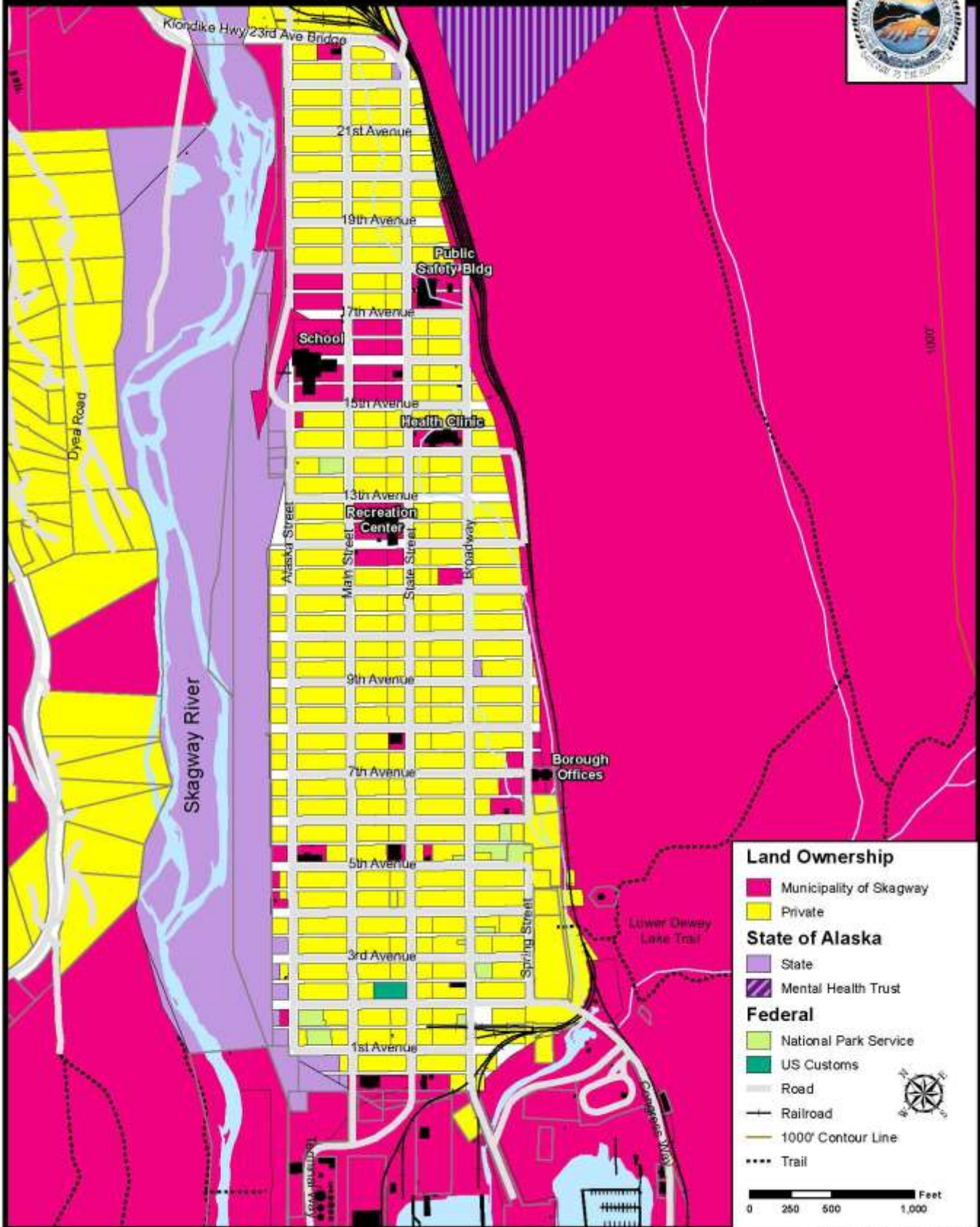
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Figure 7-3 Skagway Land Ownership



