

HAINES BOROUGH COMPREHENSIVE PLAN

MAY 2012

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Apologies to others inadvertently left off this list.

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1 Introduction and How to Use this Plan

Haines Borough is located on the shores of the Lynn Canal between the Chilkoot and Chilkat Rivers. It is in northern Southeast Alaska, just south of the Canadian border with British Columbia and 80 air miles northwest of Juneau. The Municipality of Skagway is to the northeast, the City and Borough of Juneau and Icy Straits to the south and west is Glacier Bay National Park (Figure 1-1).

Haines Borough has approximately 2,349 square miles of land, or almost 1.5 million acres, and another 382 sq. mi. of water are within its border. It stretches nearly 120 miles long and 80 miles at its widest. The region is typified by snow-capped mountains, some over 6,000 feet, glaciated and forested valleys, and numerous salmon-rich streams and rivers descending to salt water fjords.

Haines Borough's estimated 2011 population is estimated at 2,620, up 4.5% from 2010 (*ADOLWD*). Over two-thirds (68%) live in the townsite area followed by 15% residing out Haines Highway in the Mosquito Lake and Covenant Life areas, followed by 8% in Mud Bay. There are approximately 1,631 dwelling units in the Borough and 21% are seasonal homes (*2010 US Census*).

The area enjoys a maritime climate typical of Southeast Alaska with cool summers and relatively mild winters. Average summer temperatures range from 48 to 65° F; average winter temperatures range from 19 to 40 °F. Average annual precipitation is 48 inches and average snowfall is 10 feet or 123 inches (*Western Regional Climate Center*).

Land ownership patterns in Haines Borough are a bit different than the rest of Southeast Alaska where the Tongass National Forest generally comprises over 95% of the land base. In Haines Borough, 66% of the land is owned the federal government, generally split between Bureau of Land Management and US Forest Service. About 32% is owned by the State of Alaska, including the 286,200 acre Haines State Forest and five State parks or recreation areas. Private land (including Native allotments) accounts for just 1.3% of the land base and the Borough owns less than one percent (0.02%). This is why it is important that the State and federal governments coordinate with Haines, and, why careful planning and good use of the limited private and Borough-owned land base is so important to residents. **INSERT: Figure 1/Location Map**

1.1 Plan Purpose and Use

The purpose of the Haines Borough Comprehensive Plan is to guide growth over the next 10 to 20 years. The Plan describes current conditions, reviews outstanding issues and needs, and lays out an orderly path to help achieve the desired future. Topics covered are quality of life, municipal government, the economy and economic development, transportation, land use, public works and utilities, public safety, and public services.

The Haines Comprehensive Plan establishes broad goals to set overall direction, specific objectives that are the desired future that the community wants to achieve over time, and sets out actions to chart a path to help achieve the goals. It will take the Haines Borough; local tribal, state and federal agencies; the private sector; and civic and business groups working together to make things happen.

The Haines Comprehensive Plan will guide decisions made by municipal staff, elected officials and appointed Boards and Commissions. Actions related to community growth, redevelopment, project reviews, capital investments, and grant requests will be strengthened by consulting with this Plan, which reflects the goals, vision and needs of the community. Some specific ways to use the Comprehensive Plan are to:

- Help the Assembly set goals and priorities at the start of the budget cycle or when a new Assembly is elected.
- Use the community needs identified in the plan as a basis for annual departmental budgets and the capital improvement program.
- Use the future growth maps and the plan's goals, policies and actions to guide revisions to the zoning, subdivision and other land development ordinances and to amend zoning maps.
- Review ordinances, other plans, capital improvements and public programs to ensure consistency with the Comprehensive Plan.
- Assist the Planning and Zoning Commission in determining if proposed development projects are consistent with Haines' goals and future vision.
- Use information in this Plan when coordinating with federal and state agencies.

1.2 Public Process

The Haines Borough Planning Commissioners served as the steering committee that oversaw development of this Plan. They were assisted by municipal staff, organizations and individuals who attended meetings, offered comments, or provided information during plan development. Work on the plan began in February 2011 and was completed in April 2012. The Planning and Zoning Commission reviewed the pre-public hearing draft in February 2012, issued the Public

hearing draft in March and held a Public Hearing in April when it approved Resolution 2012-XXXX at that time recommending that the Plan be adopted by the Assembly with changes. The Assembly held a Public Hearing on May XX, 2012 and adopted the Plan by Ordinance #XXXX.

Some of the major steps in the development of this Plan were:

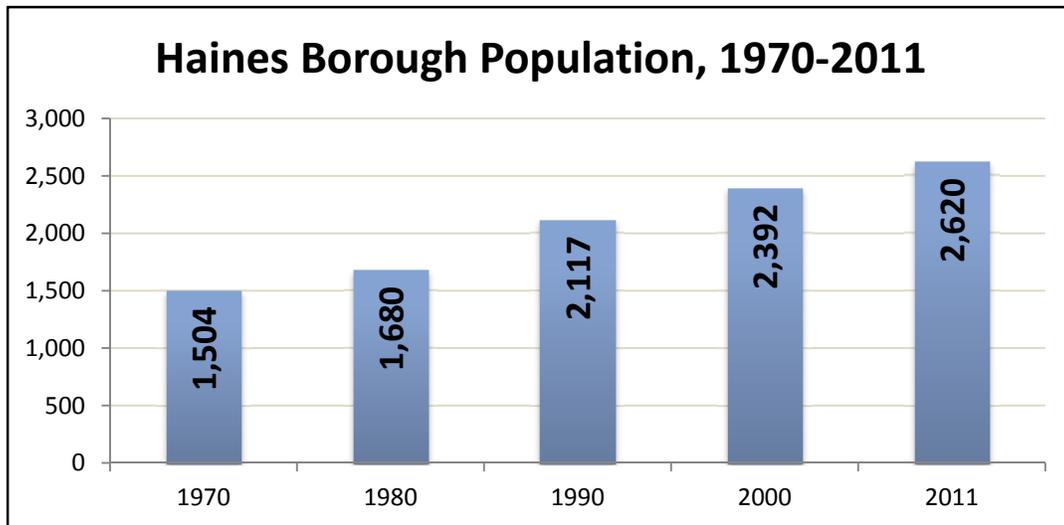
- Ten planning commission work sessions in 2011 and 2012, open to the public, were held on March 31, 2011, May 26, July 21, August 24, September 22, November 16, December 1, December 20, 2011, February 23, 2012, and _____ 2012.
- Regular email notification of project meetings and distribution of agendas to a project contact list of over 115 residents who requested these updates.
- Regular posting of meeting agendas and packets on the Haines Borough website.
- Well-attended Town Meetings at Harriett Hall on June 3, 2011 and March _____ 2012.
- A random, statistically-valid Community Opinion Survey answered by representatives from 208 households in late April 2011 (see Appendix A).
- A Public Hearing on the draft plan by the Planning Commission on April _____, 2012 and by the Assembly on May _____, 2012.



1.3 Population and Housing Projections

A population and housing projection is fundamental to completing a Comprehensive Plan since population drives future land, housing and infrastructure needs.

Though the rate of growth has slowed in the last decade, Haines Borough has been steadily growing over time.



During 2000 to 2010, the Borough population increased by 116 people or just under half a percent annual growth (0.47%). During this time period Haines fared better than most parts of the region. Southeast Alaska lost 1,408 people over the last decade and Juneau grew at a slower rate than Haines (0.18% annual average increase).

While one year is not a trend, Alaska Department of Labor’s 2011 population estimates (Haines at 2,620 population) show accelerated growth of 3.5% between 2010 and 2011, making Haines one of the fastest growing communities in the state in 2011. This represents an increase of 112 persons in that single year, including 31 births.¹

The Alaska Department of Labor prepared a 30-year State population projection in 2009 that is based on historical population, rates of fertility, mortality and migration. The projection authors acknowledge there is a high uncertainty for smaller population areas where location specific factors play a significant role (such as inter-region migration, local policy and economic factors, and more). And in fact, the 2009 ADOL projections for Haines Borough seem highly

¹ ADOL, Components of Population Change for Alaska Regions, Boroughs and Census Areas, 2000-2011.

inaccurate; one part of the projection is based on assumed declining numbers of annual births and the opposite of this is occurring².

The ADOL forecast starts with an estimated 2009 population of 2,286 while the documented estimate that year was 2,453. Being off this much at the starting point compounds the error into the future. The State projects Haines Borough’s year 2034 population as 1,151 (low), 1,422 (medium), and 1,698 (high). This is equivalent to average annual declines (from 2010) of -3.25%, -2.36%, and -1.63%. These rates of decline are unprecedented in Haines and the forecasts seem highly inaccurate.

Instead, for the Haines Comprehensive Plan, it is assumed that the future will more or less resemble the past....there may be swings down in response to challenges or up in response to swings up in response to windfalls or investments, but in general, over time, trends will average out.

The actual rate of population growth in Haines Borough has been:

- 1980 to 2010 average annual rate of growth: 1.34%
- 1990 to 2010 average annual rate of growth: 0.85%
- 2000 to 2010 average annual rate of growth: 0.47%
- 2010 to 2011 average annual rate of growth: 3.50%

For the Haines Comprehensive Plan a high average annual growth rate is assumed to be 0.85% and a low average annual growth rate is assumed to be 0.47%.

In 2010, there are 1,631 dwelling units in Haines Borough, with an average number of persons per household of 2.2 and an average number of persons per family household of 2.7 (*2010 US Census*).

Table x-x. Haines Comprehensive Plan Population and Housing Projection

| | 2030 High Estimate <i>(Average Annual 0.85%)</i> | 2030 Low Estimate <i>(Average Annual 0.47%)</i> |
|---|--|---|
| Additional Population | 463 | 248 |
| Total Haines Borough Population | 2,971 | 2,756 |
| Number of Additional Dwelling Units Needed | 171 - 210 | 92 - 113 |
| Total Number Haines Borough Dwelling Units | 1,802 - 1,841 | 1,723 - 1,744 |
| <i>Source: Sheinberg Associates</i> | | |

² An important message for Haines is to do all it can to be “family-friendly” to attract and retain the “Millennial Generation” (also known as “Gen-Y” or the “Echo Generation” - echo of the baby boomers) so that the community’s annual birth rate does not decline. These individuals are born between 1982 and 1995 (17 to 30 years old today). Research has shown that Gen Y individuals have grown up with “choices” and continue to seek choice; are used to instant communication and seek places with excellent wireless and internet capacity and speeds; and compared to their parents are both more racially and culturally tolerant and more environmentally concerned.

2 Haines Goals, Objectives and Actions

This will be inserted in final document

3 The People and Environment

3.1 The People

People have lived in the Chilkat and Chilkoot valleys for thousands of years. The area was originally settled by Tlingits who traveled along the Northwest Coast upwards behind the receding glaciers or came down the mountain valleys from the Interior. The area was valued for its mild climate and abundance of food and originally named "Dei Shu", meaning "end of the trail" and in this area the Chilkat Tlingit tightly controlled the trading routes between the coast and the Interior (Figure X-X).

Many Tlingits of the Chilkat Valley can trace their families back generations to residents of local villages. There are Tlingit sites in Southeast Alaska where fish traps and basketry date from 5,000 to 10,000 years ago. Local archeological evidence shows fish traps in the Chilkoot River 2,100 years ago and remnants of houses at the Chilkoot village site date to over 800 years ago. Oral history also reflects a long tradition of Tlingit habitation in the Chilkat valley.

The Chilkats were well known as the largest and most powerful of all the Tlingit tribes. They had exclusive control of many trade routes into the interior through which they maintained their position as middleman in the fur trade and amassed great wealth.

Historically, the Chilkat valley had many village sites but only two are still occupied today. A village was located along the banks of the Chilkoot River and was occupied by three clans:

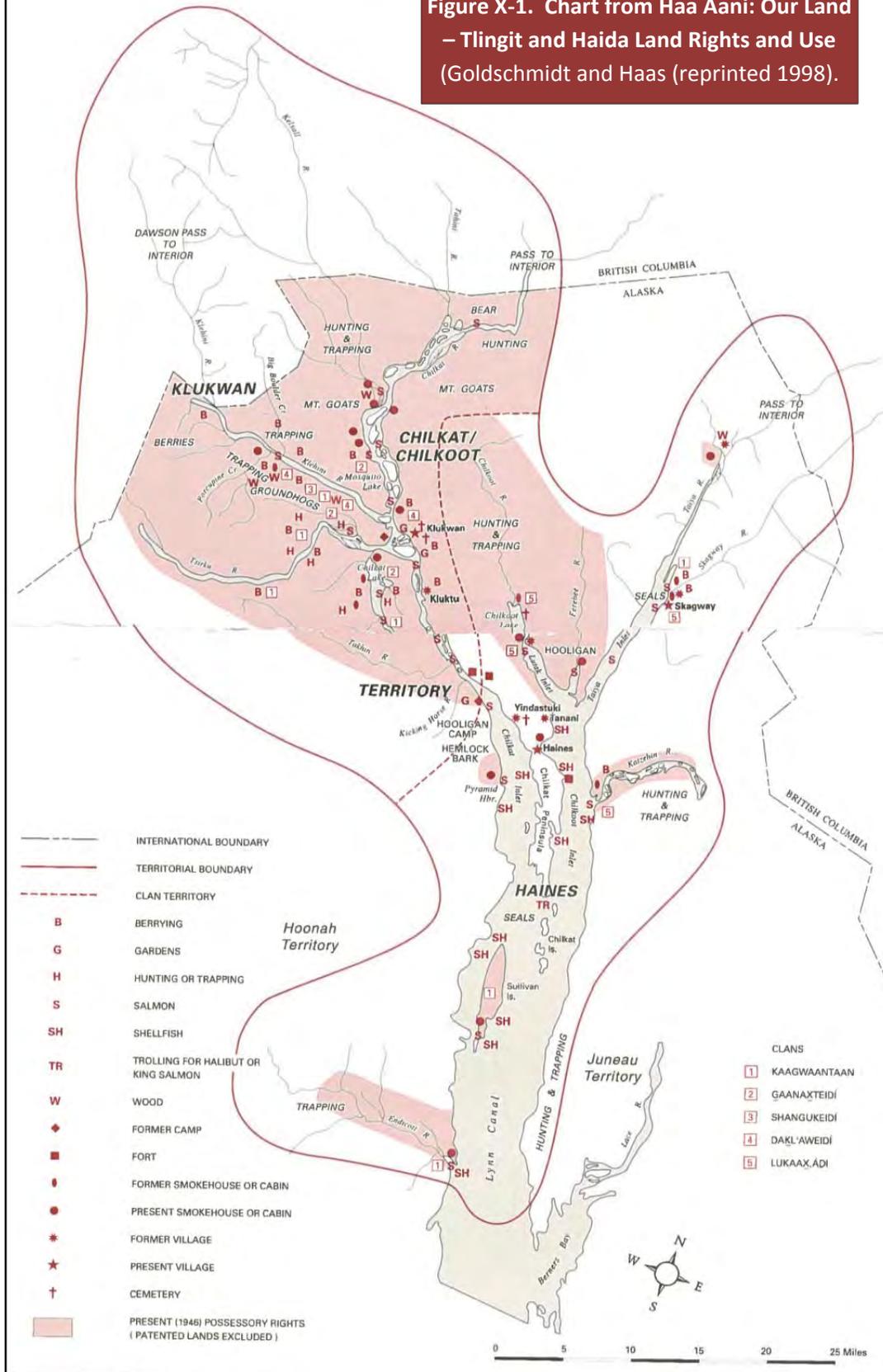
- Lukaax̄.adi (raven/sockeye)
- Kaagwaantaan (bear)
- Shangukeidi (thunderbird)

There were 30 houses on the West bank of the Chilkoot in the 1860's, and more on the East bank. The site on the East bank was destroyed between 1881-1890 by a landslide and many lives were lost. It was called Akax̄woo.ee (earth/mud slide over it). More lives were lost to Western diseases so that by 1882 only 8 houses and 127 inhabitants were reported at the village site. By 1895, four named tribal houses and nine smaller houses remained.

A road was constructed in the late 1950's directly through the village site to Chilkoot Lake and gradually over the years became a park wayside. Native use continues on a seasonal basis for subsistence food gathering and the Lukaax̄adi have erected a cultural camp within the old village site. Additional village sites of the Lukaax̄adi were Tan.aani on Lutak Inlet, Deishu at Haines, and on the Chilkat River, Yandeist'akye' at 4 mile, and Kaatx̄awultu' at 19 mile. Kaatx̄awultu' was destroyed by a landslide after 1895, and some of the villagers moved to Yandeist'akye'.

Chart 5: CHILKAT (KLUKWAN-HAINES) TERRITORY
 SHOWING ABORIGINAL USE AND OWNERSHIP
 AND PRESENT (1946) USES

Figure X-1. Chart from Haa Aani: Our Land – Tlingit and Haida Land Rights and Use (Goldschmidt and Haas (reprinted 1998).



Located near the Haines airport, Yandeist'akye' was an important village site to the local Tlingit. In 1880, Yandeist'akye' had 16 houses and 171 people, but by 1900 only 7 houses remained. Both Tan.aani and Yandeist'akye' were decimated by disease so that by 1895 Tan.aani was deserted and the last residents of Yandeist'akye' died in the 1930's. Many residents who did not succumb to disease moved to Deishu, where their descendants still survive today.

Many areas in the valley have a long history of use by the Tlingit. Duk Point "Little Cottonwood Point" at 7 mile on the Chilkat and 4 mile point are important sites to fish for eulachon and Jones Point was important for early king salmon. South of Jones Point was a large Chilkat Village and a Cemetery before a cannery was built in the same area in 1882.

European explorers began arriving in the late 1700's. During the Vancouver expedition in July 1794, Lieutenant Joseph Whidbey led a small exploration party up the Lynn Canal (named after Vancouver's birthplace) to the shores of the Chilkat Inlet. It was during that visit that the Whidbey party greeted local Natives and first charted the local physical environment.

During the following decades, explorers and traders became more frequent visitors to the Upper Lynn Canal region. Most notably, Captain Richard Jeffrey Cleveland sailed to the end of Taiya Inlet in 1799 and John D'Wolfs trading excursion of 1805. The first white man to settle

Chilkoot Indian Fisherman in front of Fishing Camp on Chilkoot River, 1915.

Photo from collection of Freshwater and Marine Image bank, University of Washington Libraries



here was George Dickinson, who came as an agent for the Northwest Trading Company. The location of Klukwan or "Eternal Village" more than 20 miles up-river, offered protection from the well-armed sailing vessels of the Russians, Americans, British, and others. The village had many large clan houses and a population of a few thousand, but by 1882, only 65 houses and about 600 people remained.

Chief Kohklux of Klukwan was known as the most powerful warrior and greatest diplomat on the Northwest Coast. By the mid-19th century, traders were attempting to access the interior to trade for valuable furs. Hudson Bay Company built Fort Selkirk on the Pelly River but Chilkat warriors led by Kohklux were responsible for its destruction on August 21, 1852. Historically many defensive forts were constructed by the Tlingit in the area; one on a point in Portage Cove, one on a hill at the mouth of the Chilkoot River, and on the Chilkat River: one at 7 mile, one at 9 mile, and one at 13 mile above the current road. The Russians built "Willow Fort" near Pyramid Harbor about 1838 while surveying the Chilkat River.

The Chilkats became aware of the transfer of Alaska from Russia to the United States, when Kohklux was presented with a U.S. flag on October 17, 1867 by Capt. Howard on the ship Lincoln. Kohklux displayed the flag mounted on his canoe, one day before the US flag was raised at Sitka.

In 1869, William Henry Seward, his son Frederick and surveyor George Davidson visited Klukwan to view a total eclipse. While there, Seward became friends with Kohklux and was well respected as a man of peace as he negotiated a treaty between the Sitka Tlingits and the Chilkats. Seward realized the importance of the Chilkat Valley to the United States. Starting in 1903 the US Government began construction of Fort William H. Seward to help settle the boundary dispute between the United States and Canada.

In 1879 when John Muir and Presbyterian missionary, S. Hall Young visited Yandeist'akye', Kohklux wore a robe that was a gift from Seward and showed a tattoo of "Seward" on his arm. At this time, at the request of Chiefs Kohklux and Daanawaak, permission was given to the Presbyterians to build a mission school at Deishu to educate local Native children. The site chosen was on the narrow portage between the Chilkat River and Lynn Canal. By 1881, with the financial help from Sheldon Jackson, the mission was established. The town was named for Mrs. F. E. Haines, secretary of the Presbyterian National Committee of Home Missions, which raised funds for the new mission.

Leaving Sitka on May 20th, 1880, the "Edmund Bean Party" was the first group of miners allowed into the interior with permission of Chief Kohklux. As pressure was brought to bear on the Chilkat Tlingit to open trade access to the interior, their position as middleman in trade was threatened. Lunaat, 38 years old and the second chief at Yandeist'akye' was killed in Dyea in 1888 during a dispute over rights to pack on the trail. Kohklux died in 1889 at the age of 70 and Chief Daanawaak of Yandeist'akye' was very old by then. Many changes were coming fast. During the 1890's their income derived from the "fur trade" was shrinking, as others began to

haul freight over the passes. As the gold rush began, mounting pressures due to economics and Native rights issues caused the government to exert more pressure on Native peoples through the courts. Often Tlingits lost their cabins, hunting, fishing and berry picking sites to encroachment by new "owners". As Native rights issues were developed, the ANB and ANS were formed to fight for the rights of Natives to vote and own land.

Many of the founders of the Haines ANB/ANS went on as leaders to influence the development of Native Rights issues statewide. Elizabeth Peratrovich was from the Lukaax̄adi of Yandeist'akye'. Mildred Sparks and Victor Hotch of the Klukwan Gaanax̄teidi', Austin Hammond of the Chilkoot Lukaax̄adi and others were active on issues and received statewide recognition for their efforts and dedication. Today Tlingits still maintain a strong cultural presence in the community and the Elders are influential in the region protecting Native rights and subsistence issues.

Haines Organizational Meeting



In the 1880's a post office was established at Chilkat. The town of Haines developed around the Mission School and became an important outlet for the Porcupine Mining District, which produced thousands of dollars of placer gold at the turn of the century. Haines also marked the beginning of the Dalton Trail, which crossed the Chilkat mountain pass to the Klondike goldfields in the Yukon during the great Klondike gold rush of 1896-99. The Dalton Trail now roughly follows the route of the Haines Highway.

The discovery of gold in the Porcupine district triggered action to finally resolve the lingering boundary dispute between Alaska and Canada. Skagway was garrisoned with federal troops in 1898. In 1903, construction was begun on a permanent military post near Haines. Garrisoned in 1904, it was named Fort William H. Seward, in honor of the Secretary of State who negotiated the purchase of Alaska from Russia in 1867. In 1903, the federal boundary treaty was signed in support of the United States' claim.

By 1910, Haines had approximately 400 residents, 19 stores, and four canneries. In its first special election, residents voted to incorporate as a city for the purposes of maintaining order and improving the school system. As the growth of Haines and Fort Seward continued through the years, Fort Seward was renamed "Chilkoot Barracks" to honor the gold seekers who struggled over the Chilkoot Trail. The name changed again at the end of World War II when the Barracks were decommissioned and sold to a group of veterans who incorporated it as the City of Port Chilkoot in 1956. In 1970, Port Chilkoot merged with Haines to become a single municipality, the City of Haines. In 1978, Fort Seward became a designated National Historic Landmark. Presently, the old fort and stately buildings serve as homes, hotels and cultural attractions.

