

Land Ownership are seen on Figures 7-1 through 7-4 from the Skagway 2020 Comp Plan; these will need minor updating.

Land Use as it was in 2008 is on Figures 7-8 and 7-9 from the Skagway 2020 Comp Plan.

Year 2015-2016 aerial photos and other resources will be available at 3/28 meeting.

DRAFT LAND USE GOAL

Provide public land and regulate orderly use of both public and private land to:

- Foster economic development,
- Provide for year-round and seasonal workforce housing,
- Offer both dispersed and more urban recreation opportunities,
- Preserve and enhance Skagway’s historic character, and
- Enhance the quality of life for current and future generations.

CONTEXT: LAND OWNERSHIP

There are about 461 square miles of land (295,000 acres) within the Skagway Borough.

A mix of private individuals and businesses, the Municipality of Skagway (MOS), the State of Alaska including the Alaska Mental Health Trust, and various branches of the federal government own land within the MOS.

Land Ownership in Skagway

Federal (USFS, NPS, BLM, other)	71%
State of Alaska	26%
Municipality of Skagway	3%
Private	1%

Source: MOS GIS Note: total >100% due to rounding

CURRENT SITUATION: LAND USE CHALLENGES AND OPPORTUNITIES

A. GEOHAZARDS

New municipal land north of the Railroad Shops, as well as land in Liarsville, and state land S of 7 Pastures appears to be in Skagway River floodway. Need clear information on current Skagway River floodways, any land use or building restrictions, and what can (and cannot) be modified via dike development or other flood control/mitigation structures.

Steep terrain means that Skagway is subject to landslides and marine slides. This is a concern at the Port, along the YPYR railroad tracks, and . Any development restrictions or mitigation measures needed?

B. RESIDENTIAL

(NOTE: there will be much more housing information and analysis as part of the housing work session in April)

Skagway needs more year round housing to retain and attract young adults and young families.

- Failure will result in a population decline including decreased students in Skagway Public School and a lack of workforce.

Skagway needs more seasonal workforce housing. In 2017, Skagway has roughly 1200 more jobs in town in the summer than the winter; yet, there are only an estimated dwelling unit (or rooms?) for these seasonal employees. In addition, a growing economy due in part to increasing numbers of summer cruise ship visitors will increase the need for seasonal workforce housing.

- A challenge is that much of the workforce housing is vacant in the winter.
- Other workforce housing is occupied in the winter by those seeking affordable rentals, who are then forced out in the summer and to do the unsustainable “summer shuffle.”
- There are 30 RVs now helping to fill seasonal housing needs in Garden City RV Park that will be removed in the next few years to make way for denser, higher quality housing in the townsite.
- Consider looking at Skagway’s zoning code on congregate housing with fresh eyes. What is the difference from a land use, design, and function perspective between congregate housing, apartments, condominiums, and an 8-10-16 plex?

Skagway has no special needs housing (homeless, seniors, persons with disabilities, etc.) and one subsidized dwelling unit for lower income.

Skagway’s current Zoning Code does not include Planned Unit Developments, Clustered Housing, or Cottage Housing, which limits infill options and creativity for denser housing development and open space design/connectivity¹. This may restrict redevelopment options and design for the 3-acre, 12-lot Garden City RV area.

Housing development requires appropriately zoned land be available. Given limited land in the town site, current code restrictions, and projected future housing need, Skagway must allow denser residential development in parts of town, encourage infill on some of the undeveloped lots in the townsite, or extend water and wastewater utilities across the bridge, or all of the above.

¹ Skagway’s primary residential zoning district (RG) in the townsite allows for densities of 9 to 26 dwelling unit (DU) per acre, or moderate densities. On a 5,000 sf lot, there can be a SF or two duplexes by right. Accessory dwelling units are also allowed as is one RV/lot seasonally per a 3-year experimental program. Multi-family housing (apartments, townhouses, condominiums) is conditionally allowed at 1,500-1,650 sf/per DU required, a maximum of 3 stories, and maximum lot coverage of all buildings of 50%.

In the BG zoning district “dwelling units” are an allowed use subject to same restrictions as other development for a minimum lot size of 2,500 sf with 90% lot coverage by buildings. Congregate housing is allowed, but this is not apartments, townhouses, or condominiums for year round residents.