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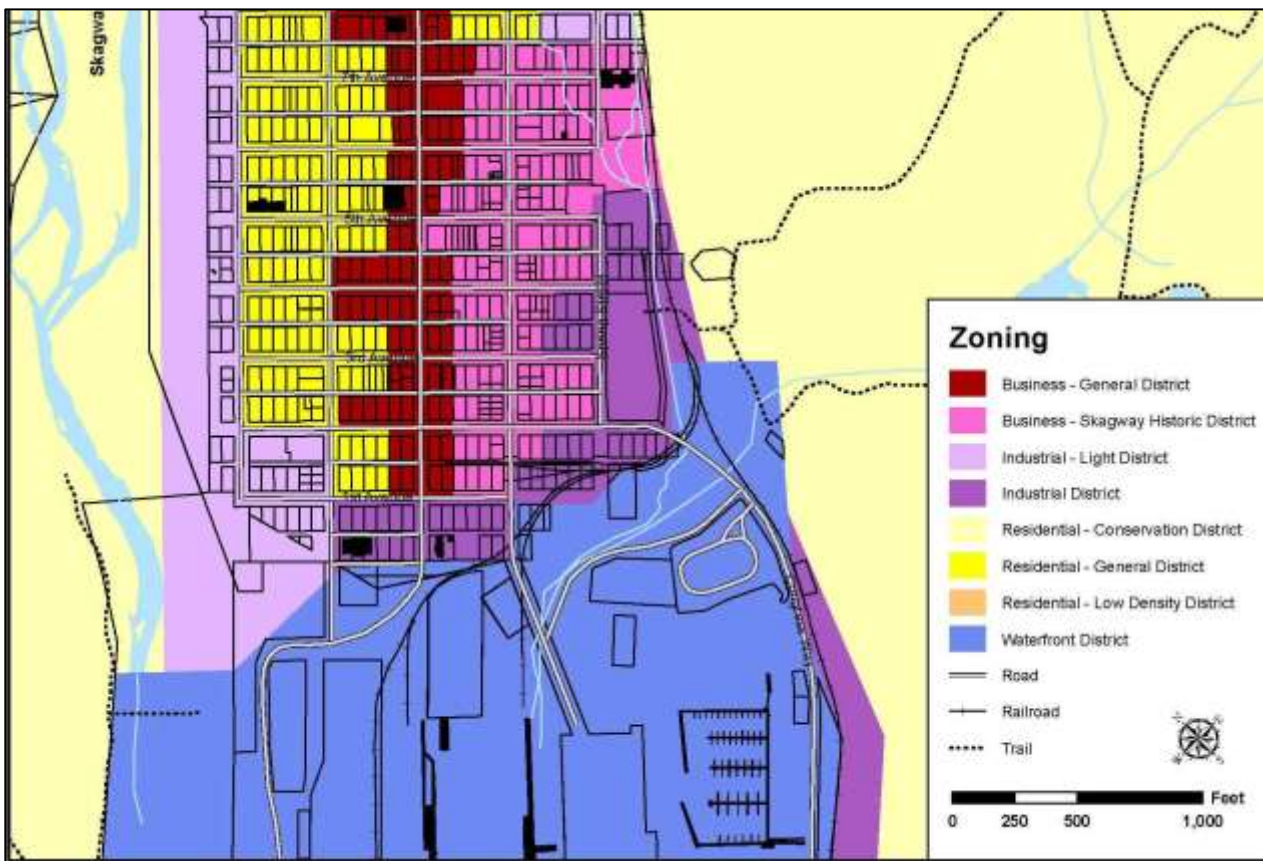