In the 1940's and 1950's Haines became an important transportation link with the completion of the Haines Highway and the initiation of the Alaska Marine Highway System. The first ferry in the Upper Lynn Canal was operated by Steve Homer and Ray Gelotte, two of the veterans who purchased Fort Seward and docked in Portage Cove. In the early 1950's a military fuel storage pumping facility was constructed at Tanani Point, and an 8 inch pipeline ran over 600 miles to Fort Wainwright near Fairbanks. This pipeline operated for 20 years before becoming obsolete.

After statehood in 1959, the Alaska Legislature began urging various occupied areas of the state to become more organized. They passed the Mandatory Borough Act in 1963 that required certain sections of the state to form boroughs. The intent was to provide a degree of tax equity between those residents living within the incorporated communities and those residing without where both groups shared the same school system. Though the Haines area was not specifically cited in the law, it was evident that some governmental system would have to be adopted to make the school system legal. In 1968, the Haines Borough became the only third class borough in the state, and its only mandated power was taxation for education. The original boundaries encompassed approximately 2,200 square miles. In 1975, the Borough annexed an additional 420 square miles with the inclusion of the commercial fish processing facility at Excursion Inlet, thereby increasing the Borough's income base.

In 2002, Borough residents voted to consolidate the first-class City of Haines and the third-class Haines Borough into a home rule Borough. This action combined two separate governmental entities into one and added areawide planning, platting, and land use regulation to the responsibilities of the local government. Areas of the Borough that already had planning and zoning powers, the former City of Haines, Mud Bay and Lutak, retained their respective zoning

regulations and the remainder of the Borough was zoned General Use. Residents wrote and adopted a charter setting local government rules.

It has now been a decade since consolidation and many formerly sharp edges have blurred. There are still distinctions in character among areas and neighborhoods, but many residents, including those in General Use areas, desire an opportunity to review more intensive development proposals to ensure investments they have made in their property and lifestyle are considered and valued.

3.2 The Environment

3.2.1 Climate

Haines enjoys a climate which is characteristically drier than most of Southeast Alaska throughout the year because of its distance from the exposed coast, more northerly latitude, proximity to Interior regions, and local mountains. Near the coast, maximum summer highs reach into the 90s with extreme winter lows of -15 degrees F. Average summer temperatures in Haines range from 48 to 65° F; average winter temperatures range from 19 to 40 °F. Average annual precipitation is about 50 inches in the townsite area with a greater percentage falling as snow than in most other parts of Southeast Alaska. Haines receives an average of 10 feet of snow per year with 27 feet falling at the Canadian border. The Haines Borough has about 18 hours of official daylight in the latter part of June diminishing to only 6 hours by December 20. The growing season is about 140 days a year.

The prevailing winds over Lynn Canal are northerly throughout much of the year except during the summer months when they are southeasterly, weaker and more variable. Throughout the year the prevailing winds bring relatively warm, nearly saturated air into Southeast Alaska. In winter, a high pressure area will frequently develop over northern British Columbia and the Yukon Territory while a strong low pressure area is /centered over the western Gulf of Alaska. The resulting large pressure gradient generates extremely strong winds that blow through the mountain passes and down Lynn Canal. The funneling effect of the mountains which surround Lynn Canal causes winds to be channeled in a northerly or southerly direction. Occasionally during the winter extremely strong down slope winds occur. These winds may blow steadily at 20 to 30 miles per hour with gusts occasionally over 50 mph. The mountains around the Chilkat-Chilkoot River valleys channel surface winds up and down river.

Existing air quality in Haines is excellent. There are no major industrial sources of air pollution and automobile traffic is light. Haines is classified as a Class II air shed by the Alaska Department of Environmental Conservation (ADEC) under the authority of the Federal Clean Air Act administered for all categories of air pollution. (Class II air sheds are generally pollution free and will allow industrial development.)

3.2.2 Geology

The geologic processes that formed the Haines area are recorded in the landforms, fossils, debris, and plant life. Faulting and folding of the earth's crust began forming the rugged and relatively young mountains of the area, and the Alexander terrain which predominates in Southeast Alaska emerged.

Glaciations had a major effect on the shape of the lands today in the Haines Area. At least eight major glacial cycles have occurred, carving out valleys, grinding down rock and depositing moraines and layers of glacial till. A warming of the climate caused a general retreat of late Pleistocene ice that ended approximately 6-7 thousand years ago. At that time Alaska's glaciers were reduced to their present size or smaller.

Post-glacial rebound, the uplift of terrain after the weight of glaciation is removed, causes measurable elevation increases, especially along shorelines, mud flats, and riverine basins. The rate of rebound has been constant in this century and has been recorded at as high as 1.6 inches per year in the region and 0.9 Inches in the Townsite area.

The Chilkat Peninsula forms an important geological boundary In Lynn Canal. It is composed of Mesozoic greenstones, volcanic sandstones, mudstone, chert, and limestone that closely resemble the rocks of the Gravina belt. These Gravina belt type rocks lie on top of much older lower to middle Paleozoic carbonates of the Alexander terrain. Southwest of Haines, Alexander terrain rocks crop out in the Chilkat Range, and farther southwest Into Glacier Bay.

Near the delta of the Tsirku and Chilkat Rivers, 750 feet of river sands and gravel fill this deep glacially scoured valley. Along the Chilkat River Valley, Mesozoic Gravina-like rocks, and Alexander terrain rocks are separated by the Chatham Strait fault, which can be traced from Berner's Bay north of Juneau, along Lynn Canal, and northwestward through the Chilkat River Valley. On the Chatham Strait fault, fiord filling sediments indicate no slippage has occurred.

SOIL AND AGRICULTURE

The growing season in Haines is about 140 days a year and many area soils are rich from years of river deposition loaded by nutrients that abundant salmon and eagles create. Areas of best agricultural potential are located on stream terraces. Small vegetable gardens have been successful in the borough for years and a number of farms produce commercial sales. Kale and root vegetables such as cabbage, cauliflower, carrots, beets and potatoes seem to do best, and some people grow berry and lettuce patches. Charles Anway developed his prize-winning "Anway Strawberry" and exhibited it at the Alaska Yukon Exposition of 1908. He also started the first commercial apple and cherry orchards in Alaska. A Community Garden on the Southeast Alaska Fairgrounds is used by many residents.

3.2.3 Watersheds

The Haines Borough can be divided into five major river drainages: the Chilkat River, Chilkoot River, Ferebee River, Katzehin River, Tsirku and several small creeks (Sawmill Creek) which drain directly into Chilkat, Lutak and Chilkoot Inlets. All of these freshwater watersheds flow into the Lynn Canal. The Excursion River, the major watershed for Excursion Inlet, is protected within the boundaries of the Glacier Bay National Park and is not within the Haines Borough.

The Chilkat River originates in Canada approximately 50 miles north of Haines as a glacier-fed stream. It flows over a relatively steep gradient and, about 23 miles before reaching the Chilkat Inlet, broadens into a wide floodplain with braided stream channels, extensive gravel bars and islands covered with dense stands of willows and black cottonwoods. For residents of Haines, the Chilkat and Chilkoot rivers are part of the daily life and economy of Haines as well as the lifeblood for the Haines based subsistence fishing as well as commercial fishing fleet.

Major tributaries of the Chilkat River are the Kicking Horse, Klehini, Kelsall, Takhin, and Tsirku Rivers. Each tributary is largely glacially-fed. The Tsirku, known by some as the Big Salmon, also carries flows from Chilkat Lake. Runoff waters of the Tsirku may actually back up into Chilkat Lake during periods of unusually high snowmelt.

The Chilkat River is characterized by a broad floodplain composed of deep deposits of sand, silt, clay and gravel alluvium, which is primarily of glacial origin. At its mouth, the Chilkat River forms the McClellan Flats, an extensive tide flats area.

Late salmon runs occur in the Chilkat River because portions remain ice free due to unusual sources of warm water near the Tsirku Fan at Klukwan. This provides the food source and, hence, the impetus for the annual late fall gathering of eagles at the renowned Chilkat Bald Eagle Council Grounds. During its peak, it draws the largest concentration of bald eagles known in the world.

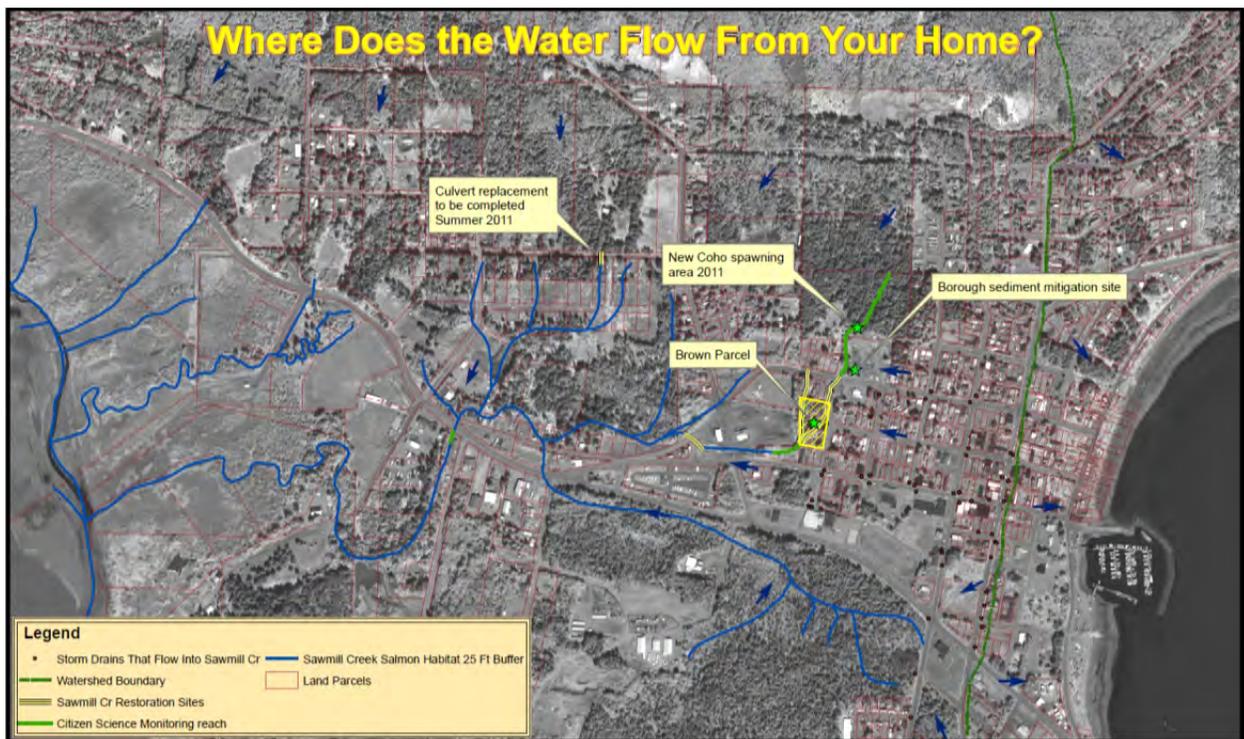
The Chilkoot River flows about 20 miles southeast from its source before entering Chilkoot Lake, which is 3.5 miles in length and 1 mile wide. The Chilkoot River continues its course from Chilkoot Lake to Lutak Inlet. There is a small tributary stream near the north end of Chilkoot Lake which contains a salmon spawning area known locally as the Glory Hole.

Another major river is the Ferebee River, flowing southeast from the Ferebee Glacier to Taiyasanka Harbor 25 miles away. The fourth major river is the Katzehin River, an approximately 12 mile long river flowing westerly from the Meade Glacier in the Juneau icefield and Coastal range. Unlike the Chilkat, the Chilkoot, Ferebee and Katzehin rivers have no major tributaries; they are fed by runoff and glacial melt.

SURFACE WATER

With the exception of the Excursion River all fresh water in the planning area drains into Lynn Canal. Stream flow is lowest in winter when precipitation at higher elevations is stored as snow, and greatest in summer when melting snow and glacier ice augment flow. Springs and groundwater seeps flowing from alluvial fans contribute to stream flow year-round. As is typical with snowmelt-fed drainages, a strong seasonal fluctuation in discharge, not strongly correlated with precipitation, occurs. Peak runoff occurs in the summer months and lowest flows in January, February and March.

Sawmill Creek is a primary drainage of significance in the townsite area. Numerous unnamed uplands springs and drainage channels contribute to the flow of Sawmill Creek, as well as upwelling ground water in the wetlands area of the creek. The watershed for Sawmill Creek is important as the primary townsite area drainage and flood control waterway. It is also a catalogued anadromous fish system with waterfowl and terrestrial mammal habitat. Add about surface flow divide



The Chilkat River is the largest drainage in the region. It originates in a region of glaciers and ice fields located on the Alaska-Canada boundary approximately 50 miles north-northwest of Haines. The 18 miles of the Chilkat River from its junction with the Klehini River, its largest tributary, is characterized by a broad floodplain of numerous channels. Throughout its length are high sediment loads, particularly during periods of runoff. However, sloughs, small streams, seeps, and the lakes in the drainage provide important habitat and migration routes for fish.

GROUNDWATER

Precipitation contributes significantly to groundwater sources. The slopes northwest of town are the principal recharge areas. Most of the groundwater in the area moves down the valley west of Haines. Haines aquifers are generally small. In general, the water is of the calcium bicarbonate type and is suitable for most uses; some water in the area is moderately hard.

Large quantities of groundwater from surficial deposits are estimated to be available in only a few areas. The highest groundwater potential exists in glacial outwash deposits south of the Haines Highway and Sawmill Road. However, gravel zones are not continuous, and water quality deteriorates with depth. The wetlands west of Sawmill Road also has groundwater potential but is periodically flooded by tidewater.

Bedrock in the Haines-Port Chilkoot area is not a good source of groundwater because of its density. Higher areas in the Haines region have bedrock at or near the surface. Surficial deposits composed of sand, gravel, and cobbles interbedded with fine-grained sediments constitute the best aquifers in the area.

HAZARDS

UPDATE SECTION WITH LATEST STATE STUDY AND INFO ON LUTAK SCARP

The three geophysical hazards most common in Southeast Alaska are earthquakes, flooding (coastal and stream), and mass wasting (rock and/or mud slides). Due to the physical location of Haines, the community is relatively free of flooding and avalanche dangers, although local drainage characteristics and construction activity on the slopes north of the townsite area center has caused local runoff problems.

Earthquakes -The Haines area is in the second most seismically active region in Alaska and constitutes a part of the highly active circum-Pacific seismic belt where earthquakes of magnitude 8 and greater have occurred. Five earthquakes of that size have occurred in Southeast Alaska and the vicinity in historic times along or near the tectonically-active Fairweather, Queen Charlotte Islands Fault system, and along the Chugach - St. Elias fault.

The Haines area may have a higher earthquake probability than indicated by historic seismic records. The U.S. Army Corps of Engineers has assigned the Haines area as seismic zone 3, a zone where the largest expectable earthquakes would have magnitudes greater than 6.0, where major damage to man-made structures could be expected. The strongest ground vibration (shaking) as a result of an earthquake could be expected to occur on man-made fills, specifically the Haines airstrip, Alaska Department of Transportation shop, and the Lutak dry cargo dock area. Settlement of the ground surface due to shaking in the Haines area could cause damage to road beds, buildings, and other facilities whose foundations are wholly or partly on filled land. It should be emphasized that distant large earthquake intensities from the Fairweather, Queen Charlotte Islands Fault could cause damage to the Haines area.

Local subsidiary faults to the Chatham Strait Fault are the Chilkat River, Chilkoot, and Takhin faults, and faults in the saddle area of Haines. For the most part, these faults are concealed by water or valley floor deposits and their exact location can only be estimated.

There are no known earthquake epicenters within the study area; however, in November, 1987, an earthquake registering 5.3 on the Richter scale epicentered near Haines. This earthquake had several preliminary and after-shocks. Seismic records indicate that over 100 significant earthquakes have been recorded in the Haines area since 1899. Earthquakes of moderate size, between 6.0 and 7.0 on the Richter scale, can be expected to occur on the order of once or twice per century.

Flooding - Flood hazard areas exist extensively throughout the flood plains of all riverine systems. Sudden changes in main channel alignment and course are common, as has recently occurred at Klukwan and the Tsirku River Fan. Sloughs, riverine islands, river deltas and tributary channels are all subject to sudden flood immersion and scouring, with a resultant uncertainty as to the permanence of existing low land physical features.

Flood hazard areas and other geophysical hazard areas in the townsite area are identified in the 1989 Flood Plain and Flood Hazards Map. Development in hazard areas is considered by the Borough Planning Commission and the Borough Assembly.

It is estimated, for emergency preparedness purposes, for a 1,000-year cycle, seiches could have impacts up to 100 feet elevation above MLLW shoreward. Effects at a higher elevation are possible. Major tsunami effects from earthquakes near or outside the region are less likely. The energy of distant tsunami shock waves tends to dissipate before they get to Haines as a result of the sheltering effects of the community being located 100 miles up the Lynn Canal and sheltered by the Chilkat Islands and Peninsula.

Mass Wasting - Numerous landslides of considerable extent occur frequently in the Haines study area, but rarely impact developments within the Townsite Area. Landslides occur on or adjacent to steep slopes where unconsolidated soils, talus deposits, and overburden overlay bedrock or impermeable soils. Avalanches also occur on these slopes. Most are small, and occur away from currently developed and inhabited areas. Landslides and mixed mud and snow debris avalanches occur during or after periods of extreme precipitation. Small landslide and snow avalanche debris accumulations occur along the steep mountain front north and northwest of Haines, and along the fjord walls of the Chilkoot and Lutak Inlets. In the late 1890's, a landslide virtually eliminated a Native village at 19-mile Haines highway. Add Jan 2011 events

VEGETATION

Sitka Spruce and Western Hemlock are the predominant species that make up much of the forest, with concentrations of cottonwood near the valleys, and some hardwood species

(primarily birch). Above 3,000 feet altitude, alpine tundra is the only vegetation found, while the areas below that abound with alder, dwarf maple, willow, berry bushes, and devil club that form dense underbrush in the forested areas. Vegetation in freshwater wetlands includes yellow pond lily, bur reed, stonewort, quillwort, water milfoil and mare's tail. Sedges, spike rush, and horsetail usually form the borders of the ponds and sloughs. Muskeg forms an organic mat in much of the low-lying areas.

HABITAT

Habitat in the Haines area include estuaries, wetlands and tide flats; rivers, streams and lakes; and important upland habitat. Refer to the Haines Coastal Management Program Plan. A brief description and statement of value for each habitat type follows.

Wetlands - The National Wetlands Inventory Map, available online, shows high-level identification of wetlands in Haines Borough. Some wetlands are small and isolated and of less ecological value while others are integrally connected to riparian and anadromous systems and act as "sponges" filtering-out surface contaminants as surface water slowly passes through them. The US Army Corps of Engineers requires a permit be obtained for development work in wetlands, and at a minimum impacts must always be avoided and minimized.

Estuaries - An estuary is "a semi-closed, coastal body of water which has a free connection with the sea and within which seawater is measurably diluted with freshwater derived from land drainage." Chilkat, Chilkoot and Lutak inlets and Taiyasanka Harbor meet this definition.

Saltwater Wetlands and Tide flats -The majority of this habitat type in the Haines area is occupied by tide flats, which are mostly unvegetated areas that are alternately exposed and inundated by the rising and falling of the tide. The McClellan Flats of the Chilkat River and tide flats of upper Lutak Inlet - Chilkoot River are the major tide flats in the Haines area.

Rivers, Streams and Lakes -This habitat is defined to include all non-marine water bodies and their floodplains. The Chilkat and Chilkoot River Valleys, with their channels and sloughs, islands and sandbars, can then be classified as one unit instead of many small units. Freshwater wetlands are scattered throughout the Chilkat River floodplain and includes portions of the Kicking Horse delta, scattered areas from Mile 10 to Mile 14 along the Haines Highway, and the northwestern end of Chilkat Lake.

Upland Habitat -This has been defined to include 1) wildlife concentration areas (not areas where only wildlife presence is noted) as defined by the Alaska Department of Fish and Game in its revisions to Alaska's Wildlife and Habitat, 2) an area 200 feet on either side of all anadromous fish streams, and 3) coastal forest fringe one-eighth mile from shoreline of estuaries and tide flats or around municipal water supplies. **This section needs updating.**

WILDLIFE

The Haines Borough has abundant wildlife resources, and hunting is an important contribution to the local diet. Birds and waterfowl are very plentiful in the borough, as are mosquitoes, flies, and biting midge. Moose, brown and black bear, mountain goat, wolf, lynx, mink, martin, muskrat, otter, weasel, and wolverine are the principal meat and fur-bearers in the area.

FISH AND MARINE MAMMALS

HCMP has detailed and specific info @ fisheries

Fisheries resources play an important role in the Haines environment and economy. Commercial fishing is a significant part of the local economy, and expenditures by visiting and local sport fishermen contribute to local business income. Many area residents, especially from the Native community, utilize area fish, crab, and shrimp stocks as a subsistence food source. Humpback and killer whales, dolphin, seals and sea lions are often seen in the region. All five species of pacific salmon (kings, pink, sockeye, chum, and coho [silver]) are found in the area waters, along with halibut, Dolly Varden and cutthroat trout. Eulachon and herring are also netted.

BIRDS AND WATERFOWL

HCMP has detailed and specific info @ bird and waterfowl

Lynn Canal and the Chilkat and Klehini River Valleys provide a major migration route to and from the Interior of Alaska and Canada. Dabbling ducks including mallards, green winged teal, American widgeon and pintail, and Canada or occasional snow geese are most commonly found in the marshes, ponds, and sloughs around ten mile and above Wells bridge. Common diving ducks, sea ducks, mergansers, trumpeter swans and sand hill cranes also utilize the Chilkat River basin during migrations. Loons, grebes, cormorants, gulls, terns, murrets, and murrelets are the most common seabirds observed along the coastlines of the inlets. Great blue herons are also common.

However, more noteworthy to Haines is the bald eagle. Bald eagles commonly nest along the coastline of the inlets in upper Lynn Canal and the major river valleys. Each fall, major concentrations of eagles gather in the lower Klehini River and the Chilkat River near the confluence with the Tsirku River to feed on the carcasses of the late fall chum salmon run. This is the largest known concentration of bald eagles in the world. Although the greatest numbers occur in the late fall, many eagles remain along the Chilkat River throughout the winter. Willow ptarmigan, rock ptarmigan, white tailed ptarmigan and blue grouse are very common in the area. Ravens, magpies, jays, crossbills, chickadees, Juncos, and numerous other songbirds either nest here or migrate through the area.



4 Quality of Life

GOALS

Celebrate Haines's excellent quality of life, which is based in large part on:

- The outdoors and natural beauty;*
- Our small town atmosphere and community;*
- The presense of family and friends;*
- Safety and low crime; and*
- Abundant hunting and fishing opportunities.*

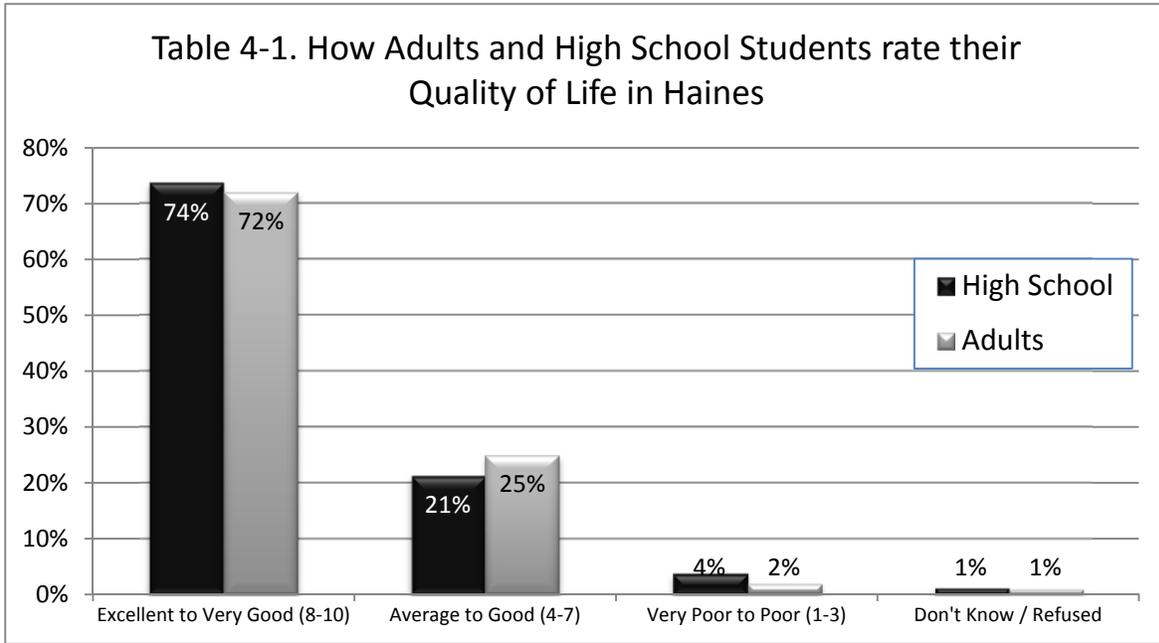
Recognize that quality of life is part of what keeps residents living here and draws potential businesses and residents to the area.