There is no provision in the Skagway Zoning Code for a Planned Unit Developments, Clustered Housing, or Cottage Housing, which limits infill options and creativity for denser housing development and open space design/connectivity.

How much residential land is needed?

Moderate population projections predict 130 more people in 2030 than in 2018, and increase from 1,088 to 1,219.

- If there are an average of 2.13 persons per household (HH) in Skagway (2013-2017 ACS), that would be a need for 61 more dwelling units in 2030.
- At a rate of 1.36 persons per dwelling unit in Skagway (approximate ratio), there would be a need for 96 more dwelling units in 2030.

Assuming 60 more DU are needed, how much land is needed to accommodate this?

Example 1

60 SF @ 5,000 sf each = 300,000 sf = **6.9 acres**

Example 2

60 MF in 6 plex or larger @1,500 sf each = 90,000 sf = **2 acres**

Example 3

10 SF @ 5,000 sf each = 50,000

20 Duplexes @ 2,500 sf each (2 per lot) = 50,000

30 MF @ 1,500 sf each = 45,000

Total = 145,000 sf = **3.3 acres**

Highest and best uses for undeveloped land in Liarsville (various owners), the new city land North of the RR shops, state land S of 7th pastures.

Residential opportunities at S part of AB Mountain (land from the road as it turns to gravel up to the land at least above Ken Russo's property, possibly farther)

Do cell phone access roads create new access and development opportunities?

TO DO

Identify land suitable for residential development to meet the need for year round and seasonal housing.

- For each possible land option, identify the MOS role, and approximate costs to develop, benefits, and timing.
- Establish a sequence of land disposals, zoning changes, and utility extensions based on this analysis and implemented.

C. COMMERCIAL AND INDUSTRIAL

Small Boat Harbor Expansion. The Skagway small boat harbor is well used by residents and brings money from non-residents to town that store and moor their vessels and dock and tie-up transient vessels. There is a [redacted] vessel waiting list for slips. Phase 1 of harbor expansion was accomplished in [redacted], which added [redacted]. Phase 2 has been engineered, and at an estimated cost of [redacted] will expand the marina further to add [redacted] slips.

Marina expansion will require land elsewhere for a seasonal RV Park. This will require relocation of the approximately 3-acre Pullen Creek RV Park, which rents about 34 spaces to visitors. It is on municipal land and run by a municipal leaseholder (verify). Marina expansion has been designed and will be executed in the next 10 years. However, this will displace this visitor lodging.

Summer congestion in town core. Both streets and sidewalks in the downtown commercial core are highly congested in the summer, especially Broadway. Land for street and sidewalk expansion does not exist, therefore options that better manage vehicle and pedestrian volumes should be explored. Optional solutions should be implemented on a fulltime or temporary (testing) basis.

Port cannot accommodate panamax and post-panamax sized cruise ships, which other SE ports can accommodate and are an increasingly large part of the SE fleet. IS THE DOLPHIN EXPANSION AT RR DOCK TO ALLOW THIS? Is this still true?

Port Congestion. Skagway's port is congested in the summer with the number of cruise ships, freight and fuel barges, ferries, and ore ships. Some options to address this are:

- Add a 5th cruise ship berth
- Widen the basin
- Do nothing and live with the congestion
- Set a limit on the number of cruise ships in port at once.

A management (not land use) concern is that regardless of the option(s) selected for marine port expansion, all would benefit from a Port Director to help manage all ports of entry to Skagway (marine, port, airport, highway).

Ore transshipment volume through the Skagway ports (highway, marine) varies widely depending on metal prices, the national/international economy and trade policies, and Canadian politics. Over the last decade it has varied from a few ships/year to once/month (VERIFY). Given the competition for berthing sand uplands at the port it is hard to accommodate this highly variable demand. In addition, the ore loading arm design is inefficient and needs to swing rather than be stationary to provide berthing flexibility and the ore storage terminal could be modernized.

Contaminated soils at (UNDER?) the ore terminal needs to be remediated and portions of the silt covered marine basin are underlain by contaminated soils. Disturbance of the bottom through dredging will likely disturb this contamination.