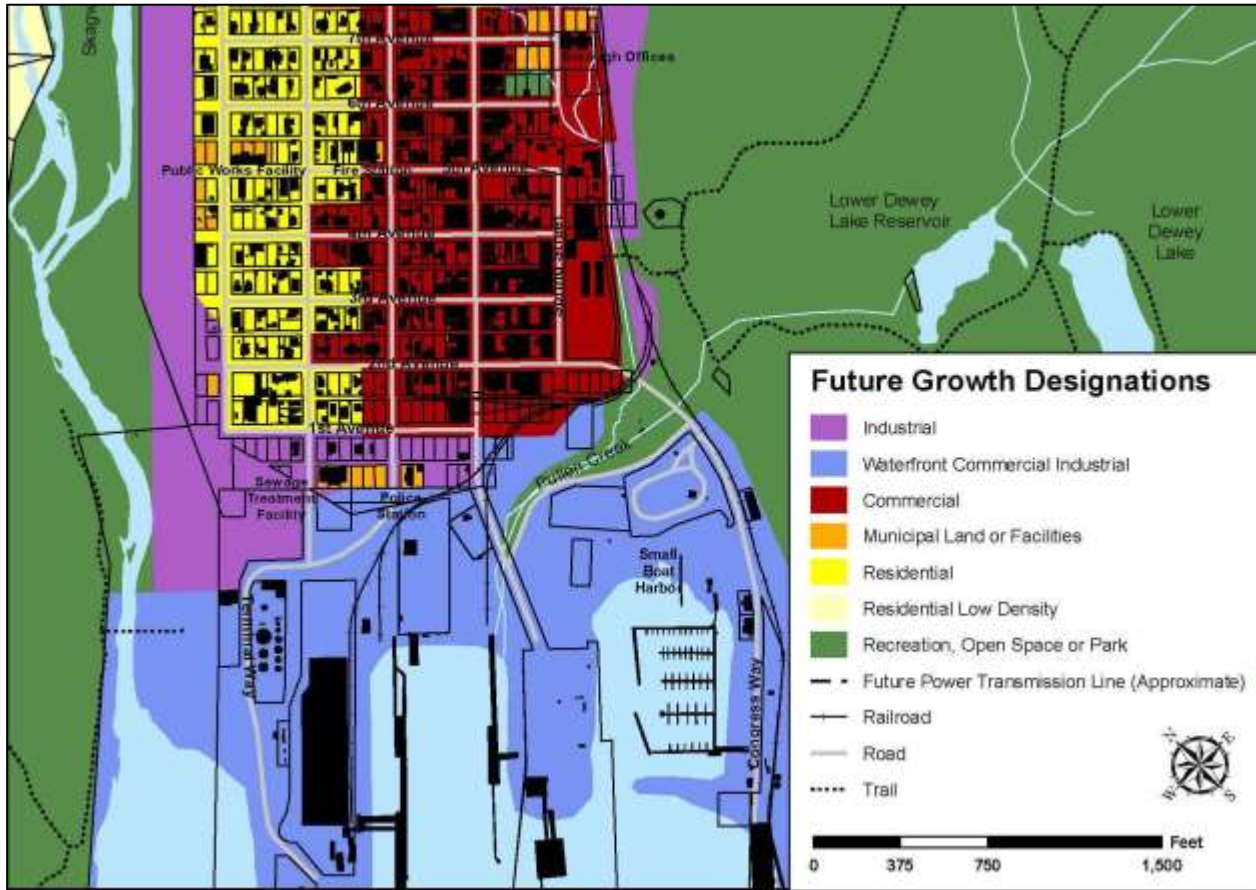
Figure 7-4 Skagway Land Ownership