4.1 Current Conditions: High Quality of Life

Quality of life is a subjective rating of personal satisfaction (or dissatisfaction) with living conditions. Quality of life evaluates the general well-being of individuals and societies. It shouldn't be confused with the concept of standard of living, which is based primarily on income. Instead, when asked about their overall quality of life, people blend their general

sense of not only wealth and employment, but also the surrounding environment, physical and mental health, education, recreation and leisure time, and social belonging.

Haines adults and youth are very satisfied with their overall quality of life and generally expect future conditions to be about the same.



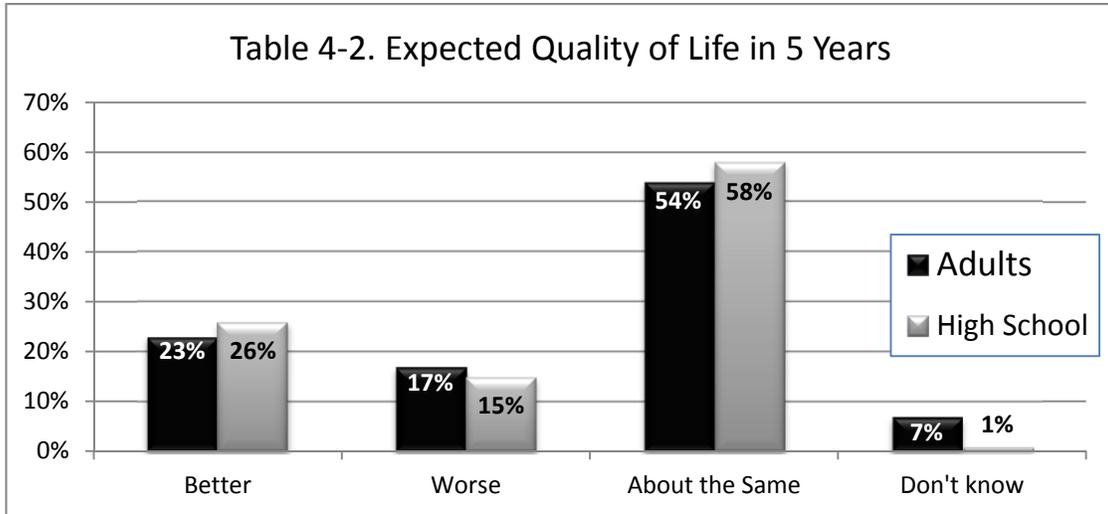
Two recent surveys provide good data on Haines resident’s opinions; a random statistically valid survey of adults in households (*McDowell Group, 2011*) and a survey of 80 (73% of total) high school students (*Sheinberg Associates, 2011*).

Almost three-quarters of adults and high school students rate their quality of life as very good (Table 4-1). The similarity between adults and student opinions is striking. On a scale of 1 to 10 where 1 is very poor and 10 is very good, the average score that both adults and high school students gave quality of life in Haines is 8.1.

For adults, the age group with the highest level of satisfaction are those 55 and older (mean quality of life score is 8.6) while those in the peak of their working and raising a family years (ages 35-54) have a slightly lower assessment (mean score of 7.6).

Four percent of high schoolers and one percent of adults call quality of life poor to very poor.

Over half of youth and adults expect their quality of life in Haines to be about the same in five years, while 23% of adults and 26% of youth expect it to be better. This is a good indicator about resident’s general expectations for the future. Another 15-17% expect a decline in quality of life.



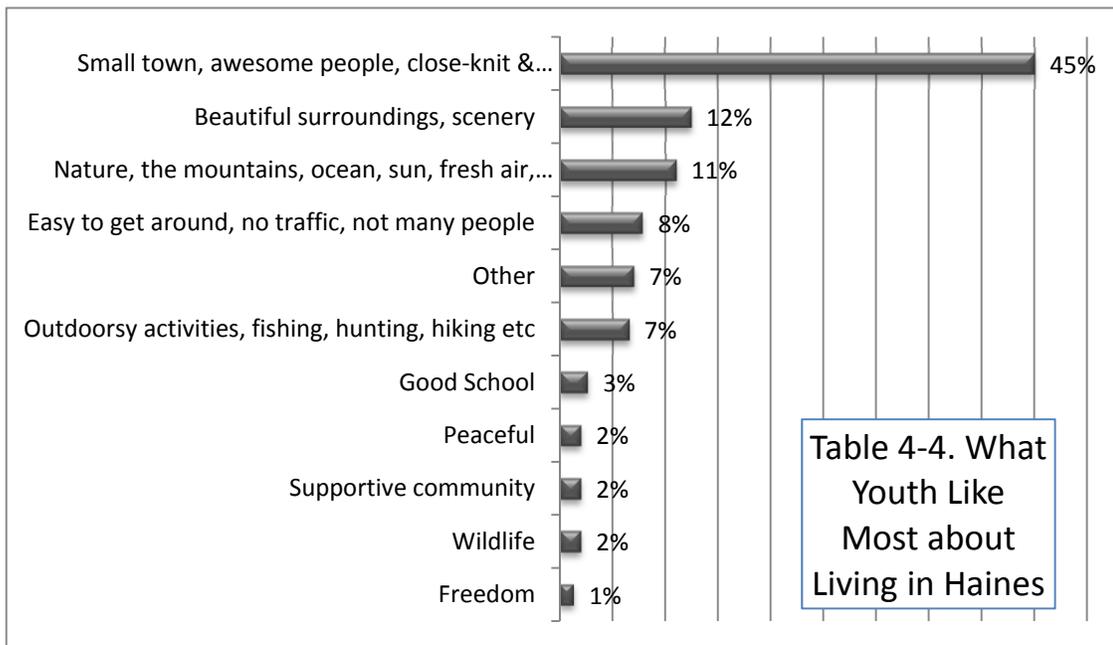
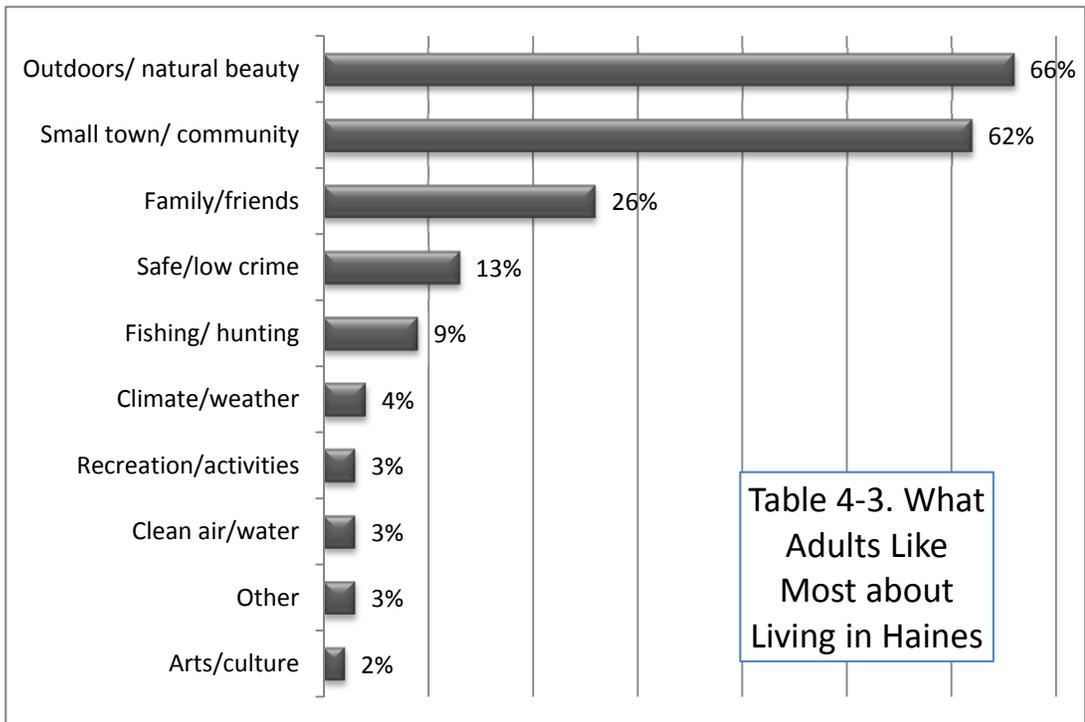
4.1.1 Reasons Why People Like Living Here

Regardless of age, length of residency, where in Haines people live, income or employment status, all said that the top two reason they like living here are the outdoors and scenic beauty, and the small town atmosphere and community.

The top reasons residents like living in Haines are the:

1. Outdoors and natural beauty
2. Small town atmosphere and community
3. Presense of family and friends
4. Safety and low crime
5. Abundant hunting and fishing opportunities

Other reasons that Haines is a good place to live mentioned are the climate and weather, recreational opportunity and activities, clear air and water, arts and cultural activities good schools and subsistence. High school students like Haines for many of the same reasons as adults, but the “awesome people,” and friendly close-knit community ranks highest by far.

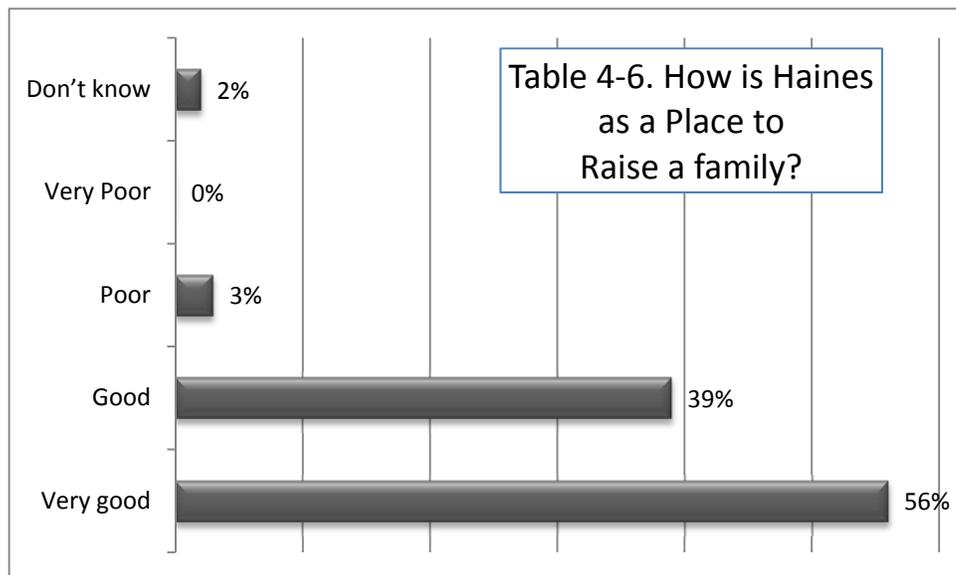


Add para. about youth (may re-aggregate)

4.1.2 Haines is a Good Place to Raise a Family

When asked to rate Haines as a place to raise a family, nearly all (95 percent) gave a positive rating, including 56 percent who rated it very good. Just 3 percent gave a poor rating.

Looking at the rankings by age, significantly more younger residents (age 18 to 34) give it a good rating rather than a very good rating (60% good, 37% very good), compared to those in older age groups. Also, those in the lowest income bracket (less than \$25,000) gave fewer very good ratings (43%) compared to those earning more than \$25,000 (61%).



4.1.3 Volunteerism is High

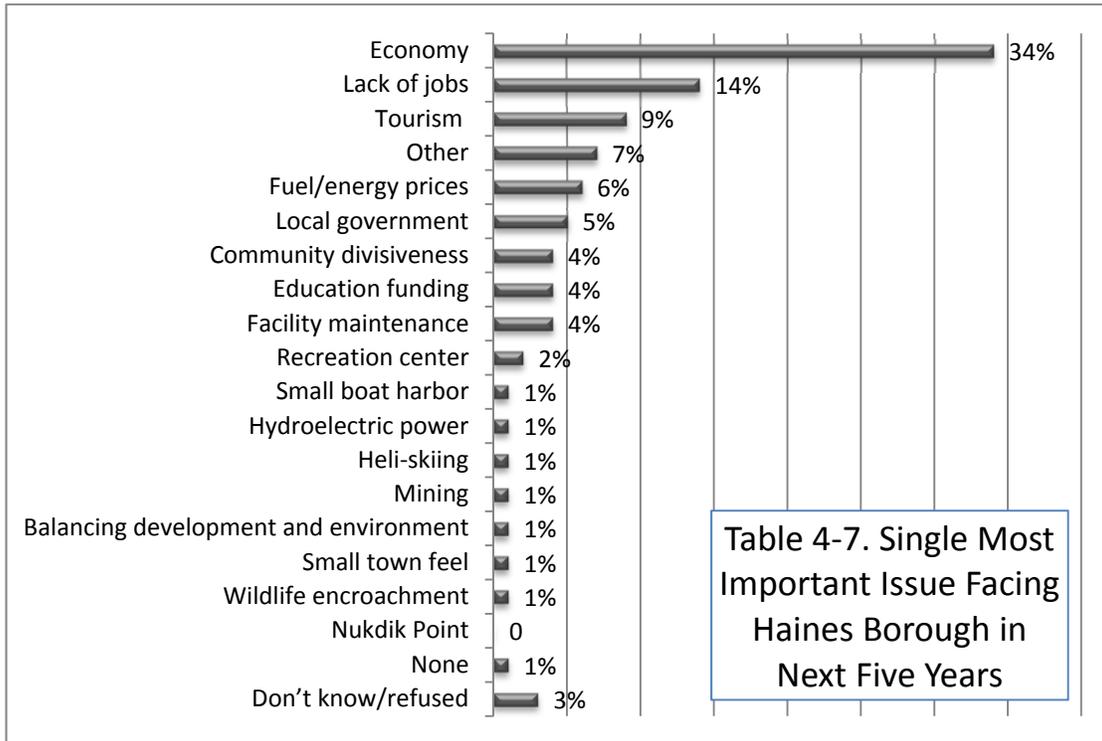
There is a very high level of volunteerism in Haines, a sign of commitment and connection to community, which is intrinsically linked to quality of life. The average number of hours spent volunteering for local organizations per month was 11.2 hours.

Over 70 percent reported spending at least one hour, including 28 percent who spent more than 10 hours per month. Averages by age group ranged from 12.0 hours among those 18 to 34, to 7.8 hours among those 35 to 54, to 14.4 hours among those 55 and older.

4.1.4 Most Important Issue in Next Five Years

In the Community Opinion Survey respondents were also asked about the single most important issue facing Haines Borough over the next five years. There were two fairly common responses: the economy (34 percent) and lack of jobs (14 percent). A diversity of other issues was raised, each with a smaller percent of respondents. Clearly the economy and jobs are on

resident’s minds, and the success of efforts to increase jobs and economic opportunity in town will impact the future and quality of life in a positive manner.



4.2 Implementation Plan

Objective: Maintain the friendly and close-knit community that makes Haines a great place to live and a safe, affordable place to raise a family.

Objective: Achieve a healthy year-round economy that makes it possible for individuals and families in the Haines Borough to live securely and comfortably.

Objective: Encourage growth and development in the Haines Borough in a manner that:

- Protects and enhances the health, safety and well-being of residents;
- Both protects and takes advantage of the area’s natural beauty and scenery;
- Maintains the easy access to and wealth of fish, wildlife and recreation resources;
- Celebrates our rich and diverse history and culture;
- Fosters civic dialogue, respect for and appreciation of differences
- Supports and expands the diversity of health services that are locally available.

Action: Implementing the objectives and strategies in the Haines Borough Comprehensive Plan will help accomplish the Quality of Life goals and objectives.

picture

5 Haines Borough Government

GOALS

Continue to:

Maintain a balanced municipal budget;

Conduct government policy and budget processes in an open manner that welcomes public participation; and

Set up systems to evaluate competing funding demands, set community top priorities, and implement.

5.0 Haines Borough Government

History

Fiscal Overview-Local Government

- Operating Budget: Revenues and Expense Trends
- Capital Budget Trends
- Savings Accounts

Municipal Facilities

Goals, Objectives and Strategies

5.1 Haines Municipal Government

Today, the Haines Borough encompasses an area of approximately 2,350 square miles, or just over 1.5 million acres. It is bounded on the north and east by British Columbia, Canada and the Municipality of Skagway (a 1st class Borough), to the south by the City and Borough of Juneau and Icy Straits, and to the west by Glacier Bay National Park.

One hundred years of local government history preceded today’s Haines Borough. The 1st class City of Haines was incorporated in 1910. In 1970, the City of Port Chilkoot (formed in 1956) merged with Haines into one municipality. The area surrounding the City incorporated as the 3rd class Haines Borough in 1968. In 1975, the Borough annexed an additional 420 square miles to add the commercial fish processing facility at Excursion Inlet, thereby increasing the Borough's income base. After narrowly rejecting the idea in 1998, 56% of area citizens voted in 2002 to consolidate the City of Haines and Haines Borough to form the home rule Haines Borough. The home rule Haines Borough possesses all powers and privileges of a home rule borough under the laws of the State of Alaska and the Haines Borough Charter.

When the former City of Haines and the Haines Borough each incorporated neither was eligible to select much land as part of its municipal entitlement compared to other parts of the State because there is little State land in Southeast Alaska. In 2010, the State Legislature helped remedy this when House Bill 273 passed transferring an additional 3,167 acres to Haines, bringing the total borough land to 5,230 acres.

5.2 Local Attitudes and Participation Levels

Almost half of residents (45%) said that they felt very informed about local public issues, with a similar amount (47%) feeling somewhat informed. Less than 10% feel they do not know about local issues (8%).

In general, do you feel very informed, somewhat informed, or not informed on local public issues?

| Base=208 | % of Total |
|--------------------|-------------------|
| Very informed | 45% |
| Somewhat informed | 47 |
| Not informed | 8 |
| Don't know/refused | - |

Those who said they felt either somewhat or not informed were asked which information sources would be best for them to learn more about local public issues. The number one response was newspaper at 43 percent, followed by radio at 24 percent and Borough website at 15 percent. All other sources were selected by less than 10 percent of respondents.

Which two of the following information sources, if any, would be for you to learn more about local public issues?

Base: Feels somewhat or not informed on local public issues

| Base=114 | % of Base |
|--------------------|-----------|
| Newspaper | 43% |
| Radio | 24 |
| Borough website | 15 |
| Town meetings | 8 |
| Community blogs | 5 |
| Facebook | 5 |
| Cable TV scanner | 3 |
| Twitter | 1 |
| None of the above | 1 |
| Don't know/refused | 1 |

When asked how many hours they spent per month attending public meetings, 69 percent of respondents said they spent zero hours, while 19 percent spent between one and three hours. The average number of hours reported was 1.2. Averages were similar among subgroups.

About how many hours per month do you spend attending public meetings such as school board, assembly, and planning commission meetings?

| Base=210 | % of Total |
|--------------------|------------|
| 0 hours | 69% |
| 1-3 hours | 19 |
| 4-7 hours | 7 |
| 8-10 hours | 4 |
| 11+ hours | 1 |
| Average # of hours | 1.2 hours |
| Don't know/refused | <1 |

5.3 Borough Organization, Powers and Facilities

The Haines Borough Assembly has six members that are elected at-large by all citizens. The seven member planning commission are all appointed at large as well by the Assembly. It employs a strong manager form a government, with a professional manager taking care of the day-to-day running of government. There is also a seven-member elected School Board with an additional student representative.

Haines Borough provides the following public services on an areawide basis (including but not limited to):

1. Education;
2. Tax assessment and collection;
3. Planning, platting, and land use regulation;
4. Control of hazardous substances;
5. Emergency medical services and other medical services;
6. Emergency dispatch services;
7. Ports and harbors;
8. Funding capital improvement projects;
9. Public parks and recreational facilities;
10. Public libraries;
11. Museums;
12. Cemeteries;
13. Economic development (including tourism promotion);
14. Disaster planning and emergency response; and
15. Solid waste management.

Haines Borough exercises the following powers on a service area basis within the Townsite Service Area (former City of Haines).

1. Police protection;
2. Fire protection, prevention, and safety;
3. Animal control;
4. Water and sewer utilities;
5. Street and road maintenance;
6. Public works;
7. Funding for capital improvement projects; and
8. Economic development and tourism promotion.

Several mayor-appointed advisory committees serve the community such as the Boat Harbor Advisory Committee, Chilkat Center Advisory Board, Fire Service Area Boards, Library Board of Trustees, Museum Board of Trustees, Road Maintenance Service Area Boards, Public Safety Commission, Parks and Recreation Advisory Board, and new Port Development Commission

The Haines Borough owns the facilities and land shown on **Figure X-x** and listed on **Table 5-1.**

See Figure and Table 5-1 in map packet

5.4 Municipal Budget Overview and Trends

5.4.1 Haines Borough Operating Budget

Mirroring global and national concerns, Haines leaders and residents are continually working – often through public debate – to strike a balance between the size of local government, municipal taxation and spending, and the desired services, infrastructure and development that benefits from local government assistance.

Available revenue is the backdrop against which the Haines Borough makes decisions about the community services, facilities and public improvements it provides. It is important to separate the borough's annual operating budget from the annual capital budget when thinking about local government spending. The operating budget is what is needed annually to do the day-to-day business of local government; it should be predictable and is typically not subject to unplanned increases or decreases. The capital budget, however, can vary significantly depending on a combination of skill and luck in getting Legislative, Congressional, State, or other grants and funds for specific projects.

Haines Borough's annual operating budget is financed by a combination of local tax revenue and fees, state, and federal funding. The expenditures each year are on municipal services such as police, fire, library, streets, education, parks and more.