Best use for the area around the shooting range and beyond?

D. COMMUNITY/MUNICIPAL LAND/FACILITIES

Best use for old city fire hall and police station

Is there adequate land for wastewater facility expansion (as needed)

Landfill/ash disposal areas/options (linked to solid waste handling, composting, future of incinerator etc.)

Location for senior center/senior apartments

E. RECREATION

Recreation/trail development along the dike to allow a green corridor from town to 7th pastures

Possible relocation of ballfield adjacent to school to 7th pastures in conjunction with track development there to allow R development next to school

Land use and re-zoning in West Creek area per West Creek Master Plan

New trail access in West Creek area off Jay Frey Bridge to Lost Lake.

Figure 7-1 Skagway Land Ownership

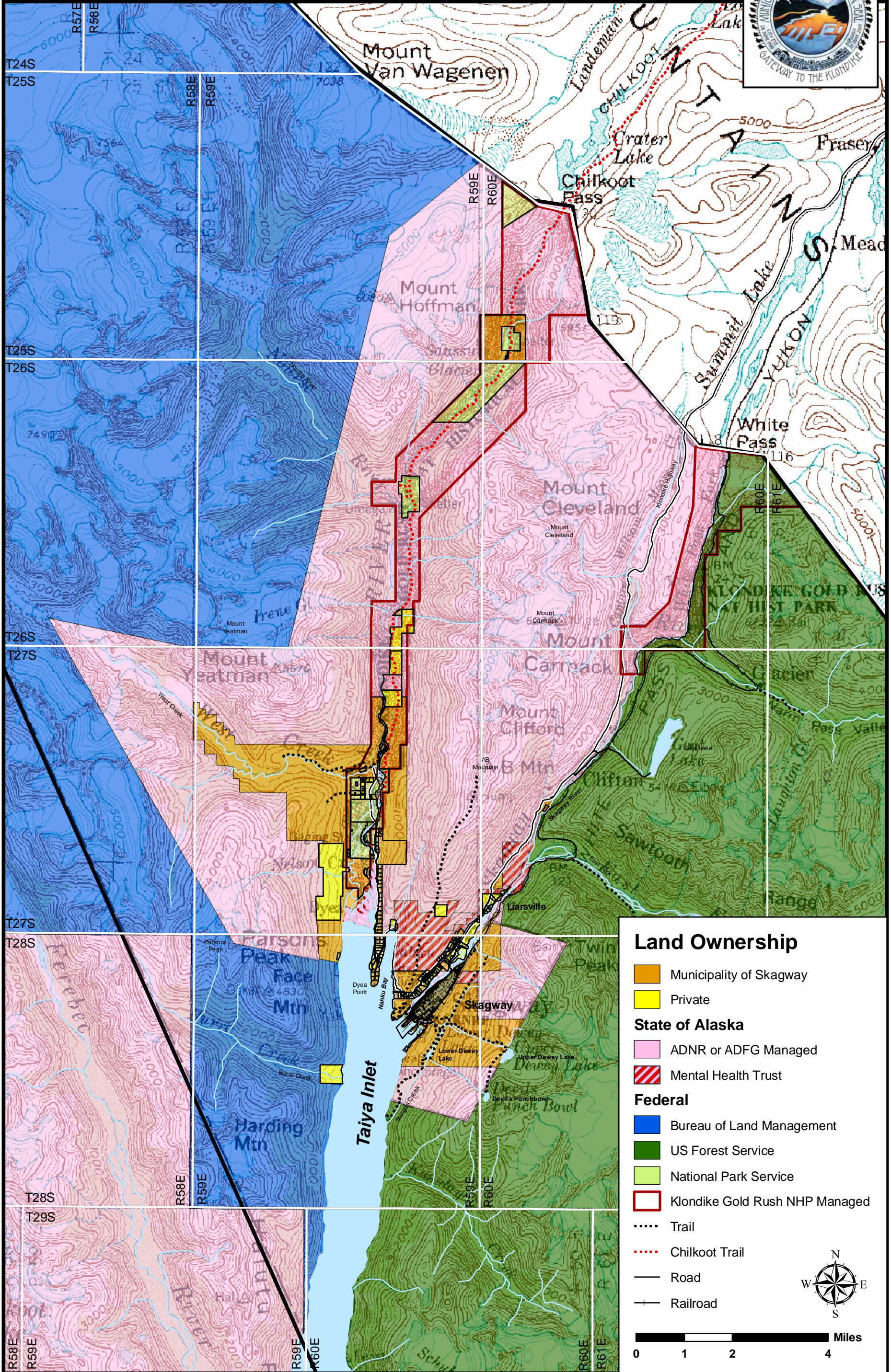
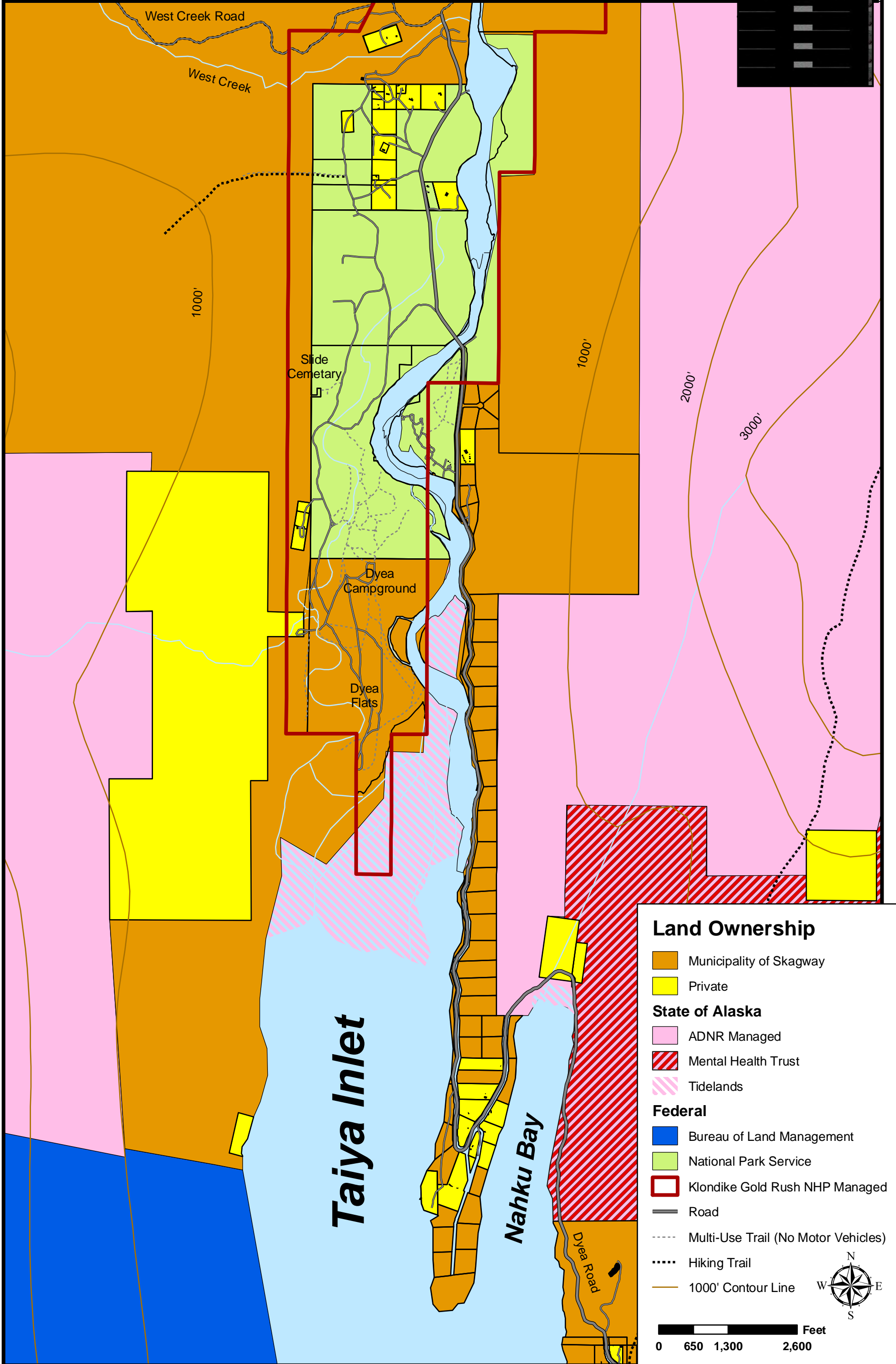