Skagway 2030 Comprehensive Plan

WATERFRONT – Current Future Growth Map and Zoning (depicted below)

Issue: Neither the Future Growth Map or Zoning give enough direction



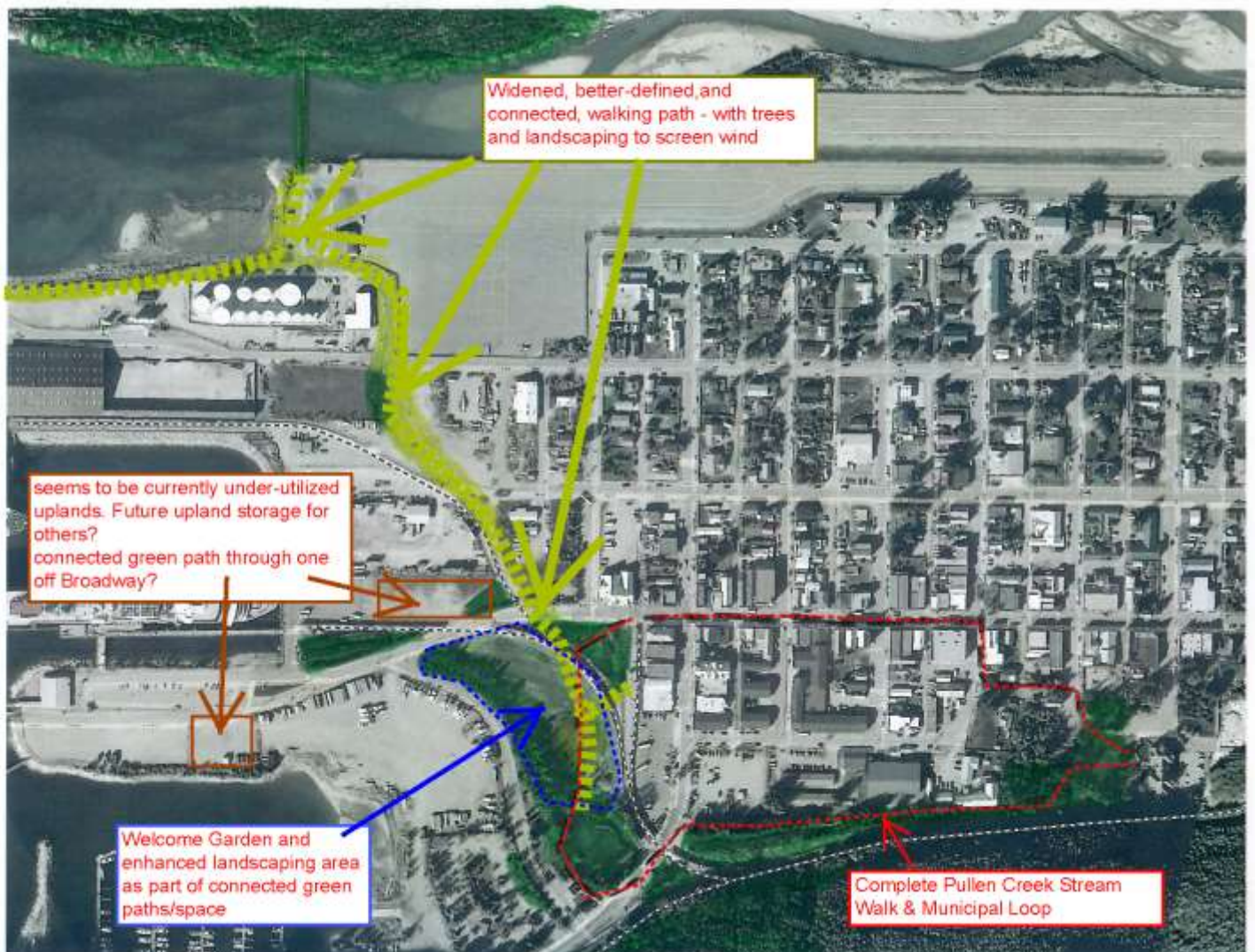
WATERFRONT - Connected Pedestrian Paths and More Green Space

Planning Issues/Implications

Connected pedestrian paths and more green space help direct the movement of people, better separate people and vehicles, make the movement of people more pleasant, provide buffers between differing uses, offer some protection from the wind (and dust), and provide an amenity that will be enjoyed by residents and visitors alike.

These connected pedestrian paths and improved green space take advantage of existing green space and movement patterns, build on ideas of the Assembly's OASIS committee, and should be relatively easy to accomplish given land opportunities.

Completing the Pullen Creek Stream Walk and Municipal Loop, and marketing this as a Walking Loop that is part nature, part historic/shopping district, will help relieve congestion and disperse visitors, but still get visitors get to the shopping district on Broadway.



WATERFRONT – Boat Harbor & “Visitor Side” Improvements

Planning Issues/Implications

Boat Harbor, Vessel Storage, Marine Repair

Skagway’s small boat harbor, the weather, and geography combine to create a strategic asset – the upland space, moorage/storage rates, and drier weather than in other parts of SE mean people want to store and base their vessels out of Skagway, and, Skagway is the “port” for the Yukon so people from there also want to moor/store their vessels in Skagway. The boat harbor also provides moorage for day boats and transient vessels. This collective economic activity is one that is not dependent on cruise ship tourism, which makes the small boat harbor a hedge against the eventual future slowdown of cruising in Alaska. There is currently a waiting list for vessel moorage, and the small boat harbor now generates the highest revenues (\$437,000 in 2018) on the waterfront (not including state CPV). The MOS receives fees for boat haul-outs, moorage, transient vessel tie-ups, storage, and use of the building in the yard for protected space to work on boats. The local marine repair and maintenance workforce is underdeveloped and another possible future economic activity generator. Most using the area for boat storage do maintenance and repair work on their own boats when they are dry-docked. An area for the next phase of small boat harbor expansion is shown on following graphic with the land implications.