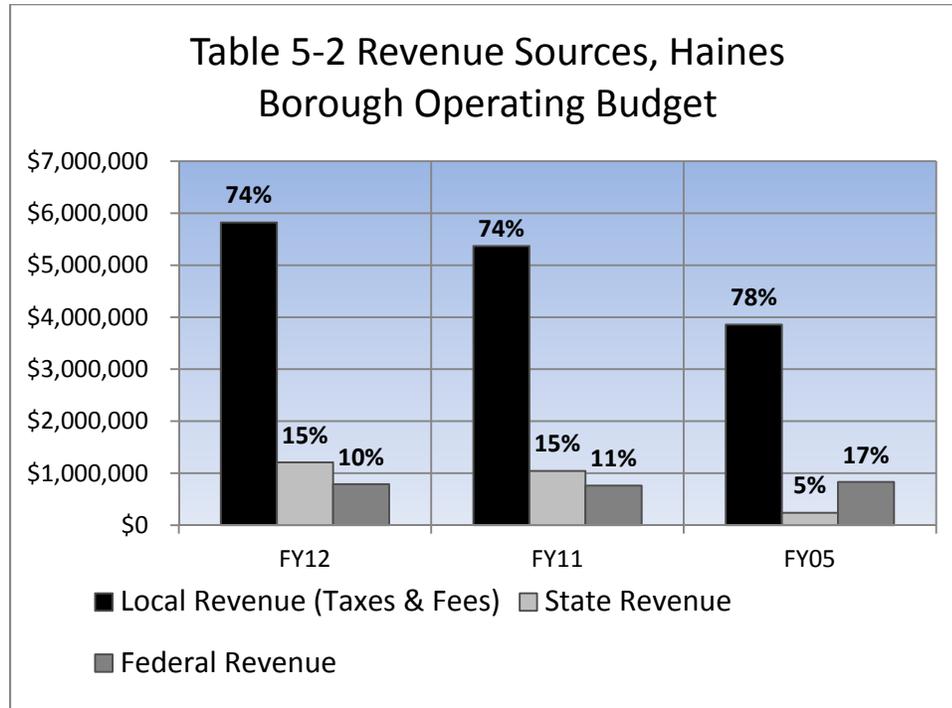
Revenue Sources

Haines Borough is quite dependent on local revenue (a combination of taxes and fees for services or rent) for its day-to-day operations. Three-quarters (74%) of its annual operating revenue come from local sources, while state and federal revenue together account for about one-quarter (25%) of the Borough's operating budget. This pattern of revenue has been more or less constant since fiscal year (FY) 05 (Table 5-1, 5-2 and 5-3).

This means that changes to local tax levies and fees must be carefully considered as the amount of revenue from local sources has a significant impact on borough government spending and opportunity.

The two primary federal revenues are the Secure Rural Schools (SRS) funding (also called Forest Receipts), which must be spent on education, and PILT (payment in lieu of taxes). Together this federal funding provided about \$750,000 for the Borough in FY 12. SRS must be reauthorized by September 2011 and those tracking reauthorization are not optimistic that this will occur

given the current federal budget situation. This will create an immediate \$428,000 shortfall in funding traditionally used for schools. PILT is also likely to be eliminated or significantly decreased in the next few years.



The four primary state sources of revenue for Haines Borough (with FY 12 amounts listed) are Community Revenue Sharing (\$510,000), Public Safety funding (\$300,000), Shared Passenger Vessel Tax (\$130,000), and the Shared Business Fisheries Tax (\$100,000).

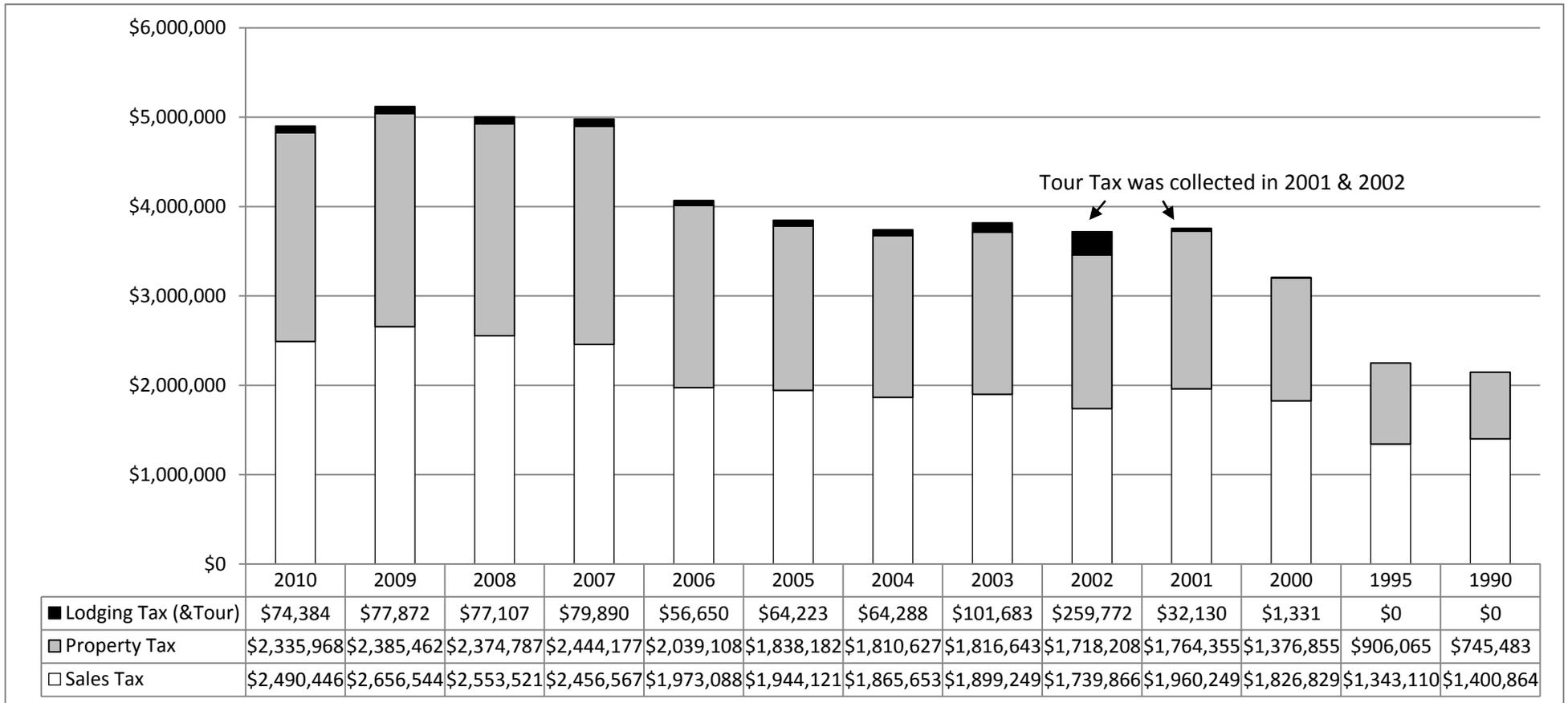
Community revenue sharing was eliminated in 2004 and reinstated in 2008; continued governor and legislative support for this program is important to Haines and all communities in the State. The coastal management program provided about \$14,000 for planning work to Haines annually and this program was ended in Alaska at the beginning in FY 12. The amount of the passenger vessel tax and business fisheries tax that Haines receives annually depends, respectively, on how many cruise ships dock and how much commercial fish is processed in Haines Borough.

Local Tax Revenue

Local tax revenue includes borough-wide sales, property, and lodging tax from all sources - areawide and service areas (e.g. townsite, fire, etc). Of the total local taxes collected revenue, approximately 74% comes from areawide taxes, 21% is collected from within the Townsite Service area from sales or property taxes, and 5% comes from fire service area property taxes.

Local tax revenue (Table 5-4) jumped between 2006 and 2007. This was due to a combination of factors including the fact that the borough issued \$17.5 million of bonds to construct a new school in FY06, but, because only one bond payment was due in FY06 the Haines Borough levied 0.81 mills in that year (less than half the amount levied in future years) to pay the Borough's share of debt service on the bond (70% of debt service was paid by the State). In FY07 the Borough levied 1.86 mills to pay debt service on the new school bond. (School bond debt service payments will continue to 2025.) Also, effective January of 2006 the 1% tax for economic development and the 1.5% tax for Capital Improvement Projects were extended from townsite only to areawide taxes in the Borough. Finally, fuel prices (and thus sales tax on fuel) began climbing steeply in late 2006, peaking in early 2008.

Table 5-3. 20 YEARS OF MUNICIPAL TAX REVENUE (All Municipal Taxes Haines Borough, includes City)



Source: Alaska Taxable, State DCEED, Office of State Assessor

Sales Taxes

State law gives municipalities' broad authority to levy taxes on sales, rents and services that are provided within the community. The state places no limits on the rate of levy for municipal sales tax. In 2010, there were 104 cities and boroughs in Alaska levying sales taxes at rates varying from 1% (2nd class city of White Mountain, population 202) to 7% (City and Borough of Wrangell).

In Haines, sales taxes have been collected by both the former city and borough for decades³. Current sales tax rates are 5.5% in the Townsite Service Area and 4% levied areawide. Rates have not increased since Jan 2006. In late 2005, the Assembly voted to move 2.5% of the sales tax to an areawide levy rather than townsite-only, and defined the purposes for which sales taxes could be spent as follows:

Areawide (4%) to be spent on:

- 1.0% - Areawide General Municipal Purposes
- 0.5% - Medical Services not to be spent south of T34S (so excludes Excursion Inlet among other places),
- 1.0% - Tourism Development and Promotion and Economic Development
- 1.5% - Areawide Capital Projects

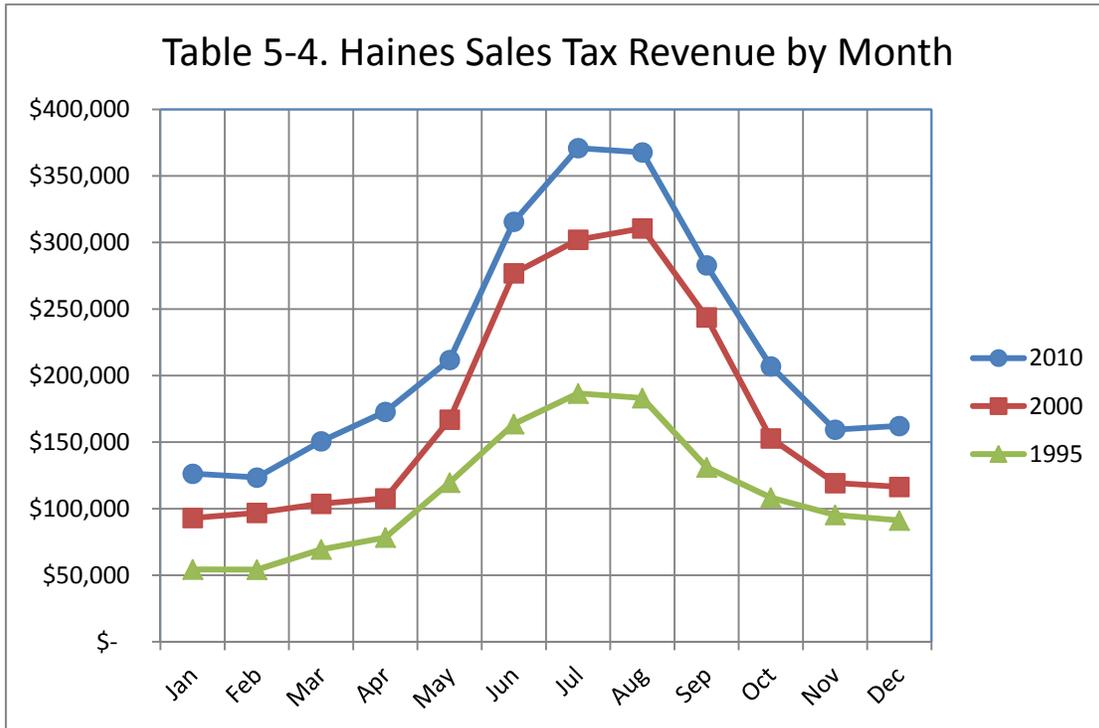
Townsite Service Area (1.5%) for General Municipal Purposes within the townsite service area.

Each 1% sales tax levied areawide generates about \$460,500 (2010), and in the townsite each 1% levy generates about \$_____ (2010).

For the last 15 years, approximately 35-40% of the total amount of sales tax that Haines collects comes during the three summer months of June, July and August. This shows how important summer sales and tourism is to the local economy (Table 5.4).

Haines Borough also levies a 4% bed tax (type of excise tax) on transient lodging that is has collected since 1999.

³ Looking at past Alaska Taxables it is clear that both the former city and former borough levied sales taxes in 1980; before that the format for reporting makes it hard to tell whether both municipalities levied a sales tax, or just one.



Source: Haines Borough Finance Dept.

TSA= Townsite Service Area

Property Taxes

Haines Borough levies property tax on the full value of residential property. The Borough exempts all personal property from property tax such as business machinery and equipment, cars and trucks, boats, business inventory and aircraft. Of the 14 boroughs in Alaska, four others exempt the value of all personal property like Haines, while two levy a tax on all personal property. Nine boroughs let the State collect a motor vehicle tax, which the state then passes through to the municipality (minus an administrative fee).

It is important to remember that the State determines the minimum that Haines Borough must pay to support its schools based on a 4-mill equivalent of the full value of all real and personal property in the Borough. Thus, while the Borough exempts an estimated \$42.2 million in personal property from local taxation, the value of this personal property increases the amount that the Borough must pay to support its schools by \$169,000 (the 4-mill equivalent).

Add text on data/trends

- 5.4.2 Operating Budget Expenses**
- 5.4.3 Haines Borough Capital Budget**
- 5.4.4 Borough Enterprise Funds**
- 5.4.5 Borough Fund Balances**

I have met with Jila and received information and data to complete this section; however, it is written but not yet proofed./reviewed with municipal staff. I'd like to do that before I present it to Commission.

I will be reviewing this with Jila the week of Feb 23.

This section will include data and trends on:
 Local, State and Federal sources of revenue (Trends, Issues)
 Operating Budget: Revenues and Expense (FY 11 & Trends)
 Capital Budget (FY 11 & Trends)
 Enterprise Funds (FY & Trends)
 Savings Accounts/Fund Balances (FY 11 & Trends)

The Haines Borough has six types of revenue funds:

1. *General Funds* are all revenue collected that is unrestricted and available for any purpose. Sources include sales tax, property tax, and some state and federal government revenue. This includes the:

- Areawide General Fund (from areawide property and sales tax),
- Townsite Service Area General Fund (from property and sales taxes collected within the Townsite),
- Fisheries Business Tax (shared by State based on amount of fish processing and raw fish sales within Borough),
- Payment in Lieu of Taxes - (federal funding based on a formula that includes the number of federally-owned acres, population and other factors)

2. *Special Revenue Funds* are money that is collected for a specific purpose (other than capital projects) and includes the:

- Land Development Fund (from municipal land that is sold or leased and to be spent on),
- Medical Service Fund (collected from _____ and to be spent on _____),
- Forest Receipts Title III (from federal government based on number of Tongass acres in borough, must be spent on schools, and this funding is scheduled to lapse in 20xx),
- Economic Development Tourism Fund (from _____ and must be spent on _____),
- Fire Service District fund (from _____ and must be spent on _____)
- Passenger Vessel Tax (shared by State at \$5 per passenger onboard a qualifying commercial passenger vessel providing overnight accommodations, shared with each of

- the first five qualifying ports of call within the state. Must be spent on _____.)
3. *Capital Project Funds* are money to be used for the acquisition or construction of capital facilities and includes Areawide CIP (from sales tax) and CIP Special Projects (from various sources).
 4. *Debt Service Funds* are for the payment of long-term debt and includes repayment of Library Construction Bonds and School Construction Bonds.
 5. *Enterprise Funds* are activities for which a fee is charged to users for service and includes the Water Revenue Fund, Sewer Revenue Fund, and Boat Harbor Fund. These activities are operated in a manner similar to private business and fees are supposed to equal annual maintenance and capital expenses.
 6. The *Haines Borough Permanent Fund* is legally restricted so that only earnings, and not principal, may be spent.

5.5 Implementation Plan

1. Conduct annual budget and capital improvement processes in a transparent manner that encourages participation by interested organizations and residents. Once established, adhere to plan and systematically implement.

Action: Provide public notice to all Borough residents in a timely manner.

Action: Continue to keep Borough website up-to-date with Assembly, Planning Commission and other commission meeting notices, agendas and minutes. (HB)

Action: After the new Assembly is elected each year schedule a half to one-day Assembly retreat to discuss issues and annual priorities. (HB)

2. Collaborate with Chilkoot Indian Association and Chilkat Indian Village, federally recognized tribal governments in this area.

Action: Periodically have joint meetings on planning and project development needs and priorities. Seek opportunities to team on project funding as municipal and tribal government have access to different funding. (CIA, HB)

3. Work with federal and state agencies to advance the interests of the Haines Borough and its citizens.
4. Assist local organizations in obtaining funding for community services and facilities.

Action: Keep websites up-to-date with latest documents, information, statistics and data for easy access for grant writing and funding opportunities. *(HB)*

6 Economic Development

GOALS

- *Support and strengthen Haines' infrastructure, opportunities and services for existing businesses.*
 - *Build the Haines' economy by providing infrastructure, opportunities and services that help create new jobs and revenue, build on local assets, and provide needed goods and services while maintaining public health, safety and welfare.*
 - *Maintain a local business-friendly regulatory environment.*
-

Commissioners: There is a LOT of data and information in this section now about the Haines economy. It needs significant editing, but some direction from you is needed about whether there is too much in here, or if it just needs to be edited, tightened up and reorganized.

6.1 Introduction

Reviewing the data in this section reveals some interesting facts about the local economy.

Seafood, Construction, and Tourism are Haines' Leading Industries

The largest industry in Haines by wages is the seafood industry, which accounted for 16% of all wages in 2010.⁴ Seafood is similar to the construction industry, and followed by the tourism industry in terms of the share of wages in the local economy.

The largest industry in Haines in terms of number of jobs is the tourism sector. The tourism sector accounted for nearly a quarter of local average employment (23%) in 2010.⁵ Ocean Beauty Seafoods is Haines' top employer. Overall employment in the Haines Alaska Borough has grown slightly since 2003, gaining about 50 average annual jobs from 947 in 2003 to 995 in 2010 (an increase of 5%).

Haines is less dependent on federal jobs, wages and revenue than most other places in Southeast Alaska. Haines has a higher percentage of private sector jobs, and a higher percentage of goods-producing jobs than does Alaska, Southeast Alaska or Juneau. However,

⁴ This figure includes commercial fishermen.

⁵ This figure excludes commercial fishermen.

because government jobs (especially federal) tend to be relatively high-paying this also is one reason Haines' average wage is less than these places.

High Self-employment

One of the hallmarks of the Haines economy is a high number of self-employed individuals. Approximately 28% of all wages and 30 percent of all employment is self-employment.

A Seasonal Economy

Another hallmark of the Haines economy is its seasonality. The number of those employed in Haines' nearly doubles between the January and July of each year.

The Haines Workforce is Under Employed

Haines' average 2010 unemployment rate was 8.7%, higher than the state average of 8.0% for 2010. When asked about their employment status, the majority of those who were employed part-time or seasonally (59 percent) said they would work more if they could.

Haines' "Mailbox Economy" is significant

In Haines, employment related income accounts for only about 60 percent of total personal income, meaning that 40% of the income that came into the community last year was not through individual's jobs. Other significant sources of income in Haines include retirement, dividends, interest, and rent. In comparison, in Juneau 77 percent of all income was related to income in 2009, in Alaska as a whole it was 83 percent.

The Haines Borough Population Growing

The Haines Borough population has been slowly growing over time though the rate of growth has slowed in the last decade. During 2000 to 2010, the borough population increased by 116 people or just under half a percent annual growth (0.47%) and Alaska Department of Labor's 2011 population estimates (Haines at 2,620 population) show accelerated growth of 3.5% between 2010 and 2011, making Haines one of the fastest growing communities in the state in 2011. This represents an increase of 112 persons in that single year, including 31 births.

Increasing Senior Population

Haines has aged at a faster pace than the state and the nation, and Haines' senior population is increasing rapidly. The proportion of those 65 and older in Haines increased from 10 percent in 2000 to 14 percent in 2010. By 2024, those 65 and older are expected to make up 33 percent of the local population.

Haines Students have Higher Test Scores

Students in the Haines School District have test scores that make Haines one of the top three school districts in the region academically. Haines is the top school district for high science scores.

Haines Borough by the Numbers 2010 and 2003

The following table provides a quick overview of key Haines Borough statistics and how those numbers changed from 2003 to 2010. Overall employment in the Haines Alaska Borough has grown slightly since 2003, gaining about 50 average annual jobs from 947 in 2003 to 995 in 2010 (an increase of 5%).

HAINES BOROUGH BY THE NUMBERS, 2003-2010

| | 2010 | 2003 | % Change from 2003 |
|---|-----------------------|-----------------------|--------------------|
| Haines Employment and Wages¹ | | | |
| Total Employment (non-comm fish) | 995 | 947 | ▯5.1% |
| Total Government Employment | 207 | 186 | ▯11.3% |
| Total Private Sector Employment | 788 | 761 | ▯3.5% |
| Total Payroll | \$32,407,677 | 23,508,337 | ▯37.9% |
| Total Private Sector Payroll | \$24,371,711 | 17,462,418 | ▯39.6% |
| Average Wage | \$32,570 | \$24,824 | ▯31.2% |
| Median Household Income⁷ | \$47,981 | \$40,772 | ▯17.7% |
| Employment income as a % of total income | 60% | 68% | ▯8.0% |
| Unemployment | 8.7% | 11.5% | ▯2.8% |
| Haines Demographics¹ | | | |
| Population | 2,508 | 2,391 | ▯4.9% |
| Median Age | 46.9 | 43.4 | ▯3.5 years |
| Haines Schools | | | |
| K-12 School District Enrollment² | 312 | 331 | ▯5.7% |
| Dropout Rate | 0.6% | 5.6% | ▯5.0% |
| Free Lunch Eligibility (% of all students) | 40% | 22% | ▯18.0% |
| Haines Sector Employment¹ | | | |
| Construction Wages* | \$5,969,352 | \$4,426,661 | ▯34.8% |
| Construction Employment | 85 | 70 | ▯21.4% |
| Fishermen and Crew (Haines Residents)⁴ | 167 | 169 | ▯-1.2% |
| Seafood Processing Jobs | 238 | 437 | ▯45.5% |
| Haines Pounds Landed (all commercial pounds)⁴ | 6,346,538 | 3,831,391 | ▯65.6% |
| Ex-Vessel Value⁴ | \$7.01 million | \$2.51 million | ▯179.3% |
| Health Care Employment | 98 | 77 | ▯27.3% |
| Haines Passenger Transportation** | | | |
| Total Passenger Arrivals** | 151,122 | 128,203 | ▯17.9% |
| Airline Passenger Arrivals ⁵ | 9,598 | 7,814 | ▯22.8% |
| Passengers Crossing Border into Haines | 35,576 | 39,250 | ▯9.4% |
| Bicyclists/Pedestrians Crossing Border into Haines | 377 | 268 | ▯40.7% |
| AMHS Passengers Disembarking | 32,996 | 32,223 | ▯2.4% |
| Cruise Passenger/Crew Arrivals ⁶ | 44,258 | 48,648 | ▯9.0% |

Sources: Alaska Department of Labor; ² Alaska Department of Education and Early Development; ³ University of Alaska; ⁴ Alaska Department of Fish and Game; ⁵ Bureau of Transportation Statistics; ⁶ Haines Visitors Bureau; ⁷ American Community Survey (US Census) *2004 numbers used, as 2003 not available; **2005 numbers used, as 2003 not available.

Data on sales and property tax generated by some categories of businesses in Haines was reviewed for 2009 and 2010. Total sales and property tax for these years was \$4.8 million and \$5 million respectively, so the tax revenue these business types generate collectively is less than 25% of the total sales and property tax coming to Haines.