Figure 7-2 Dyea Land Ownership



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

0 650 1,300 2,600 Feet

N
W E
S

Figure 7-3 Skagway Land Ownership

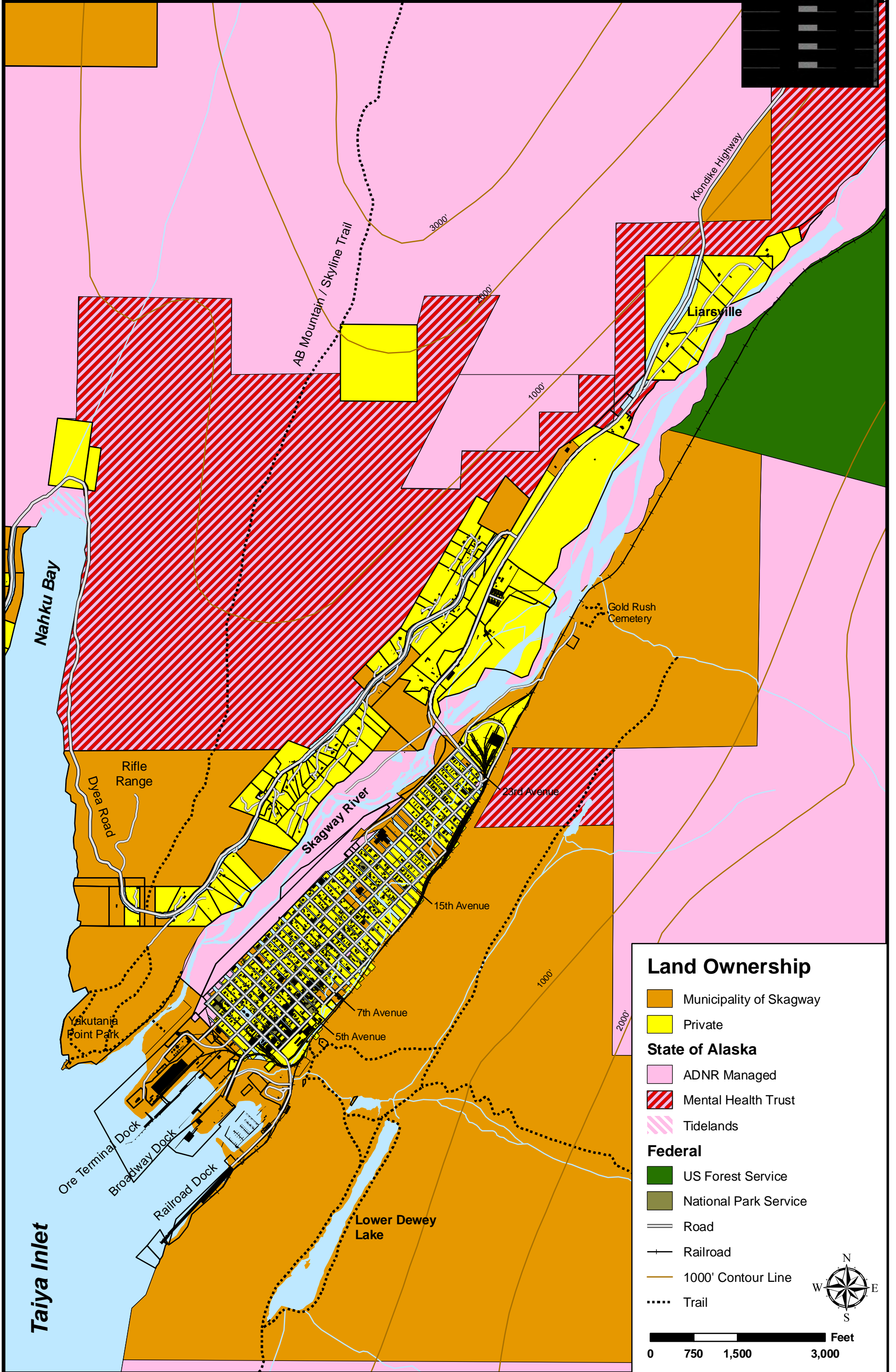


Figure 7-4 Skagway Land Ownership

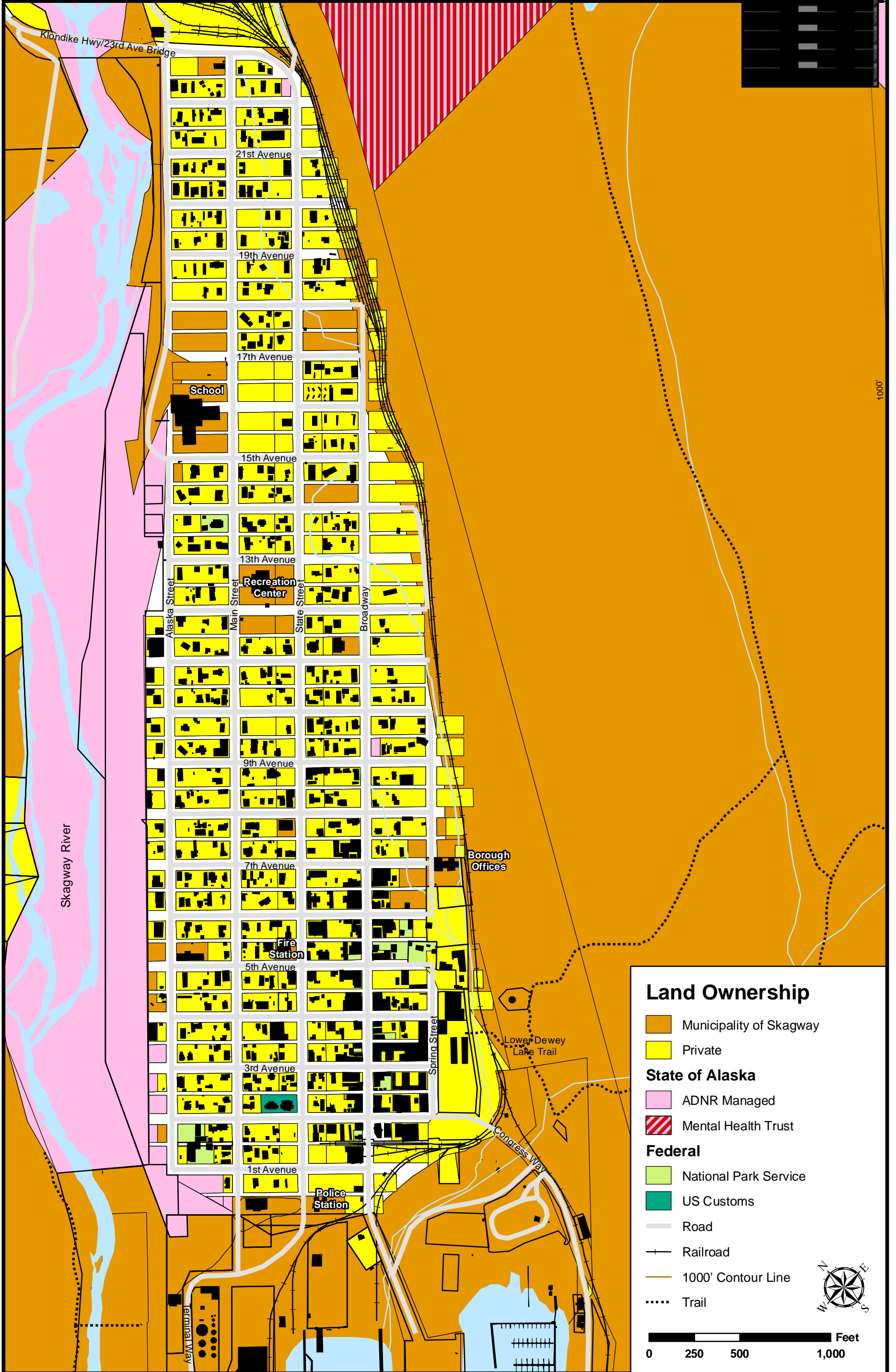