Pullen Creek RV Park

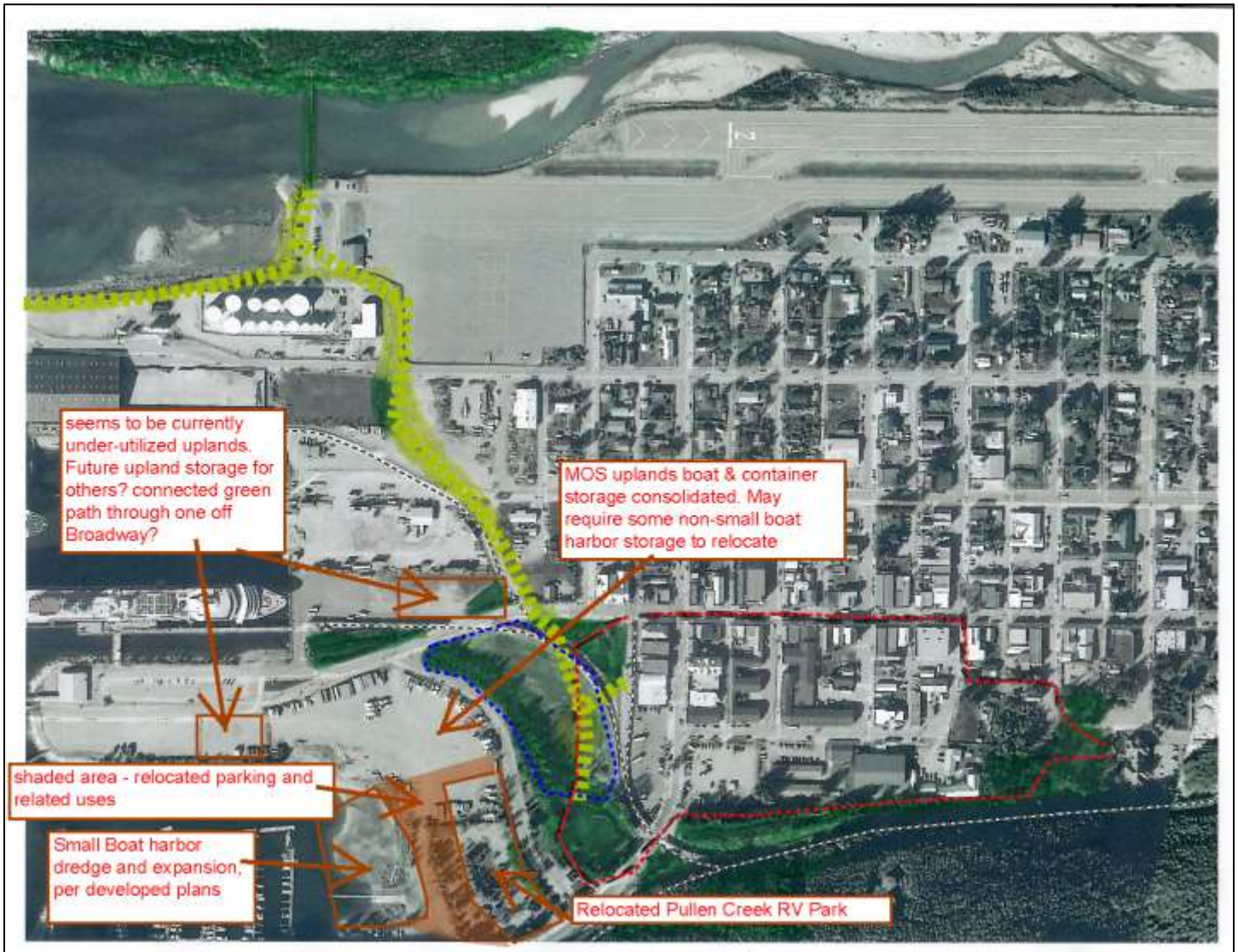
The Pullen Creek RV Park is much loved by visitors, well used in the summer, and generates revenue for the city. However, an RV Park can be anywhere and given Skagway’s limited waterfront uplands is not the best long-term use for this land. In the graphic that follows the Pullen Creek RV Park is still on the waterfront, but reconfigured to accommodate boat harbor expansion.

Upland Space Allocation

Could tighter placement of boats and containers, as well as potentially requiring some non-boat harbor storage to relocate, result in a slightly smaller area for the MOS small boat harbor yard in order to accommodate a reconfiguration of area with boat harbor expansion, parking, and the Pullen Creek RV Park? See the graphic that follows. A late June 2019 count showed the following at the boat yard: 30 containers, 7 RVs, 25 boats, 15 boat trailers. In addition, there are uplands that seem underutilized off Broadway in two locations (AML or AMHS?). Could these areas be better utilized?

Meandering through the Area on Foot

Accomplishing the connected walking paths shown on previous graphic will reduce pedestrian congestion, better separate vehicle and pedestrian traffic, and make for a more pleasant walking experience for both visitors and residents.