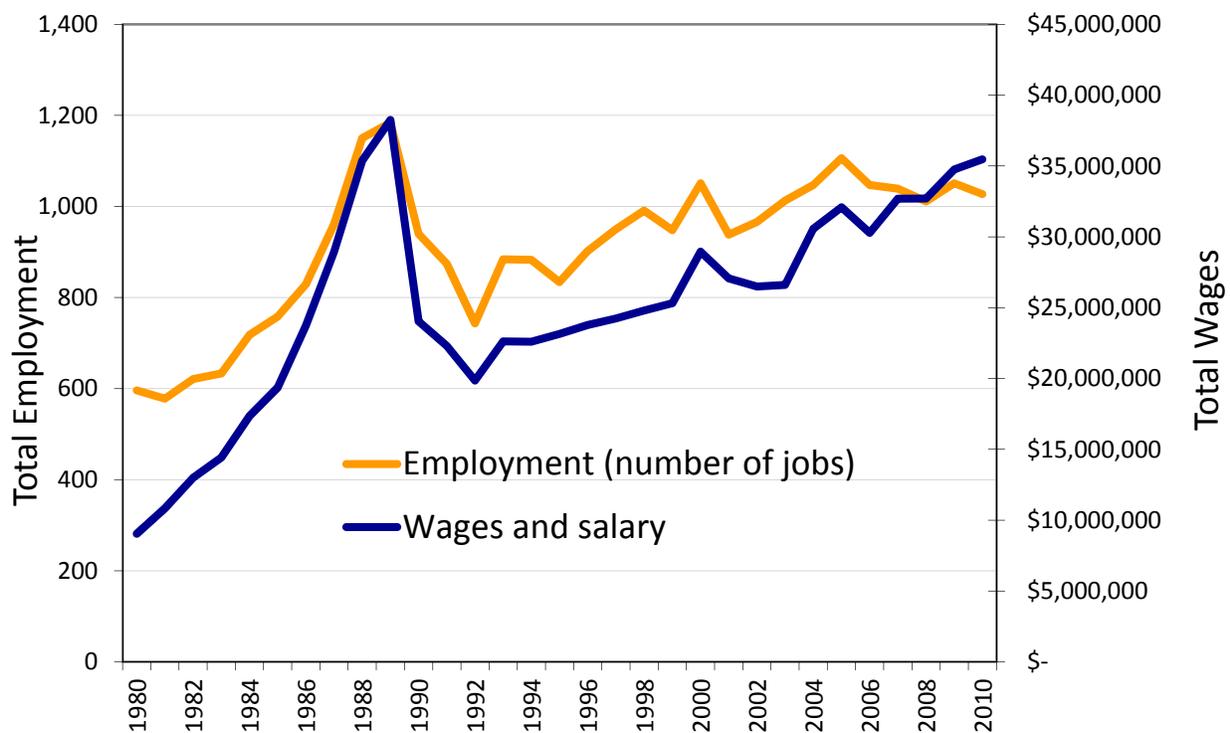
Note: Still working on a few categories with municipal assistance, and, ideally need to add in lodging tax.

| TYPES OF BUSINESSES | Property Tax | Sales Tax | Total | Property Tax | Sales Tax | Total | Change 2009-2010 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 2009 | | | 2010 | | | |
| Tourism (lodging, tours) | \$105,956 | \$527,147 | \$633,103 | \$111,005 | \$526,211 | \$637,216 | 1% |
| Tourism (eating & drinking) | | | | | | | |
| Tourism (Winter Recreation) | | | | | | | |
| Construction | \$24,100 | \$57,539 | \$81,639 | \$25,879 | \$58,132 | \$84,011 | 3% |
| Transportation | \$10,223 | \$30,985 | \$41,208 | \$10,632 | \$26,676 | \$37,308 | -9% |
| Fish sales or processing | \$50,113 | \$8,638 | \$58,751 | \$59,404 | \$6,621 | \$66,025 | 12% |
| Total | \$190,392 | \$624,309 | \$814,701 | \$206,920 | \$617,640 | \$824,560 | 1% |

Sources: Haines Borough

6.2 Haines Demographic, Employment and Socioeconomics Data

The economic history in Haines over the last three decades or so has been similar to the story of Southeast Alaska as a whole, or at least the Southeast Alaska outside of Juneau. In the late 1980's – the lead industries in Haines included timber and seafood. The Haines timber mill opened in 1987 and had 300 employees. In 1990, 3,400 workers were employed in the Southeast Alaska timber industry. However, in the early 1990's the industry began to decline, significant timber mill closures in Ketchikan, Sitka, Wrangell, and Haines eliminated the major private sector source of year round employment in those communities, and substantially impacted the economic health of the region, that depended on the timber industry. The Haines mill was an early victim of this process, closing in 1991. The economy of Haines peaked during the period that the mill was open. The Haines economy has shown itself to be resilient; and despite the significant economic crash of this period, jobs and wages and continued to increase slowly and steadily after this event, turning to industries such as fisheries, tourism, and construction.



HAINES BOROUGH EMPLOYMENT AND WAGES, 1980 TO 2010

Source: Regional Economic Information System, Bureau of Economic Analysis, US Department of Commerce, December 2011. <http://www.bea.gov/regional/reis/drill.cfm>. The employment estimates used to compute the average wage are a job, not person, count. People holding more than one job is counted in the employment estimates for each job they hold. All state and local area dollar estimates are in current dollars (not adjusted for inflation).

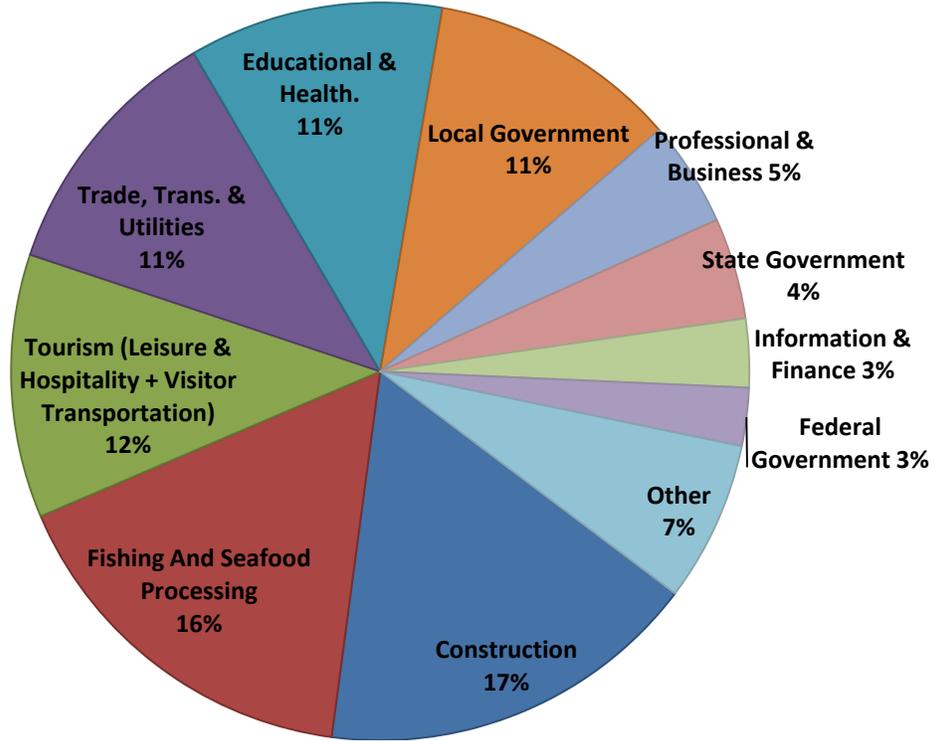
6.2.1 Employment and Wage Data (or Economic Trends and Analysis)

In terms of wages, the top two leading industries in Haines are seafood and construction, which are roughly of equal size. In terms of number of jobs (though at a significantly lower pay-scale) tourism emerges as Haines' top employer. However, Haines' construction employment can be somewhat misleading because Haines' largest construction employer operates both in Haines as well as around the region, using a mix of Haines employees and local hire from the communities that host the company's projects. In other words, some of these wages represent non-local employment.

The Haines economy can be more difficult to track than other, more traditional, economies in the region, state or nation due to the high number of self-employed individuals. The Alaska Department of Labor does not include self-employment figures in their employment and wage data. In Haines this omission is more significant as 28% of all wages are derived from self-employment income, according to Sheinberg Associates estimates.⁶ The US Department of Census does track those figures, although they lag by a year. According to the combined 2010 ADOL data and 2009 US Census data, Haines residents earned approximately \$44.8 million last year (2010). Using the combined methodology to capture self-employment data, the construction and seafood sectors (a combination of fishing wages and seafood processing) emerges as the top industries in Haines. Combined, these two industries represent one-third of all borough wages. Tourism is also significant in the Haines economy. State and federal employment (which account for 36% just down the channel in the Juneau, and 20% of total employment region-wide) represent only seven percent of Haines wages.

⁶ Sheinberg Associates estimates are based on combining ADOL data with US Census Non-employer Statistics. These findings correspond with the Haines Household Opinion Survey findings that 30 percent of residents are self-employed.

Haines Borough Wages by Industry, 2009-2010



HAINES BOROUGH WAGES BY INDUSTRY, 2009-2010

| Category | Wages |
|--|---------------------|
| Construction* | \$7,544,352 |
| Fishing And Seafood Processing | \$7,386,381 |
| Tourism (Leisure & Hospitality + Tourism Transportation) | \$5,178,070 |
| Trade, Trans. & Utilities | \$5,130,354 |
| Educational & Health. | \$4,990,246 |
| Local Government | \$4,901,510 |
| Professional & Business | \$2,075,133 |
| State Government | \$1,991,291 |
| Information & Finance | \$1,343,049 |
| Federal Government | \$1,143,165 |
| Other Non-employer wages: non disclosed | \$1,057,000 |
| Forestry and Mining | \$789,102 |
| Other Services | \$1,304,024 |
| Total Wages | \$44,833,677 |

Source: DOL Employment and Wage Data 2010; US Census 2009 Non-employer Statistics; ADOL Seafood Processing Workforce and Wages by Borough 2009. Note: This data set includes all employment, including self-employment data, and commercial fishing wages by Haines' residents. Construction wages include wages outside of Haines by local construction firms.

The Haines labor force peaked in the late 1980's. Compared to the volatile labor force changes in the 1980's and 1990's, the labor force has essentially been flat for the last decade, peaking in 2007 with 1,342 jobs. In 2011, there were 1,246 employees, or a seven percent employment decline from 2007 (not an insignificant loss). The following chart uses an ADOLWD dataset that includes paid employees as well as those working in their own businesses, there were 1,246 average annual employees in Haines in 2011. (Each person is counted once even if they hold two jobs).

High Self-employment

As noted earlier, one of the hallmarks of the Haines economy is a high number of self-employed individuals. Approximately 28% of all wages and 30 percent of all employment is self-employment. Employment estimates are based on ADOL wage data. The recent 2011 Haines Household Opinion Survey conducted by the McDowell Group, substantiates these findings. During the course of the survey, employed residents were asked the following: "Are you mostly self-employed or do you work for someone else?" A full 30% reported they were self-employed. Self-employment wages estimates are based on combining ADOL data with US Census Non-employer Statistics (below).

HAINES BOROUGH SELF-EMPLOYMENT STATISTICS, 2003-2009

| Year | Individual Tax Returns | Earnings |
|-------------|-------------------------------|-----------------|
| 2009 | 389 | \$12,426,000 |
| 2008 | 392 | \$15,583,000 |
| 2007 | 391 | \$14,065,000 |
| 2006 | 381 | \$14,247,000 |
| 2005 | 369 | \$13,633,000 |
| 2004 | 382 | \$12,148,000 |
| 2003 | 379 | \$10,920,000 |

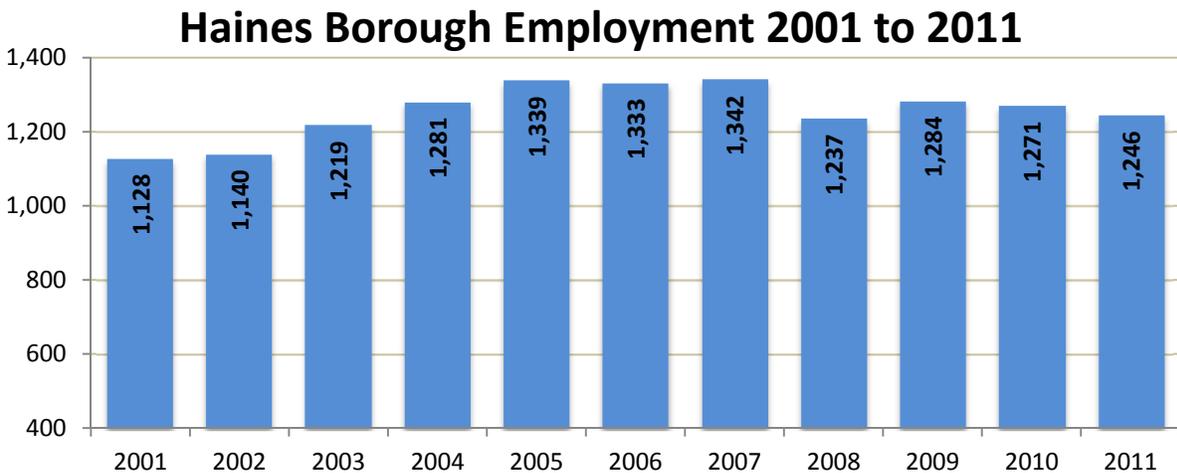
Source: US Census Nonemployer Statistics. Nonemployer Statistics counts each distinct business income tax return as a firm.

For sake of comparison, Juneau has a self-employment rate of just under 12%, significantly lower than the 30% rate in Haines.

A Seasonal Economy

Another hallmark of the Haines economy is its seasonality, depicted in the chart below. According to the Alaska Department of Labor, the difference in the workforce between the peak month of employment in Haines Alaska—July with 1,782 employees—and the month with the lowest employment levels—January with 925 employees—is 857. In other words, the number of those employed in Haines’ nearly **doubles** between the January and July of each year. (Note: This dataset includes paid employees as well as those working in their own businesses. Each person is counted once even if they hold two jobs.)

2011 HAINES BOROUGH EMPLOYMENT, BY MONTH



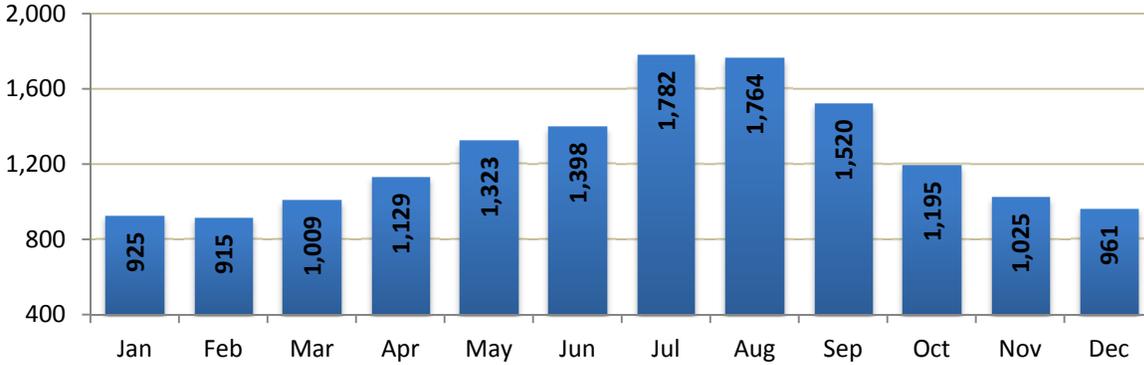
Source: ADOL Labor Force Statistics.

The 2011 Haines Community Opinion Survey backs up this finding of high seasonal employment, although it is presented differently. According to the survey results, while 54% of residents say that have year-round employment, 19 percent reported being employed only seasonally, including 13 percent who are employed full-time seasonally, and six percent who are employed part-time seasonally.

The seasonal nature of the Haines economy is similar to regional and state trends, but being a small town the impact is accentuated. Summer focused industries, including fishing, seafood processing, construction, and tourism, dominate the economy, while steady year-round employment sectors, such as state and federal employment, are underrepresented.

The Haines Workforce is Under Employed

Haines’ average 2010 unemployment rate was 8.7%, higher than the state average of 8.0% for 2010, and lower than the national rate of 9.6%. This means that an average of 121 persons per month were looking for work in Haines in 2010.



Source: Alaska Department of Labor

Employment Status

When asked about their employment status as part of the 2011 community survey, 45% of the population surveyed reported being employed full-time, year-round—while an additional 28% reported being employed part-time or seasonally only. The majority of those who were employed part-time or seasonally (59 percent) said they would work more if they could.

WOULD YOU WORK MORE IF YOU COULD?

BASE: EMPLOYED PART-TIME OR SEASONALLY

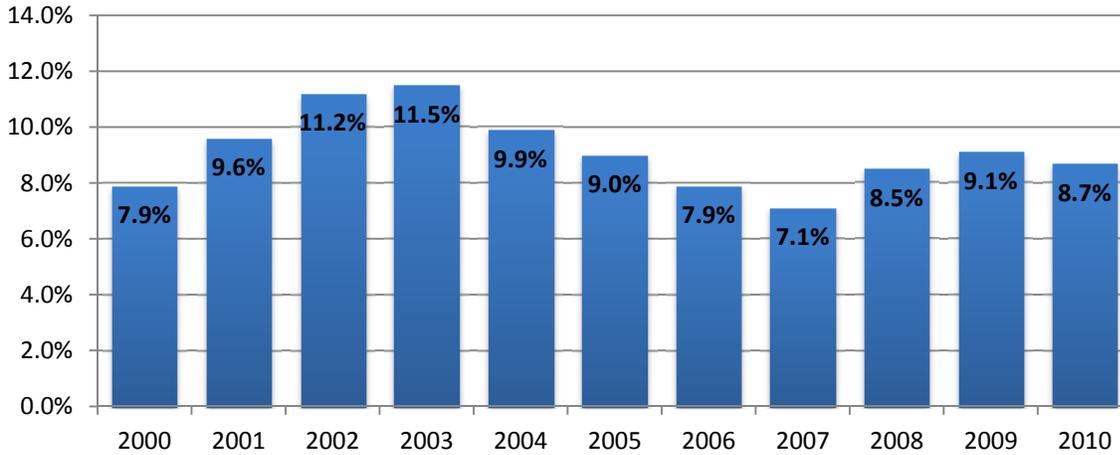
| Base=67 | % of Base |
|--------------------|-----------|
| Yes | 59% |
| No | 36 |
| Don't know/refused | 4 |

HAINES BOROUGH EMPLOYMENT BY INDUSTRY 2002-2010

| | 2010 Avg Employ't | 2010 Wage | 2005 Avg Employ't | 2005 Wage | 2002 Avg Employ't | 2002 Wage | Change In Employ't 2002-2010 | Change In Employ't 2005-2010 | Change In Wages 2002-2010 |
|---------------------------|-------------------|-------------|-------------------|-------------|-------------------|-------------|------------------------------|------------------------------|---------------------------|
| Private Sector | 788 | \$24,371.70 | 854 | \$22,742.90 | 698 | \$17,044.10 | 13% | -8% | 43% |
| Goods-Producing | 172 | \$9,511.80 | 226 | ** | 103 | \$6,086.90 | 67% | -24% | 56% |
| Construction | 85 | \$5,969.40 | 70 | ** | \$53 | \$3,009.40 | 60% | 21% | 98% |
| Manufacturing & Mining | 87 | \$3,542.40 | 152 | ** | 50 | \$3,077.50 | 74% | -43% | 15% |
| Service-Providing | 616 | \$14,859.90 | 628 | ** | 595 | \$10,957.20 | 4% | -2% | 36% |
| Trade, Trans. & Utilities | 171 | \$4,853.20 | 252 | \$4,862.10 | 235 | \$4,235.20 | -27% | -32% | 15% |
| Information | ** | ** | 2 | ** | 19 | \$321.30 | ** | | ** |
| Financial Activities | ** | ** | 30 | \$576.70 | 35 | \$673.70 | ** | | ** |
| Professional & Business | 16 | \$347.10 | 15 | \$301.30 | 13 | \$319.30 | 23% | 7% | 9% |
| Educational & Health | 137 | \$4,275.20 | 97 | \$2,820.10 | 60 | \$1,957.50 | 128% | 41% | 118% |
| Leisure & Hospitality | 217 | \$3,924.20 | 168 | \$2,678.00 | 189 | \$2,851.40 | 15% | 29% | 38% |
| Other Services | 45 | \$703.00 | 43 | \$527.50 | 44 | \$598.70 | 2% | 5% | 17% |
| Total Government | 207 | \$8,036.00 | 196 | \$6,354.90 | 195 | \$6,394.40 | 6% | 6% | 26% |
| Federal Government | 15 | \$1,143.20 | 16 | \$1,055.20 | 13 | \$812.80 | 15% | -6% | 41% |
| State Government | 44 | \$1,991.30 | 42 | \$1,710.90 | 37 | \$1,467.00 | 19% | 5% | 36% |
| Local Government | 148 | \$4,901.50 | 139 | \$3,588.70 | 145 | \$4,114.70 | 2% | 6% | 19% |
| Total Industries | 995 | \$32,407.70 | 1,050 | \$29,097.80 | 893 | \$23,438.50 | 11% | -5% | 38% |

Source: Alaska Department of Labor

Haines Borough Unemployment Rate, 2000-2010



HAINES BOROUGH'S TOP EMPLOYERS, 2009

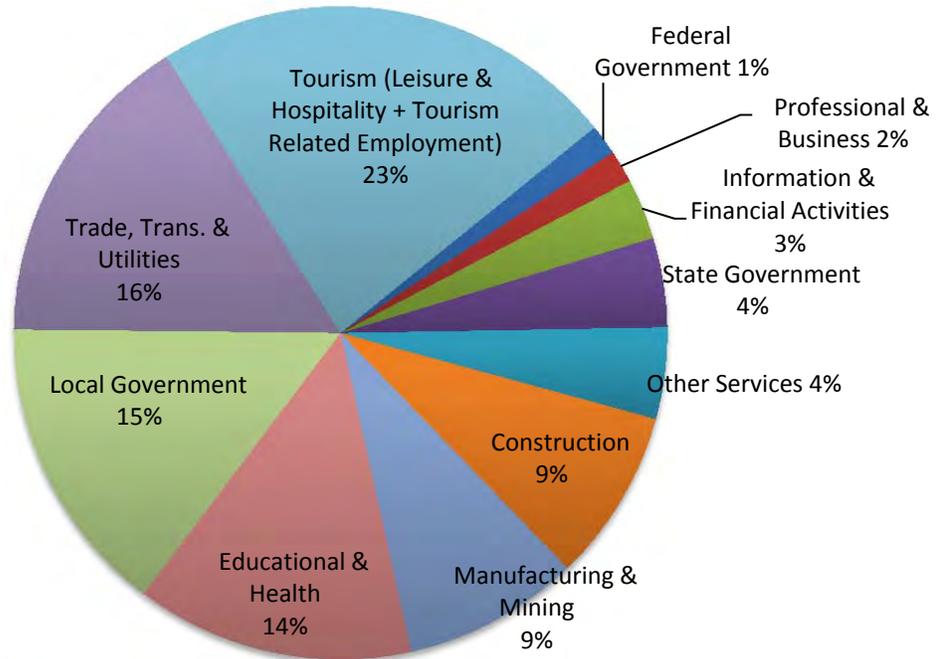
Top 10 Employers Haines Borough, 2009

| Rank | Industry | Average Monthly Employment in 2009 |
|------|--|------------------------------------|
| 1 | Ocean Beauty Seafoods LLC Seafood processing | 50 to 99 |
| 2 | Haines Borough School District Local government | 50 to 99 |
| 3 | Haines Borough Local government | 50 to 99 |
| 4 | Southeast Alaska Regional Health Consortium Health Care | 50 to 99 |
| 5 | Southeast Road Builders Inc. Construction | 50 to 99 |
| 6 | State of Alaska State government | 20 to 49 |
| 7 | AK Mountain Guides & Climbing Amusement and Recreation | 20 to 49 |
| 8 | Chilkat Guides Ltd. Amusement and Recreation | 20 to 49 |
| 9 | Cornerstone Home Health Inc. Health Care | 20 to 49 |
| 10 | Alaska Business Growth Corporation Supermarket and Other grocery stores | 20 to 49 |

Note: These are ranges that a company's or organization's specific employment number falls into; the ranking is based on the specific employment number.