Figure 7-8 Skagway Current Land Use

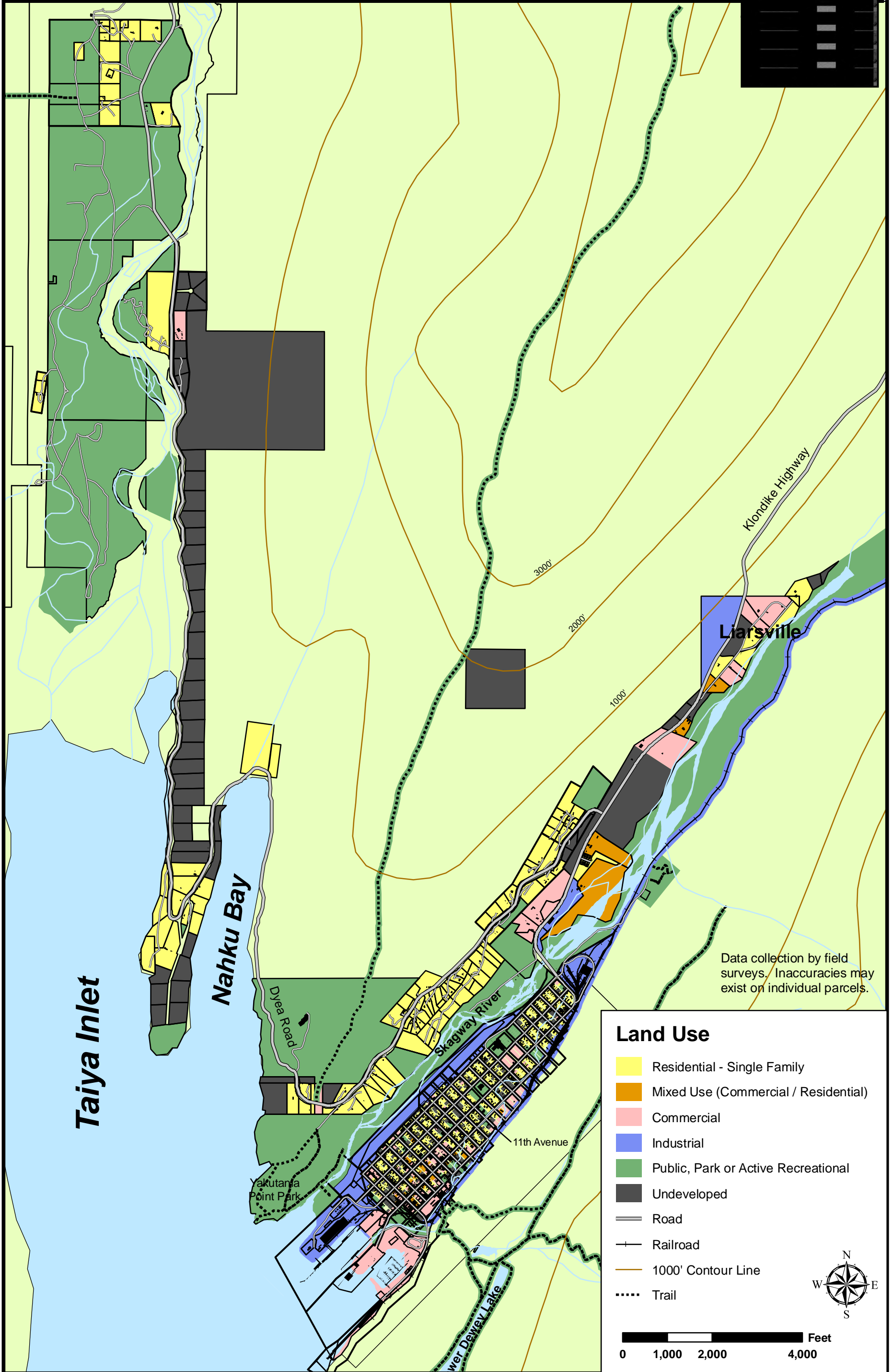


Figure 7-9 Skagway Current Land Use