WATERFRONT – Freight, Transshipment and Industrial Side

Planning Issues/Implications

Ore Loading Arm

The picture to right, from the cover of the July 2017 Moffatt & Nichol Short Term Needs (Phase 1) Report, illustrates the challenges with the position of the ore dock loading arm and why to achieve safe multi-modal use of this area it needs to become a swinging arm that is repositioned closer to the shoreline.

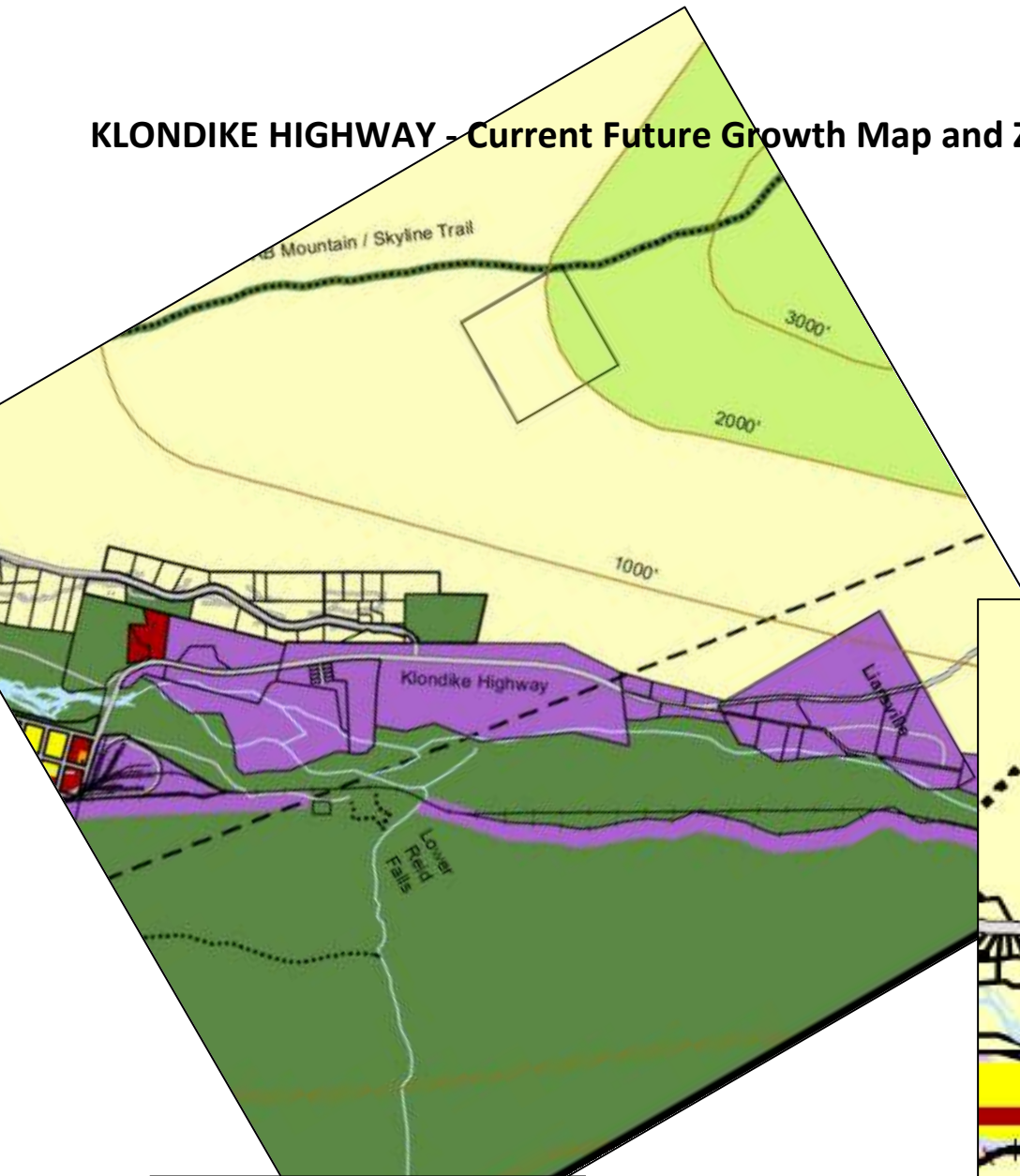


Concepts to discuss on Future Growth Map (draft)



Other: Zoning could remain as is (Waterfront), or, new Zoning Districts could be created to provide more direction: Waterfront Commercial and Waterfront Industrial.