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

Haines Borough Average Employment (Jobs) by Industry (excluding commercial fishing)



Source: Alaska Trends, ADOL

In 2009, the largest single employer in the Haines Borough is Ocean Beauty Seafoods. Haines School District and the borough government are the second and third largest employers respectively. Southeast Regional Health Consortium is fourth largest and the major employer in health care, providing between 50 and 100 year-round jobs in 2009. Two local tour companies, Alaska Mountain Guides and Climbing, and Chilkat Tours are the seventh and eighth largest employers.

In 2010, the Alaska Department of Labor is no longer able to provide ranked lists of employers for confidentiality reasons.

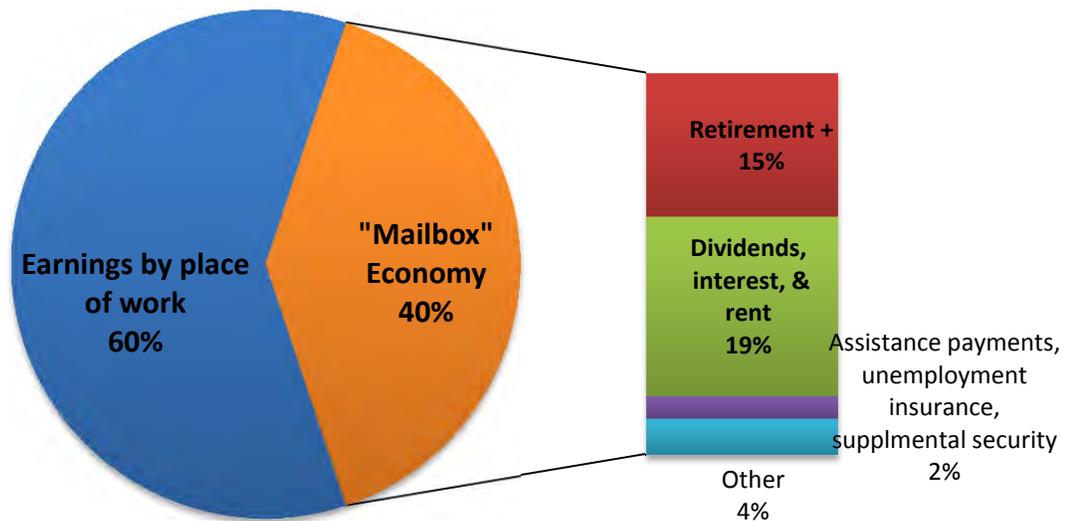
The Importance of the Mailbox Economy, and Personal Income

The “mailbox economy” refers to the economy beyond the simple “economic base” conception of the economy by considering sources of income and purchasing power that might not be directly tied to current production in the area. The technical term for such income is “unearned income.”

Other sources for income in Haines include, for example, investment income, pensions, social security checks, and other transfer payments, such as the PFD, Medicare and public assistance medical payments, government retirement income, social security, food stamps, and unemployment insurance payments. These other sources of income are referred to as the “mailbox economy.”

In Haines, employment related income accounts for only about 60 percent of total personal income. In comparison, in Juneau 77 percent of all income was related to income in 2009, in Alaska as a whole it was 83 percent. Total employment related income was \$72.2 million, while total personal income in Haines in 2009 was \$120 million. Other significant sources of income in Haines in 2009 included income from dividends (other than the PFD), interest, and rent, which accounted for 19% of all earnings; and retirement, which accounted for 15% of local earnings in that year.

HAINES TOTAL PERSONAL INCOME BY TYPE, 2009



Source: Regional Economic Information System, Bureau of Economic Analysis, US Department of Commerce, April 2010

TOTAL PERSONAL INCOME, 2000-2009 (IN MILLIONS OF DOLLARS)

| | 2009 | 2008 | 2000 | Change 2000-2009 | % personal income related to employment 2009 |
|--------|-------------|-------------|----------|------------------|--|
| Haines | \$120.00 | \$121.30 | \$79.60 | 51% | 60% |
| Juneau | \$1,480.10 | \$1,523.90 | \$1,097 | 35% | 77% |
| Alaska | \$30,182.30 | \$30,562.50 | \$19,158 | 58% | 83% |

Source: Regional Economic Information System, Bureau of Economic Analysis, US Department of Commerce.

NOTES: Personal income is the income that a person receives from all sources. It is calculated as the sum of wage and salary disbursements, supplements to wages and salaries, proprietors' income with inventory valuation and capital consumption adjustments, rental income of persons with capital consumption adjustment, personal dividend income, personal interest income, and personal current transfer receipts, minus contributions for government social insurance. This measure of income is calculated as the personal income of the residents of a given area divided by the resident population of the area. In computing per capita personal income, BEA uses the Census Bureau's annual midyear population estimates.

Per Capita Personal Income

Haines Borough's per capita income was the sixth highest in the State of Alaska in 2009, affirming the impact of "mailbox economy" payments and other entrepreneurial-based income for residents. Borough-level data is not available yet for 2010, but per capita income for the US and Alaska has fallen since 2008.

Haines' per capita personal income grew to \$50,001 in 2009, four percent lower than 2008, but 57% higher than 2000. Every borough and census area of the region registered lower per capita personal income in 2009 over 2008, likely because in 2008 on top of the record-high Alaska Permanent Fund dividend checks, Governor Palin issued "resource" rebate checks of \$1,200 to most Alaskans. Regionally, the per capita personal income levels in Ketchikan, Haines, and Skagway were the highest in Southeast.

PER CAPITA PERSONAL INCOME, 2000-2009

| Borough or Census Area | 2009 | 2008 | 2000 | Change 2008-09 | Change 2000-09 |
|---|-----------------|-----------------|-----------------|----------------|----------------|
| Haines Borough | \$50,001 | \$52,112 | \$33,223 | -4% | 57% |
| Juneau City and Borough | \$48,062 | \$49,171 | \$35,767 | -2% | 37% |
| Ketchikan Gateway Borough | \$51,850 | \$52,308 | \$35,338 | -1% | 48% |
| Sitka City and Borough | \$41,567 | \$42,530 | \$29,716 | -2% | 43% |
| Hoonah-Angoon Census Area | \$35,990 | \$37,790 | NA | -5% | (NA) |
| Skagway Borough | \$53,005 | \$56,581 | NA | -6% | (NA) |
| Wrangell-Petersburg Census Area | (NA) | \$40,317 | \$28,441 | (NA) | 42% |
| Petersburg Census Area | \$43,606 | (NA) | (NA) | (NA) | (NA) |
| Wrangell City and Borough | \$35,197 | (NA) | (NA) | (NA) | (NA) |
| Prince of Wales-Outer Ketchikan Census Area | (NA) | \$28,586 | \$21,589 | (NA) | 32% |
| Prince of Wales-Hyder Census Area | \$28,479 | (NA) | (NA) | (NA) | (NA) |
| Yakutat City and Borough | \$41,145 | \$45,000 | \$28,841 | -9% | 56% |
| Anchorage Municipality | \$48,598 | \$50,446 | \$34,389 | -4% | 47% |
| Alaska state total | \$43,212 | \$44,414 | \$30,531 | -3% | 45% |

Source: Regional Economic Information System, Bureau of Economic Analysis, US Department of Commerce.

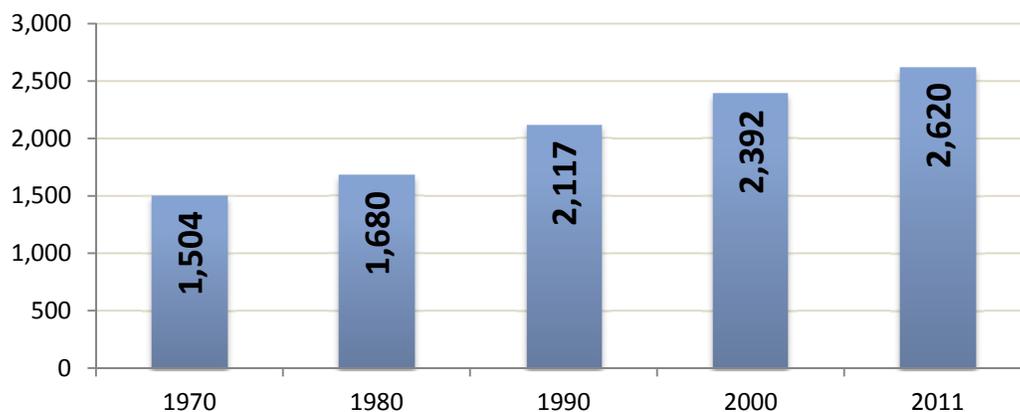
<http://www.bea.gov/regional/reis/drill.cfm>

Demographic Trends

Regional Population Overview

Until the mid-1990's, the population of Southeast Alaska had enjoyed nearly a century of growth that intensified after Alaska statehood in 1959. The Southeast Alaska workforce expanded in the areas of mining, government, fishing and timber. In 1990, the timber industry began to decline. Significant timber mill closures in the region eliminated the major private sector source of year round employment in some communities, including Haines, and substantially impacted other communities that depended on the timber industry. From 2000 to 2009, 8,304 more people moved away from Southeast Alaska than moved to the region. While Haines' was impacted by this regional trend, the community appears to be recovering.

Haines Borough Population, 1970-2011

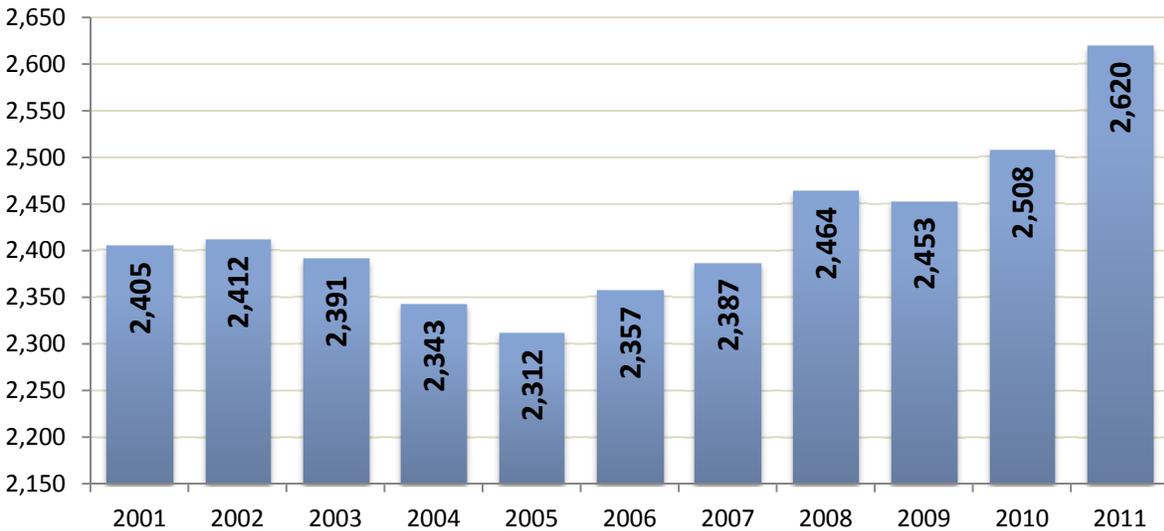


Source Data: ADOLWD

Haines Borough Population

The Haines Borough population has been slowly growing over time though the rate of growth has slowed in the last decade. During 2000 to 2010, the borough population increased by 116 people or just under half a percent annual growth (0.47%). However, during this time period Haines fared better than most parts of the region. Southeast Alaska lost 1,408 people over the last decade and even Juneau, while it grew, grew at a slower rate than Haines (0.18% annual average increase).

Haines Borough Population, 2001-2011



While one year does not represent a trend, Alaska Department of Labor’s 2011 population estimates (Haines at 2,620 population) show accelerated growth of 3.5% between 2010 and 2011, making Haines one of the fastest growing communities in the state in 2011. This represents an increase of 112 persons in that single year, including 31 births.⁷ This growth in 2011 is especially significant, as it represents a complete reversal over what Department of Labor was projecting, which projected Haines to have one of the steepest population **declines** in the state. The current 2014 population estimate is for a population 500 people below current levels. Population projections will be examined more thoroughly later on in this section.

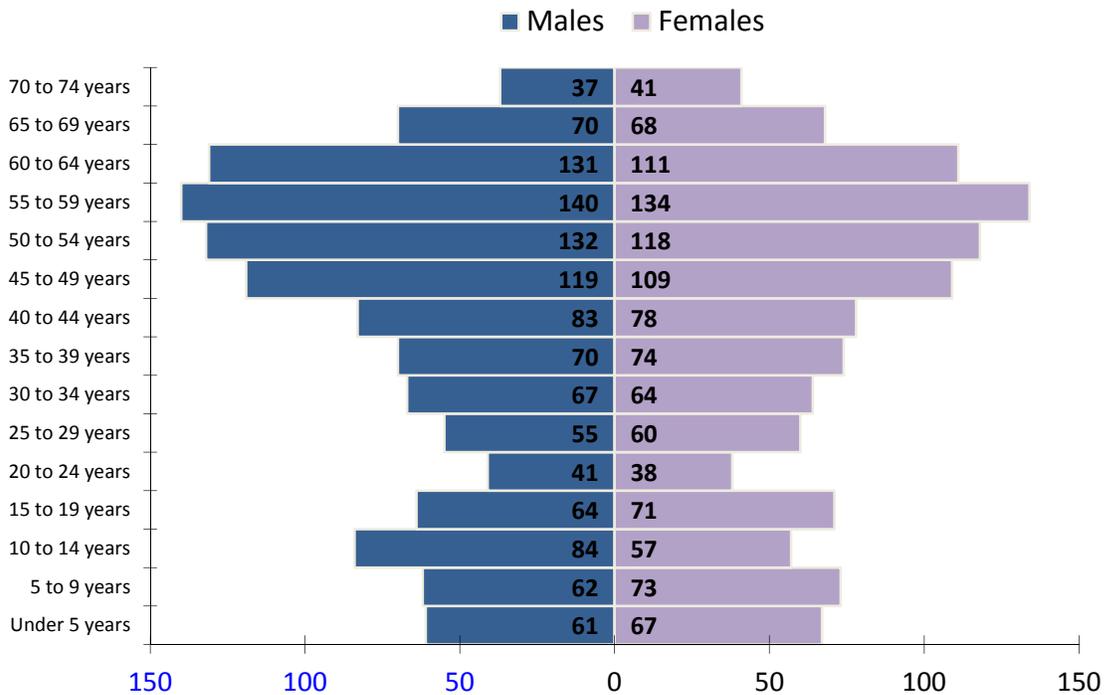
Age, Gender, and Race

Increasing Senior Population

One element of the Haines’ demographics that is not in dispute is that the residents of the Haines Borough are, as a whole, older than the residents of any other Alaska borough. The median age of Haines’ residents according to the 2010 US Census was 46.9. To compare, the state median age was 33.8 and the regional median age was 39.5 in 2010. Haines has aged at a faster pace than the state and the nation, and Haines’ senior population is increasing rapidly. The proportion of those 65 and older in Haines increased from 10 percent in 2000 to 14 percent in 2010. **By 2024, those 65 and older are expected to make up 33 percent of the local population.** Haines’ shifting demographics mean that Haines’ senior population is becoming more significant by the year.

⁷ ADOL, Components of Population Change for Alaska Regions, Boroughs and Census Areas, 2000-2011.

HAINES BOROUGH: AGE-GENDER DISTRIBUTION, 2010



In terms of the percentage of males and females, the borough trends mirror the state as a whole with 50.8 percent male and 49.2 percent female compared to 51 percent male and 49 percent female statewide.

AGE AND GENDER STATISTICS, HAINES BOROUGH, YEAR 2010

| | Total | Male | Female |
|---|-------|-------|--------|
| Total | 2,508 | 1,274 | 1,234 |
| Percent Male/Female | 100% | 50.8% | 49.2% |
| Median age and population of selected age groups | | | |
| Median age | 46.9 | 47.2 | 46.5 |
| Population 16 years and over | 2,070 | 1,053 | 1,017 |
| Population 18 years and over | 2,009 | 1,026 | 983 |
| Population 21 years and over | 1,960 | 999 | 961 |
| Population 62 years and over | 479 | 241 | 238 |
| Population 65 years and over | 345 | 165 | 180 |

Race

In Haines, Alaska Natives (and American Indians) comprise 14% of the population in 2010. Statewide, 19% of the population is Alaska Native. Regionally, 22% of all Southeast residents identify themselves as Alaska Native.

HAINES POPULATION BY ETHNICITY, 2010

| Race | Percentage |
|--|------------|
| White (alone) | 83% |
| Alaska Native/American Indian (alone & in combination) | 14% |
| Asian (alone & in combination) | 2% |
| Black or African American (alone & in combination) | 1% |

Source: US Census, 2010

Population Distribution by Area

Within the Borough, the latest breakdown of where people live is from the 2010 US Census, showing that 68% live in the townsite area followed by 15% living out Haines Highway in Mosquito Lake and Covenant Life areas, and 8% in Mud Bay.

HAINES BOROUGH POPULATION BY AREA, 2010

| Haines Borough, Year 2010 | pop | % |
|------------------------------------|-------|------|
| TOTAL | 2,508 | 100% |
| Haines Townsite | 1,713 | 68% |
| Mosquito Lake | 309 | 12% |
| Mud Bay | 212 | 8% |
| Remainder of Haines Borough | 127 | 5% |
| Covenant Life | 86 | 3% |
| Lutak | 49 | 2% |
| Excursion Inlet | 12 | 0% |
| <i>Source Data: 2010 US Census</i> | | |

Land Ownership Patterns

The lack of private lands and lands available for development impedes the ability of the region or the Haines Borough to nurture the private sector. Unlike the US as a whole, where 60% of the land is in the hands of private owners, or local governments, only 1.3% of Haines land is in this category. This is a problem felt throughout Southeast Alaska, where less than one percent of all lands are privately or municipally held.

| | US | Alaska | Southeast Alaska | Haines |
|---------------------------------|-----------|---------------|-------------------------|-------------------------------------|
| Federal | 31% | 65% | 94.6% | 66% |
| State | 8.7% | 24% | 2.4% | 32% |
| Local Govt & Private | 60% | 1% | 0.30% | 1.3% (0.07%-Hns, 1.33% -private) |
| Native Corp | <1% | 10% | 2.7% | - |

Housing

The number of dwelling units to house the growing population has increased over time from 1,112 dwellings units in Haines Borough in 1990 to 1,631 in 2010. In both year 2000 and 2010, 69-70% of all homes were occupied and 29-30% were vacant. About 20% of the housing in Haines are vacation homes.

| Haines Borough, Year 2010 | Number Dwelling Units | % |
|--|------------------------------|----------|
| Total Dwelling Units | 1,631 | 100% |
| Occupied Dwelling Units | 1,149 | 70% |
| Vacant for rent | 51 | 3% |
| Vacant for sale | 21 | 1% |
| Vacant seasonally (vacation homes) | 345 | 21% |
| Other vacant (usually rundown, abandoned) | 65 | 4% |

Source Data: 2010 US Census

In 2010, the average number of persons per household in Haines is 2.2 and the average number of persons per family household is 2.7.

Migration and Retention

According to the 2010 US Census, approximately 70% of those to move to Haines each year move from elsewhere in Alaska. The Alaska Department of Labor tracks those moving to and from Alaska communities each year through PFD records. The table below tracks movement to and from Haines between 2008 and 2010 (a two year period). According to their findings, movement to Haines is equally divided between Southeast Alaska, and the rest of the state as a whole. In the past two years, nearly a third (31%) of all Alaskans moving to Haines came from Juneau (followed by Fairbanks at 13%). Conversely, 40% of those leaving Haines in the past two years moved to Juneau (followed by Anchorage at 15%).

2008-2010 ALASKA-BASED MIGRATION TO AND FROM THE HAINES BOROUGH

| | To Haines Borough | From Haines Borough |
|---|----------------------|------------------------|
| Total Haines to/From Southeast Migration (Top locations below) | 69 | 94 |
| Juneau, City and Borough of | 43 | 61 |
| Sitka, City and Borough of | 6 | 12 |
| Hoonah-Angoon Census Area | 4 | 9 |
| Petersburg Census Area | 9 | 2 |
| Skagway, Municipality of | 4 | 4 |
| Total to/from Northern Alaska Migration (Top locations below) | 70 | 58 |
| Anchorage, Municipality of | 15 | 22 |
| Matanuska-Susitna Borough | 16 | 11 |
| Fairbanks North Star Borough | 18 | 8 |
| Kenai Peninsula Borough | 9 | 12 |
| Total to/from Haines in Alaska | 139 | 152 |

Source: Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section. Note – Data based on PFD applications

According to the US Census, the median age of new arrivals from elsewhere in Alaska is 57 years, with a median income of just under \$50,000.

What Attracts and Retains Haines Residents?

The obvious question when looking at in and out migration statistics, is what attracts and retains Haines residents. The 2011 Community Opinion Survey surveyed Haines residents on just these questions. For more details, see Chapter 3, Quality of Life.

School Statistics

High Test Scores

Test score results in Haines schools are higher than in the region, or the state in every category. Based on an analysis of averaged Standards-Based Assessment (SBA) test scores administered to 4th, 8th, and 10th grade students by Southeast Alaska community—the highest performing students on the SBA exams come from the communities of Skagway, Wrangell and Haines. Overall, the Wrangell school district scored the best on math and reading, while Haines scores the best on science.

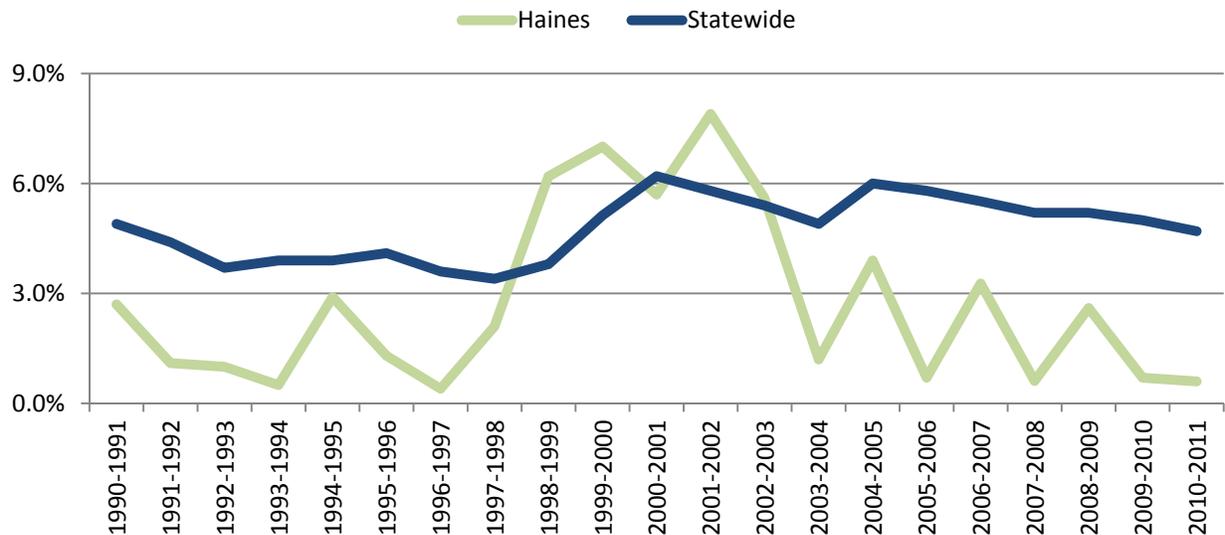
AVERAGE 4TH, 8TH, AND 10TH GRADE SBA SCORES
BY SCHOOL DISTRICT IN SOUTHEAST ALASKA, 2009-2010

| School District | Average of "Advanced" Scores | | | Combined "Proficient" and "Advanced" Scores | | |
|------------------|------------------------------|------------|------------|---|------------|------------|
| | Math | Reading | Science | Math | Reading | Science |
| Skagway | 45% | 51% | 41% | 85% | 89% | 78% |
| Wrangell | 44% | 47% | 35% | 93% | 95% | 73% |
| Haines | 32% | 42% | 43% | 83% | 92% | 78% |
| Sitka | 28% | 38% | 27% | 73% | 85% | 60% |
| Juneau | 29% | 35% | 29% | 73% | 83% | 62% |
| Klawock | 29% | 27% | 23% | 82% | 91% | 54% |
| Ketchikan | 29% | 34% | 22% | 72% | 85% | 59% |
| Petersburg | 30% | 37% | 23% | 71% | 88% | 50% |
| Southeast Island | 21% | 32% | 27% | 79% | 81% | 58% |
| Craig | 21% | 41% | 22% | 69% | 90% | 55% |
| Yakutat | 21% | 18% | 19% | 63% | 87% | 46% |
| Kake | 28% | 28% | 0% | 79% | 79% | 38% |
| Annette Island | 18% | 27% | 16% | 63% | 78% | 42% |
| Hoonah | 11% | 13% | 9% | 71% | 87% | 48% |
| Chatham | 11% | 17% | 9% | 55% | 68% | 36% |
| Hydaburg | 0% | 0% | 0% | 58% | 80% | 13% |
| Southeast | 25% | 31% | 22% | 73% | 85% | 53% |
| Statewide | 26% | 31% | 23% | 69% | 81% | 55% |

Low Dropout Rates

Compared to the rest of the state, the high school dropout rate in Haines is significantly lower than statewide averages. This was not the case between 1997 and 2002, when dropout rates were mostly higher than the statewide average. During that six-year period, 66 Haines students dropped out. In four of the last six years, the Haines high school dropout rate has been less than one percent, equivalent to one student. Clearly policies were put into place that were effective.

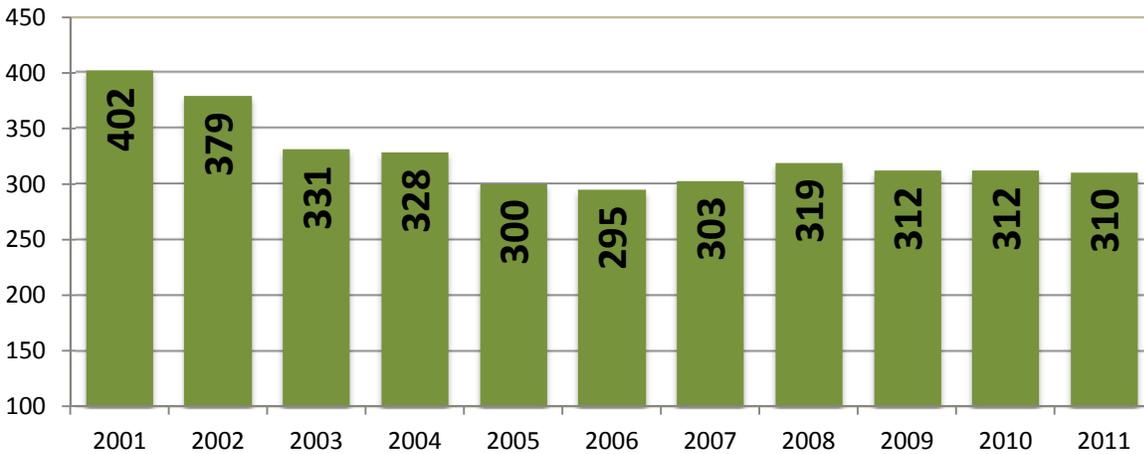
HIGH SCHOOL DROPOUT RATES, 1990 TO 2010, HAINES AND ALASKA



Declining Enrollment

Enrollment has dropped significantly from its peak of 450 students in 1991. In 2011, enrollment of preschool through 12th grade Haines students was 310. Although student enrollment has declined by nearly 100 students since ten years earlier (402 students in 2001), enrollment is up from its low point of 295 in 2006, and has remained flat since 2005.

Haines Borough Enrollment, 2001-2011



This decline in enrollment is not unique to Haines. Between 2000 and 2010, every Southeast Alaska school district saw significant enrollment declines. In 2010, Southeast Alaska had 3,500 fewer children enrolled in the public school system (preschool through 12th grade) than in 2000, a regional decrease of 23%. This decline is due to the aging demographics of Haines and the region, along with the lingering impact of the regional decline of the local and regional timber industry.

Free and Reduced School Lunch Program

Haines students by no means represent the poorest children in the state or region. In terms of eligibility for reduced or free school lunch program, there are eight school districts in Southeast Alaska with a higher percentage of children that qualify for these programs. However, when the relative prosperity of Haines residents by means of other economic indicators are contrasted with the level of near poverty among many of Haines' children, the differences can be stark. Approximately three-fifths of Haines' students are eligible for free or reduced lunches, including 40% of Haines students that qualify for free lunches. Haines children qualify for these programs at a significantly higher level than state or Southeast Alaska totals, or neighboring communities Juneau and Skagway.

NATIONAL SCHOOL LUNCH PROGRAM FREE & REDUCED PERCENTAGE REPORT, 2011

| District | Free Eligible | % Free | Reduced Eligible | % Reduced | District % F & R |
|------------------------|---------------|--------|------------------|-----------|------------------|
| Skagway City Schools | 3 | 3% | 4 | 5% | 8% |
| Juneau School District | 1,103 | 22% | 257 | 5% | 27% |
| Southeast Total | 3,556 | 31% | 754 | 6% | 37% |
| State total | 42,197 | 35% | 8,667 | 7% | 42% |
| Haines Borough Schools | 124 | 40% | 58 | 19% | 59% |

Source: Alaska Department of Education & Early Development

To be eligible for free lunch (as two out of five Haines students are), a child in a family of four must have a household income of not more than \$36,322.

ALASKA FREE AND REDUCED LUNCH INCOME ELIGIBILITY GUIDELINES

| Family of | Annual Income to Receive Reduced Lunch | Annual Income to Receive Free Lunch | Poverty Rate |
|-----------|--|-------------------------------------|--------------|
| 2 | \$34,003 | \$23,894 | \$18,380 |
| 3 | \$42,846 | \$30,108 | \$23,160 |
| 4 | \$51,689 | \$36,322 | \$27,940 |
| 5 | \$60,532 | \$42,536 | \$32,720 |

Source: **Federal Register** Vol. 76, No. 58 Friday, March 25, 2011

6.3 Sector by Sector Economic Analysis

6.3.1 Seafood

The seafood industry is the largest private sector employer in Haines and Southeast Alaska in terms of **wages**. In Haines, the seafood industry accounts for 16% of all local wages. In Southeast Alaska, the seafood industry accounts for 13% of all regional wages, and 10% of all employment. The largest single employer in the Haines Borough is Ocean Beauty Seafoods.

Commercial Fishing

Commercial fishing has long been a key element of the Haines economy. Commercial fishing in the Haines area began in the 1880s. The Chilkoot and Chilkat watersheds are renowned for their productive wild salmon habitat. Salmon remains the bedrock for Haines’ small boat fleet, but Haines also has a diverse array of high value, low volume fisheries. In 2010, 177 Haines residents were involved in the commercial fishing industry. In 2010, the ex-vessel value (or money paid to Haines fishermen) was \$7.1 million. There were 85 vessels home ported in Haines involved in commercial fishing in 2010. The bulk of the Haines gillnetting fleet (62 permits) sells to Ocean Beauty Seafoods.⁸

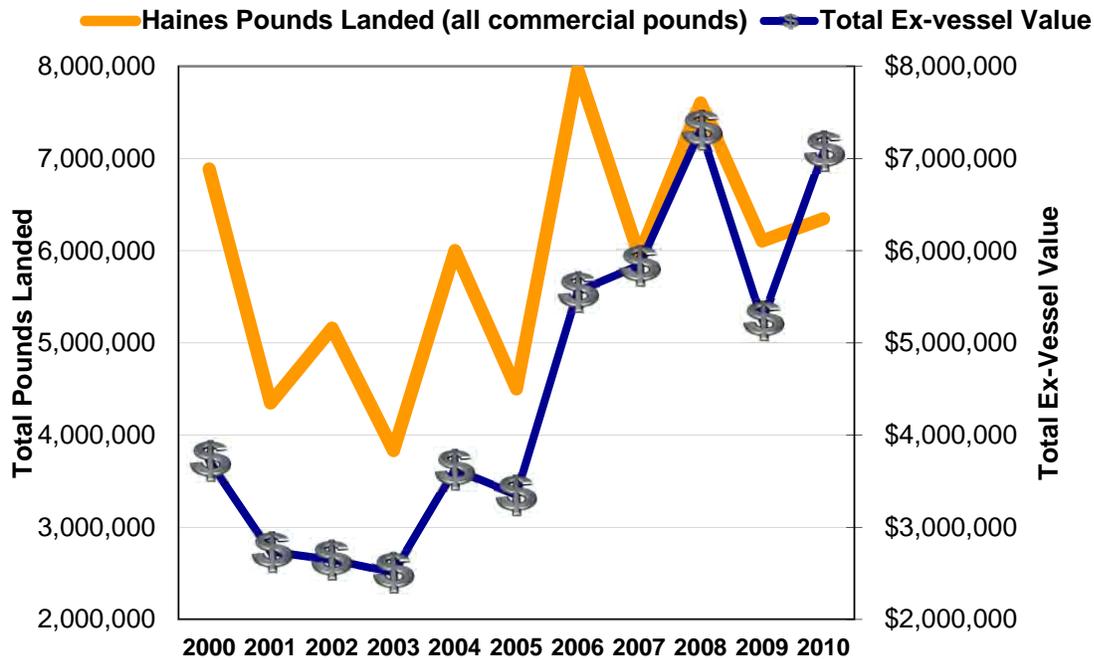
Despite its dominance in the Haines economy, the value of the industry to the community has been volatile in the last decade. The gross ex-vessel value of the catch by Haines fishermen has made dramatic leaps and falls: dipping to \$2.5 million in 2005, and peaking at \$7.3 million in 2008—nearly tripling 2008. Total pounds landed by Haines fishermen have also varied widely,

⁸ Haines Borough statistic, Renewable Energy Fund Round IV Grant Application AEA 11-005 Haines Borough Excursion Inlet Hydro Project Reconnaissance and Feasibility

despite the fact that the number of Haines residents involved in commercial fishing remained mostly flat throughout the decade.

Early indications are that 2011 harvest values will be an even better year than 2008. The value of salmon was up significantly in 2011. Pink salmon prices were averaging 42 cents in the summer of 2011, up from 30 cents the summer of 2010.⁹

Haines Harvest and Value Information, 2000-2010



Source: AK Commercial Fishery Entry Commission (CFEC)

The top fisheries pursued in Haines include salmon halibut, sablefish, other shellfish. The tables below detail the number of permit holders in each fishery, along with the total pounds and income derived from each species between 2000 and 2010.

| FISHERIES PERMIT HOLDERS – HAINES BOROUGH | | | |
|---|------------|------------|------------|
| | 2010 | 2005 | 2000 |
| Crab | 8 | 10 | 13 |
| Halibut | 27 | 39 | 51 |
| Herring | 5 | 4 | 6 |
| Other Groundfish | 8 | 20 | 31 |
| Other Shellfish | 19 | 21 | 23 |
| Sablefish | 8 | 8 | 10 |
| Salmon | 84 | 84 | 94 |
| TOTAL | 107 | 115 | 127 |

⁹ http://www.sitnews.us/LaineWelch/090211_fish_factor.html

| FISHERIES TOTAL POUNDS AND INCOME – HAINES BOROUGH | | | | | | |
|--|------------------|--------------------|------------------|--------------------|------------------|--------------------|
| | 2010 | | 2005 | | 2000 | |
| | Pounds | Income | Pounds | Income | Pounds | Income |
| Halibut | 457,362 | \$1,604,763 | 291,512 | \$878,173 | 302,938 | \$778,252 |
| Other Groundfish | 28,556 | \$96,478 | X | X | 161,003 | \$90,041 |
| Salmon | 4,898,573 | \$4,238,839 | 3,896,513 | \$2,079,969 | X | X |
| TOTAL | 6,346,538 | \$6,771,457 | 4,501,814 | \$3,356,175 | 6,885,562 | \$3,720,277 |

Fishing employment is not generally tracked along with annual average employment of the region, making it difficult to determine the exact share of employment. The US Census tracks the number of W2s filed by “self-employed” fishermen. In 2009, 73 fishermen filed tax returns that demonstrated total earnings of \$4.1 million, for an average Haines commercial fishing income of \$56,178.

HAINES BOROUGH SELF-EMPLOYMENT FISHERIES STATISTICS, 2003-2009

| Year | Individual Haines Fishermen Tax Returns | Earnings |
|------|---|-------------|
| 2009 | 73 | \$4,101,000 |
| 2008 | 78 | \$4,686,000 |
| 2007 | 82 | \$4,999,000 |
| 2006 | 83 | \$5,425,000 |
| 2005 | 82 | \$3,163,000 |
| 2004 | 97 | \$3,262,000 |
| 2003 | 101 | \$2,720,000 |

Notes: Nonemployer Statistics originate from tax return information of the Internal Revenue Service. The Fishing industry comprises establishments primarily engaged in the commercial catching or taking of finfish, shellfish, or miscellaneous marine products from a natural habitat. The universe of nonemployer firms is created annually in conjunction with identifying the Census Bureau’s employer business universe. When the Census Bureau receives information through administrative records that a business has no paid employees, then the business becomes part of the potential nonemployer universe.

Local Impact of Seafood Revenues

Earnings generated from commercial fishing circulated in the local economy through property and sales taxes; purchases of homes, rentals, hotels, electricity, entertainment, fuel, vehicles, food, repair and maintenance parts, transportation, travel, medical, and other services.

Virtually every business in Haines benefits from commercial fishing dollars.

In addition to direct harvester and processor workers, fisheries related jobs include fuel, accountants, consultants, air and water travel, hardware and marine repair and supply businesses, advocacy and marketing organizations, air cargo crew, freight agents, and scientists.

Government related jobs include Alaska Department of Fish and Game • Fish and Wildlife Protection/Alaska Department of Public Safety • Docks and Harbors • Alaska State Troopers • United States Coast Guard • University of Alaska School of Fisheries • Ted Stevens Marine Research Lab • Alaska Seafood Marketing Institute • Alaska Sea Grant Marine Advisory program, and more.

Local Fish Tax to Borough

In addition to the direct and indirect impacts of the seafood industry on Haines, the Haines Borough collects Fishery Taxes. In 2010, the Haines Borough and the State of Alaska each received \$122,050 in fishery business taxes through the municipal tax-sharing program from processing activity and landings in Haines Borough. This was down from \$278,744 in tax dollars benefiting the Haines Borough in 2009. According to the Borough, an estimated 95% of this tax revenue is generated by Ocean Beauty operations in Excursion Inlet.¹⁰

Seafood Processing

There are five shore based seafood-processing facilities in Haines; they range in size from small specialty retail stores to a large processing facility—Ocean Beauty Seafoods in Excursion Inlet—that employs hundreds of workers and provide lodging and meals. In 2009—excluding Ocean Beauty—174,576 pounds of seafood were processed in Haines by shore-based processors, with a wholesale value of \$824,483. The five seafood processors include: Bell's Seafood, Chilkoot Fish & Caviar Inc., Dejon Delights Ltd., Haines Packing Co., and Ocean Beauty Seafoods LLC.

In 2009, there were 400 seafood processing jobs in Haines, although only 10% of these jobs (40) were held by Haines residents. Total seafood processing wages in Haines in 2009 were \$2.74 million.

Selected Profiles

Ocean Beauty Seafoods LLC.

The Wards Cove facilities, located in Excursion Inlet, were purchased by the Seattle-based Ocean Beauty Seafoods 2003, which has closed in 2002. According to NOAA, the processor had been one of the largest in the United States, employing over 300 people and producing 550,000 cases of canned salmon and 10 million pounds of frozen fish in 2002, and was “the mainstay of the community”. Without Ocean Beauty, the closure of the plant at Excursion Inlet would likely have affected many sectors of northern Southeast’s economy and left fishing supply and fuel businesses in Juneau and Haines with significantly fewer customers. The Ocean Beauty processing plant processes pink and chum salmon, as well as salmon roe, salmon caviar, halibut

¹⁰ Haines Borough statistic, Renewable Energy Fund Round IV Grant Application AEA 11-005 Haines Borough Excursion Inlet Hydro Project Reconnaissance and Feasibility

and sablefish.¹¹ Ocean Beauty currently employs around 400 employees during the summer, and buys from 27 trollers, 38 seiners and 62 gillnetters, the majority residing in the region.¹²

Haines Packing Company

Haines Packing Company is located at one of the oldest cannery sites in Alaska at the mouth of the Chilkat River in Northern Lynn Canal. Haines Packing Company opened a new processing facility in 2007. All five species of wild Alaska salmon are delivered to the company by the local fishing fleet.

Dejon Delights Ltd.

Dejon Delights is a family owned and operated custom smokehouse in Haines that began operations in 1984. It has a retail outlet in Haines and Skagway. Fish are processed on site and custom products produced for retail sales.

Sports Fishing

There are a number of businesses in Haines that support sport fishing and recreational freshwater fishing. Chinook or king salmon arrive in the spring, and a limited saltwater sport fishing season is allowed for these prized salmon by ADF&G. The Chilkoot River supports four species of salmon (chinook salmon do not run up the Chilkoot). Sockeye and pink salmon arrive next, and both can be fished by sport fishermen in both freshwater and saltwater. Dolly Varden, char and halibut are also prevalent in the vicinity of Haines and are popular for sport fishing.

Subsistence Fishing

The economy in Southeast Alaska's rural communities is resource based, and there is high utilization of subsistence-based resources to supplement dietary needs. According to the US Forest Service, the Southeast Alaska subsistence harvest is 5.6 million pounds of wild foods, valued at nearly \$30 million on an annual basis.¹³ Based on older ADF&G Division of Subsistence data, 89% of the Haines population use salmon and 86% used non- salmon fish (herring, herring roe, smelt, cod, flounder, greenling, halibut, perch, rockfish sculpin, sole, char, grayling, and trout). Just under 10% of all households used marine mammals, while 77%, used marine invertebrates.¹⁴

¹¹ NOAA, Community Profiles for North Pacific Fisheries – Alaska/South East Alaska/Haines

¹² Haines Borough statistic, Renewable Energy Fund Round IV Grant Application AEA 11-005 Haines Borough Excursion Inlet Hydro Project Reconnaissance and Feasibility

¹³ http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5308986.pdf

¹⁴ NOAA, Community Profiles for North Pacific Fisheries – Alaska/South East Alaska/Haines

The following table tracks each of the different Haines seafood and fisheries statistics from 2005 to 2010, with 2000 numbers where data is available.

HAINES SEAFOOD SECTOR STATISTICS, 2000-2010

| | 2000 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | Change 2005-2010 |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| Haines Fishermen (who fished) | 96 | 83 | 73 | 84 | 86 | 83 | 90 | 8.4% |
| Haines Crew | 136 | 85 | 83 | 97 | 87 | 97 | 87 | 2.4% |
| Total Haines Residents who Fished | 232 | 168 | 156 | 181 | 173 | 180 | 177 | 5.4% |
| Haines Pounds Landed (all commercial pounds) | 6,885,562 | 4,501,814 | 7,962,812 | 5,945,493 | 7,601,718 | 6,105,387 | 6,346,538 | 41.0% |
| Total Ex-vessel Value | \$3,720,277 | \$3,356,175 | \$5,560,082 | \$5,839,502 | \$7,312,504 | \$5,243,527 | \$7,084,928 | 111.1% |
| Vessels Home Ported in Haines | 122 | 89 | 81 | 82 | 81 | 85 | 85 | -4.5% |
| Haines Fish Taxes | \$238,339 | \$150,554 | \$135,524 | \$190,641 | \$167,235 | \$278,744 | \$122,050 | -18.9% |
| Seafood Processing jobs | na | 437 | 278 | 440 | 371 | 400 | 238 | -45.5% |
| Haines Residents | na | 46 | 27 | 40 | 29 | 40 | 24 | -47.6% |
| Seafood Processing wages | na | \$3,587,374 | \$2,343,786 | \$3,371,472 | \$2,833,715 | \$2,736,381 | \$1,916,365 | -46.6% |
| Self-employment commercial fisheries wages | na | \$3,163,000 | \$5,425,000 | \$4,999,000 | \$4,686,000 | \$4,101,000 | na | na |

Footnotes - Sources:

1. Commercial fishing permit activity, estimated harvest and earnings by permit holders are from AK Commercial Fishery Entry Commission (CFEC) at: <http://www.cfec.state.ak.us/gpbycen/2010/mnu.htm>
2. Crew numbers are from Alaska Department of Fish and Game 2010 Crew license list, and is the number of individuals who list their address in a given city.
3. Vessel home port numbers are from AK CFEC – online at <http://www.cfec.state.ak.us/plook/>
4. 2010 Population figures used to calculate percentage of resident skippers who fished plus crew is from DCCED AK Community Information Database online at: http://www.dced.state.ak.us/dca/commdb/CF_COMDB.htm
5. Processor Employment and Wages Data is from Alaska Department of Labor at <http://labor.alaska.gov/research/seafood/statewide/AKSPFBorca.pdf>
6. Processor 1st wholesale value by Census Area 2009 provided by Alaska Seafood Marketing Institute
7. National rank and NOAA total landings and value for selected ports is from NOAA Fisheries - Office of Science & Technology: <http://www.st.nmfs.noaa.gov/st1/commercial/index.html>
8. Revenue figures from 2010 AK Dept of Revenue Shared Taxes report: <http://www.tax.alaska.gov/programs/sourcebook/index.aspx>

6.3.2 Visitor Industry

The visitor industry is the largest industry in Haines by **number of employees**. While tourism is not a commonly defined sector, if the visitor products industry is defined to include tourism related transportation and leisure & hospitality, it accounted for 23% of all Haines Borough employment (excluding commercial fishing) and 13% of all local wages. In terms of **wages**, tourism is the third largest **private** industry in Haines, following the seafood and construction industries.¹⁵ In the last decade, tourism as a whole has been the fastest-growing industry in Southeast Alaska. Regionally, tourism is the largest private sector Southeast Alaska employer in term of employees, accounting for 15% of all regional employment, and 10% of all regional wages—in other words, the Haines economy is more reliant on tourism than the region as a whole.