KLONDIKE HIGHWAY - Current Future Growth Map and Zoning





**Last Comp Plan
Future Growth Plan
purple = Industrial**

**Current Zoning
Purple= Industrial**



KLONDIKE HIGHWAY – Current Land Use

 Commercial

 Industrial / Light Industrial
 Residential



KLONDIKE HIGHWAY – draft Future Growth Map

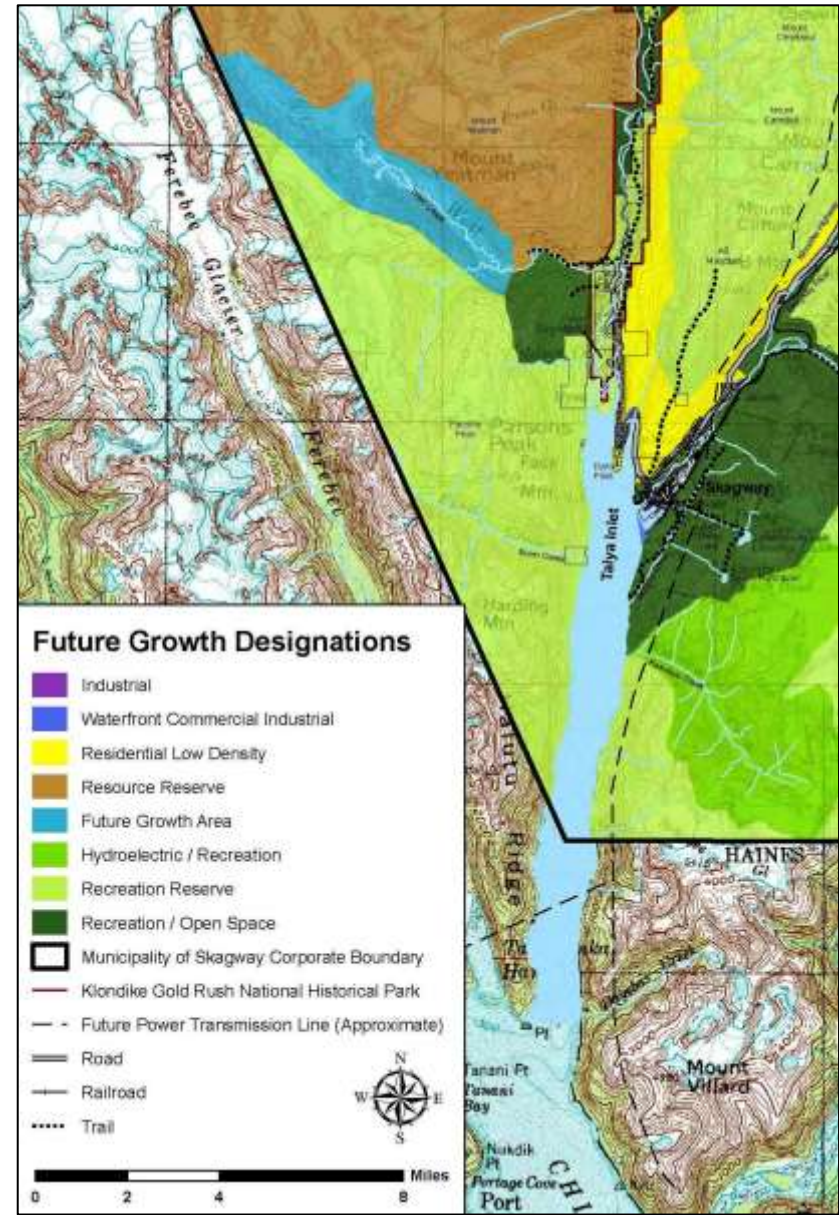
As development proceeds, clustered + moderate density R,
with compatible C.
= possible overlay zoning
district =
Rvs/Apartments



NOS. campground (need dike reinforcement)

WEST CREEK – 2020 Comp Plan Future Growth Map

WEST CREEK – Comp Plan Future Growth Map post-adoption of 2014 West Creek Master Plan



WEST CREEK – NEW Remote Recreation and Resources Zoning District

The area’s current “holding” zoning district is Residential Conservation (RC). Because allowed and prohibited uses in the RC Zoning District do not align with the future management intent or actions described in the West Creek Master Plan, a new “Remote Recreation and Resources” Zoning District for the West Creek area is proposed, as outlined below.

REMOTE RECREATION AND RESOURCES ZONING DISTRICT - This zoning district is to provide for remote recreation activities and resource use in the West Creek Valley.				
Principal Uses (always allowed, no land use permit needed)	Prohibited Uses	Conditional Uses (may be allowed by a P&Z CUP and review)	Dimensional Standards	Other
<u>Principal Uses</u> 1. Public parks and open space recreation 2. All non-motorized uses 3. Non-commercial vehicles, motorcycles, ATVs, snow machines as long as standard conditions listed in zoning ordinance at _____ are followed, and unless prohibited in specific areas 4. Hunting, fishing, trapping, or gathering activities that follow Skagway, Alaska, and federal regulations 5. Mineral prospecting that follow Skagway, Alaska, and federal regulations 6. Gathering and removal of dead and downed wood and live wood harvest in conjunction with trail building as long as Municipality of Skagway Firewood/Timber Trail permit has been obtained	1. Industrial activities other than those conditionally allowed or allowed 2. Commercial recreation, tours and activities 3. Leaving garbage, disposal, abandoning or dumping of objects 4. Shooting other than when hunting, in self-protection, or in the designated target practice area 5. Any use or structure not of a character indicated under permitted principal and accessory uses, or permitted by conditional uses	1. Electric generation facilities and transmission lines 2. Communication facilities 3. Not-for-profit, scientific or educational retreat center/lodge/cabins and related activities 4. Residences on private land 5. Recreational cabins, small seasonal facilities, trail building 6. Community gardens, agriculture use (community or private on leased land) 7. Timber sales, thinning and related harvest activities 8. Mineral exploration activity and mining operations 9. Road Development 10. Recreational cabins and small seasonal recreational facilities. 11. Camping, campgrounds 12. Other appropriate uses as determined by the planning commission pursuant to subsection B of Section 19.04.060.	<u>Minimum Lot Requirements</u> n/a <u>Minimum Building Setback Requirements</u> n/a, unless required by the Intl Building Code, Tables 601 and 602. <u>Maximum Lot Coverage by Buildings</u> n/a <u>Maximum Height of Buildings</u> n/a	<u>Sanitary Treatment System.</u> Septic systems, leaching fields, or other private sewerage facilities may be permitted provided that the owner or developer submits plans stamped by an engineer licensed in Alaska, percolation and water table depth data suitable for analysis of the feasibility for on lot water and sewer systems to the MOS and the Alaska DEC. Project applicants/owners are responsible for ensuring that their project meets all federal and state septic systems, leaching fields, or other private sewer requirements. <u>Firewood Gathering or Timber Harvest</u> Obtain a Skagway Firewood/Timber Trails Permit annually, follow 16.06.030

RESIDENTIAL LAND USE – General Issues, Denser and Cluster Housing/Mixed-Use Zoning Overlays, and More

Planning Issues/Questions

Skagway's residential zoning codes were developed with 5,000 sf lots laid out in a grid with primarily single-family homes in mind. They lack flexibility and direction for lots greater than 5,000 sf. They were developed with single family living in mind. For example, if someone wants to build a 3-story 24 unit condo or apt building, I believe under current zoning that would only be possible in Business General, Business Historic, and Industrial Light - no residential zoning districts allow this.

An Zoning Overlay may be the best tool to encourage creative moderate density clustered development in larger municipal acreage or private land areas around Garden City, "8th Pasture"/Klondike Highway where water and sewer will be extended, and ____ (anywhere else)?

All zoning outside developed areas is zoned in a Residential Conservation as a "holding" zone until rezoning is warranted. Several areas need updated zoning.

Current required off and on street parking stall dimensions don't reflect modern realities of smaller vehicles. This ties up more land than is needed in providing required parking.

If a small private community septic system is provided in areas without municipal water and sewer, then why is higher moderate density residential development not allowed? This is essentially what happened already at two privately owned parcels out Klondike Highway. Are there other spots in Liarsville, or out Dyea Road where this should be allowed?

Are there parcels out Dyea Road that could be appropriate for "dry cabin" living, as is common in Fairbanks?

Should area between current rifle range road and cell tower road be made available for large lot municipal subdivision/lottery sale?

Landscaped pedestrian paths such as those on Waterfront Area maps here, need to be on Future Growth Maps so concepts aren't lost and are endorsed in Comprehensive Plan.

Let's discuss these issues looking at Figures 7-1, 7-2, and 703 in this packet (and an online resource we'll show at August 29 meeting).