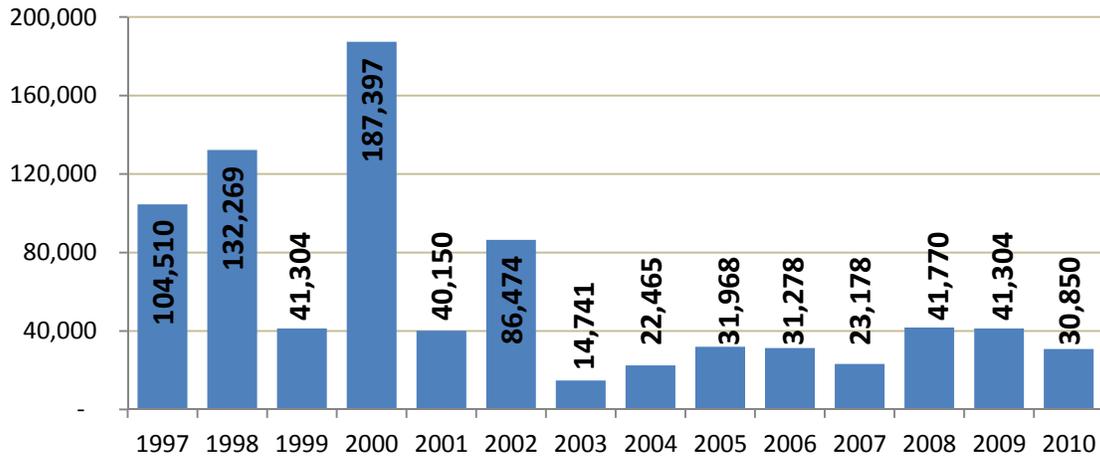
In Haines, there are two very different tourism stories. On the one hand, Haines is doing a very good job selling itself as a traveler destination, especially in terms of event tourism—such as the Southeast Alaska State Fair, and the Alaska Brew Fest. The opportunities for recreational tourism is deep in this community that has so much access to varied outdoor settings. Haines continues to attract Alaska residents and tourists. Haines offers year-round road access to Canada and Anchorage via the highway, and the Alaska Marine Highway connects Haines with the rest of Southeast Alaska. Moreover, Haines has actively nurtured and created an opportunity for the fast ferry from Skagway to ferry passengers to Haines, thereby gaining increased access to those visitors.

Cruise Ship Tourism

However, there is another element of Haines tourism and that is cruise ship tourism. The number of cruise ship passengers visiting the borough dropped dramatically between its peak of 187,000 passengers in 2000. In 2010, just under 31,000 cruise ship passengers visited Haines.

¹⁵ There is the possibility that tourism could be larger than construction – since an unknown amount of construction wages are paid to residents of other communities.

Haines Cruise Ship Passengers, 1997 to 2010



This loss of cruise ship passenger revenues has been detrimental to some sectors of the Haines visitor industry, as well as to the local economy as a whole. According to the McDowell Group, cruise ship passengers who visit Haines spent \$85 per person in 2011. So if Haines could replicate the cruise ship passenger numbers of 2000, passengers would spend approximately \$16 million in Haines—rather than the \$2.3 million spent in 2011. As the McDowell Group put it, while “Haines has a somewhat tumultuous past relationship with the cruise industry” with new cruise ships entering the Southeast Alaska market, and with the regions traditional ships returning to the market.

Fast Ferry Tourism

Despite the loss of the cruise ships themselves, Haines has cleverly gained access to Skagway’s overflow cruise passengers by developing an opportunity for cruise passengers to visit Haines during their stay in Skagway. In 2011, approximately 28,500 cruise ship passengers visited Haines via the fast ferry from Skagway. According to McDowell Group findings, these visitors spent \$135 per person in Haines during their stay in 2011, or \$3.8 million.

PASSENGER ARRIVALS IN HAINES, 2000 TO 2010

| | 2000 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | Change 2000-2010 | Change 2005-2011 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| Cruise ship passengers | 187,397 | 31,968 | 31,278 | 23,178 | 41,770 | 41,304 | 30,850 | 27,263 | -84% | -15% |
| Cruise ship crew | 72,574 | 16,680 | 13,446 | 10,471 | 17,653 | 17,953 | 13,408 | 11,930 | -82% | -28% |
| Haines-Skagway fast ferries passengers | | | | | 30,893 | 25,440 | 28,317 | 28,465 | na | na |
| People crossing Border into Haines | 45,252 | 39,250 | 38,719 | 35,032 | 33,669 | 32,776 | 35,576 | 30,533 | -21% | -22% |
| Bicyclists and pedestrians crossing Border into Haines | 211 | 268 | 420 | 524 | 318 | 596 | 377 | 393 | 79% | 47% |
| AMHS passengers disembarking in Haines | 38,779 | 32,223 | 29,759 | 31,502 | 34,214 | 30,944 | 32,996 | 35,783 | -15% | 11% |
| Enplaned passengers entering Haines | n/a | 7,814 | 7,386 | 7,762 | 6,570 | 5,899 | 9,598 | 8,041 | na | 3% |
| Total Passenger Arrivals | 344,213 | 128,203 | 121,008 | 108,469 | 165,087 | 154,912 | 151,122 | 142,408 | -56% | 11% |
| Sources: Bureau of Transportation Statistics, Haines Visitors Bureau, Alaska Marine Highways | | | | | | | | | | |

Altogether, a total of 142,408 passengers arrived in Haines in 2011, including residents and visitors alike.

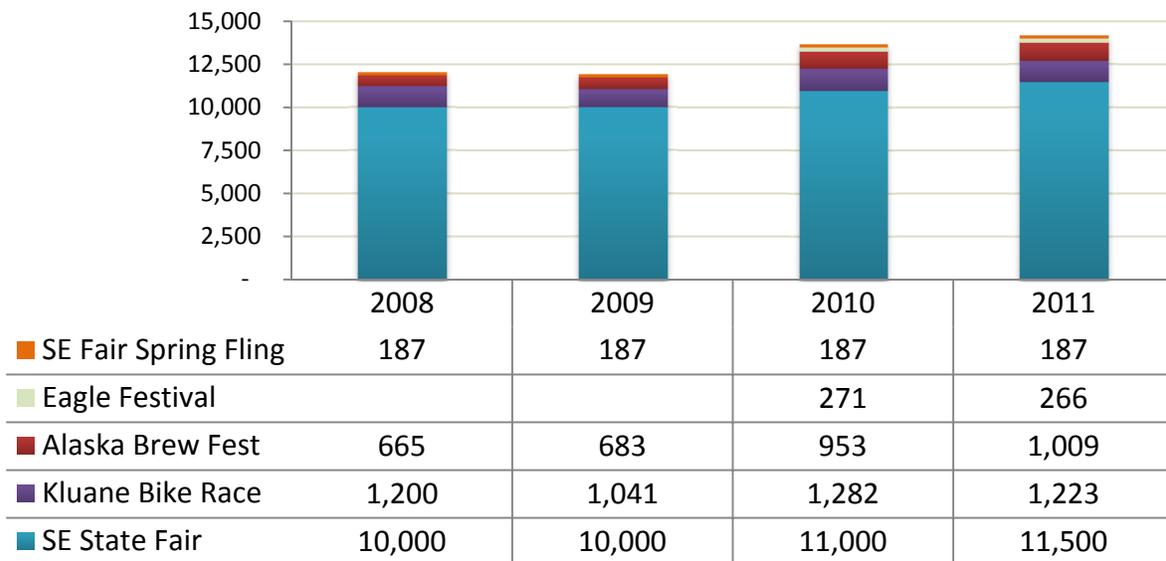
Event Tourism in Haines

One element that Haines does very well is event tourism. The Haines Borough Chamber of Commerce’s annual events calendar has a number of activities that attract nearly 15,000 independent visitors to Haines annually. The largest of these is the Southeast Alaska State Fair, a four day event that features live music, food, arts and crafts, farm animals, and amusement rides. In 2011, this event attracted 11,500 people. The next largest event is the Kluane Chilkat International Bike Relay in June. This 148 mile bike race from Haines Junction to Haines is most popular among Juneau and Whitehorse residents. In 2011, the event attracted 1,223 riders and supporters. Similar in size today (although it only attracted significantly fewer people four years ago) is the Great Alaska Craft Beer and Homebrew Festival – a three-day event in May that draws beer lovers and home brewers from around Alaska to the Haines Fairgrounds. In 2011, 1,009 beer drinkers ascend on Haines.

In November, 250-270 come to Haines from around the world take part in the Alaska Bald Eagle Festival attracts visitors from around the globe to the Alaska Chilkat Bald Eagle Preserve, a 48,000 acre preserve that attracts the largest annual gathering of bald eagles in the world. Visitors come to observe an estimated 3,000 to 4,000 bald eagles that gather along the Chilkat River to feed on a late run of spawning salmon.

Other events include the Alcan 200 in January, featuring an annual snow machine race from the Canadian Border to Dezadeash Lake (in the Yukon Territory) and back, and Spring Fling.

HAINES EVENT VISITORS, 2008-2011



Visitor Industry Concerns and Opportunities

In its recent 2011 report on tourism in Haines specifically related to cruise passengers and fast ferries, the McDowell Group put forth a number of recommendations that should be taken into consideration.

- 1. HCVB should continue their current efforts to attract and retain cruise ship calls at Haines through:**
 - Cultivating relationships with shore executives and crew members with activities and outreach events.
 - Participation in annual cruise Seatrade conference (already planned for 2012).
 - Retail training to increase visitor satisfaction and spending.

- 2. Haines can become a more cruise visitor-friendly community through continued infrastructure development:**
 - Continue Port Chilkoot dock upgrades.
 - Add more signage and make visitor information more accessible.
 - Consider a continuous waterfront walkway (the #1 recommendation of visitors surveyed).
 - Continue city-funded shuttle bus service.
 - Consider incorporating Haines' small-town, friendly character into marketing messages. Visitors expressed a high level of appreciation for this aspect of the community.
 - Finally, consider all improvements and recommendations within the context of the overall Haines visitor industry, ensuring that they apply to independent as well as cruise markets wherever possible.

- 3. Haines' unique character is a significant asset and should be part of the community's marketing message.**

- 4. Cruise line marketing efforts should be considered in the context of Haines' overall visitor industry.**

6.3.3 Construction

According to the Alaska Department of Labor, construction provides a small segment of the borough's overall employment but accounts for a large percentage of total wages. In 2010, the borough's construction industry accounted for 17 percent of total wages – more than any other industry. Comparatively, construction accounts for just five percent of all regional wages, meaning that this is one area in which Haines looks very different from the region.

Construction represented 8.5 percent of total employment in 2010. There were 85 average annual construction employees reported in Haines by the Alaska Department of Labor, with corresponding wages of \$6 million. The average wage in the Haines construction sector was \$70,228 in 2010, more than twice the private sector average wage of \$30,929. Wages are higher because of Davis Bacon rules.

Southeast Road Builders is the number four top Haines Borough employer. Other construction companies include Northern Construction, Turner Construction, and Stickler Construction Company.

When considering Haines' construction employment though keep in mind that Haines' largest construction employer, Southeast Road Builders, is one of the larger local construction companies in the Southeast Alaska. It operates both in Haines as well as around the region, using a mix of Haines employees and local hire from the communities that host the company's projects. So, while ADOL reports the employment and wages as originating from Haines, the reality is that in some cases wages represent non-local employment. This is not to discount the benefit of construction to the local economy. Construction related businesses contributed \$58,000 in sales tax revenue alone to the Haines Borough.

A challenge, and at the same time, a benefit, is that unlike much of the Haines economy, Haines' construction jobs are dependent upon public sector government contracts or funding sources. So in many ways the construction industry acts like a state or federal employer in that its health is tied to government policies and funding streams, rather than the private sector economic trends. Developing the local economy is one of the best things that can happen to support the local construction industry.

6.3.4 Haines Economic Challenges

Regional Business Barriers

In 2010, the Juneau Economic Development Council conducted a regional business climate survey among business leaders. More than 30 business leaders from Haines responded. In the survey, business were asked to portray how 30 different factors affected their businesses, both negatively and positivity. Generally, Haines business leaders concerns mirrors those of Southeast as a whole. According to the region and Haines’ business owners and top managers, some of the top barriers to business in Southeast Alaska include the following:

- **Freight Costs**—75% of all business leaders surveyed called freight costs a barrier, with nearly half of regional business leaders calling freight costs a “significant” barrier. Of Haines respondents, 73% of business leaders said that freight costs are a barrier, including 50% who called freight costs a significant barrier—this emerged as Haines’ top business barrier.
- **The High Price of Electricity**—When the region was analyzed for non-Juneau respondents only, the cost of electricity emerged as second major barrier to business, with 62% of those outside Juneau calling the cost of electricity a moderate or significant barrier. In Haines the price of electricity was deemed a more significant barrier, with 70% of respondents calling the price of electricity a barrier to their business (although only 33% called it a “significant” barrier.)
- **The High Price of Housing**—the high cost of housing in general, was deemed a barrier 60% of respondents. For Haines business leaders, these numbers were slightly higher than the region as a whole, with and 63% calling the high price of housing for employees a problem for their business.
- **State and Federal Regulations**—56% of the region’s business leaders called Federal regulations a barrier to operating their business, with 34% referring to this as a “significant” barrier. Haines’ business leaders were more critical, with 60% calling federal regulations a barrier, including 43% who called it a “significant” barrier. An equal number of Haines business (60%) leaders called state regulations a barrier.

HOW SIGNIFICANT ARE EACH OF THE ELEMENTS LISTED BELOW TO OPERATING YOUR BUSINESS IN SOUTHEAST ALASKA? HAINES & SOUTHEAST: TOP BARRIERS

| All Southeast | Net barrier | Haines | Net barrier |
|-------------------------------|-------------|----------------------------|-------------|
| 1.Freight costs | 75% | 1. Freight costs | 73% |
| 2. Business real estate costs | 60% | 2. The cost of electricity | 70% |
| 3. Housing costs | 57% | 3. Housing costs | 63% |
| 4. Federal regulations | 56% | 4. Federal regulations | 60% |
| 5. State regulations | 53% | 5. State regulations | 60% |

Source: “Southeast Alaska Business Climate Survey” December 2010, JEDC

Regional Business Benefits

Regionally and in Haines, most business benefits were related to quality of life. Below is a list of the top business benefits to the region, according to the 2010 Southeast Alaska Business Climate Survey:

- Southeast Alaska’s **recreational opportunities**: 72% of business leader respondents said access to the region’s recreational resources is a significant or moderate benefit to their business. Haines businesses were most likely to call this a benefit of any community in the region, with 87% of respondents calling Haines’ recreational opportunities a benefit, including 53% who said it was a “significant” benefit.
- **Safety**: 49% of all business leaders responded that safety was a net benefit to business. Haines respondents were much more likely to call safety a benefit (70%)
- **Cultural opportunities**: 56% said that Southeast’s cultural opportunities are beneficial to their business. Haines’ business leaders ascribed even more value to the local cultural opportunities, with 63% calling these opportunities a business benefit.
- Haines business leaders rated **Southeast Alaska’s marine transportation** as a higher benefit than the region as a whole, with 43% of Haines’ business leaders calling marine transportation a net benefit, compared to the region as a whole at 34%.
- Regionally, the fourth top rated element was **access to high speed internet**, also at 49%. Haines business leaders were just as likely to see internet speed as a net barrier. Both net barrier and net benefit rankings were 43%.

HOW SIGNIFICANT ARE EACH OF THE ELEMENTS LISTED BELOW TO OPERATING YOUR BUSINESS IN SOUTHEAST ALASKA? HAINES & SOUTHEAST: TOP BENEFITS

| All Southeast | Net benefit | Haines | Net benefit |
|---|-------------|---|-------------|
| 1. Recreational opportunities | 72% | 1. Recreational opportunities | 87% |
| 2. Cultural opportunities | 56% | 2. Safety | 70% |
| 3. Availability of high-speed internet | 49% | 3. Cultural opportunities | 63% |
| 4. Safety | 49% | 4. Southeast Alaska’s marine transportation | 43% |
| 5. Southeast Alaska's marine transportation | 34% | 5. Availability of high-speed internet | 43% |

Source: “Southeast Alaska Business Climate Survey” December 2010, JEDC

Key Issues to be Resolved

As a follow up regarding barriers, Southeast’s business leaders were then asked to describe the most important issue that needs to be addressed to improve their business’s prospects for success. The top three changes that the region’s business leaders want to improve the success of their business are also applicable to Haines, and include the following:

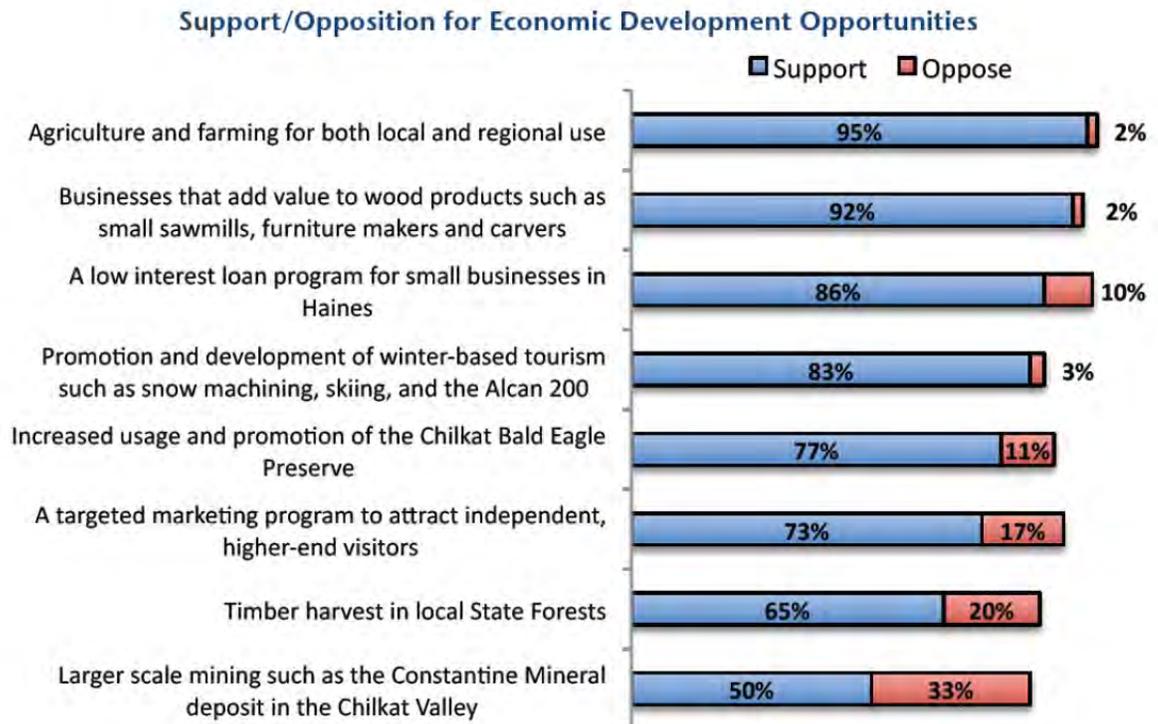
- **A More Stable and Healthy Regional Economic Climate**—Business leaders wrote of the need to increase jobs and economic development across the region to improve their

individual business. One respondent put it this way: “The success of my business relies directly upon the economic health of the region as a whole.”

- **Improved Transportation**—Increased access to affordable, reliable transportation continues to be a top priority of Southeast Alaska’s business community.
- **Improved Attitudes Towards Industry and Increased Collaboration Between Industries**—Many business leaders said that the top way to improve business in the region is through a better understanding and appreciation of their industry (be it timber, tourism, mining, or fishing). There is also an interest in increased opportunities for different industries and government to work together, instead of at cross-purposes.
- **In Haines, add: Reduce power costs**

Community Support for Economic Development Opportunities

As part of the 2011 Haines Community Survey, respondents were asked for their level of support for potential economic development opportunities. Each opportunity was supported by at least two-thirds of residents, with one exception: 50 percent supported larger-scale mining. The most supported opportunities were agriculture and farming, value-added wood products, and a low-interest loan program for small businesses.



Notes: “Support” includes supportive and very supportive; “Oppose” includes opposed and very opposed. Rows do not add to 100 percent due to don’t know, neutral, and declined responses.

6.4 Economic Development Strategies

Haines is doing well in many areas and can be optimistic and proud that:

- There are babies being born and the population has been growing steadily
- School enrollments have recently stabilized
- Both youth and adults rate their quality of life as excellent
- There is easy access to fishing and hunting for food, sale and sport
- The economy is more diverse than most places in the region and has more private sector jobs
- There is more State land here than anywhere else in Southeast which offers opportunities no other community has
- Haines schools are one of the top three in the region academically and number one for science
- There is abundant local health care and a beautiful new assisted living facility for seniors
- There is a diversity of arts and cultural groups and events.
- People from both the north and south see Haines as a retirement or second home destination
- Residents are entrepreneurial, over 10 percent of households say they sell goods or services via the internet – which brings new money into Haines that would not otherwise be there
- Forty percent of all income comes from non-employment sources (retirement, social security, investment income, etc.) which helps shelter the local economy from national economic troubles

But, there are some worrisome undercurrents:

- One-quarter say they are underemployed and would work more if they could
- Wages are low compared to other places
- 40% of school children (approximately 45 families) qualify for free lunch (make less than \$36,222 for a family of 4)
- The community is the oldest in Alaska, and it continues to age at a fast pace. By 2024, those 65 and older are expected to make up 33% of the local population.
- There are fewer federal and state jobs here than most places, which in most places are the high wage year round backbone
- An expected 30% cutback in federal transportation funding may affect the Haines economy more than most since it is the home to top road construction business in Southeast Alaska
- Fishing and processing jobs are a key economic sector; fish prices have been very high for two years but are subject to pricing beyond local control, and escapement goals for both the Chilkat and Chilkoot rivers are sometimes not being met
- Haines' with its hydro based power, pays significantly less for power than communities that are dependent on diesel; however, it is paying more than other communities blessed with hydropower.

Residents sent a strong message about economic development in this Plan's 2011 Community Opinion Survey when they listed the top two concerns facing Haines in the next five years as the economy (34%) and lack of jobs (14%).

In the survey, 45% of residents reported being employed full-time, year round with an additional 31% employed part-time or seasonally. Among employed respondents, 30 percent reported being self-employed. Three percent were unemployed and looking for work. Eighteen percent (18%) were retired. The majority (59%) of those who were employed part-time or seasonally said they would work more if they could.

To stabilize and provide more employment and business activity in Haines there are two primary strategies to employ:

- Retain and grow the industries and economic sectors currently providing employment and income. Strengthening existing services and businesses also leads to increased capture of local spending that could be escaping the community.
- Diversify the economy by attracting new industry and businesses. Build upon competitive advantages and unique assets.

6.4.1 Haines' Unique Assets and Competitive Advantages

Economic diversification should take advantage of existing or strategic assets that Haines already possesses where possible. Fourteen assets or competitive advantages that Haines possess are:

1. Roads and ports are connected to the US-Canadian system, the road network is more extensive than most of Southeast Alaska, and is recognized for its scenic value.
2. Haines Borough has more State and less federal land than any other part of Southeast Alaska. From a regulatory viewpoint it is easier to access, recreate and use State land compared to federal land, creating a unique asset for Haines. Haines borough is home to one of only three State Forests (the 3rd was constituted in 2010).
3. Haines is "ahead of the curve" on value-added forest industries.
4. The primary energy source is hydroelectric power, which is cheaper and produces significantly less greenhouse emissions than petroleum based energy. (Non-diesel winter power sources must be developed though.)
5. Haines successfully hosts several long-standing festivals that regularly bring regional to international visitors to the community.
6. Haines is known and valued by both residents and visitors as a year-round recreation destination.
7. Both Alaskans from the north and Lower 48 residents from the south view Haines as a destination for retirement or vacation homes.

8. Haines is oriented toward business; it has a higher percentage of private sector jobs than Juneau, Southeast or Alaska, and exhibits an entrepreneurial approach with about 10% of households engaged in businesses that sell products or services over the internet.
9. A significant number of Haines residents are somewhat sheltered from the current tough economy as about one-third receive regular “mailbox” income.
10. There are excellent schools and the community values education.
11. Volunteerism and civic engagement is valued and participation rates are very high.
12. There are more health care assets and services for senior citizens than in comparable towns.
13. Haines borough is in a mineral-rich belt with active mines to the north and south.
14. Haines’ rich, deep, and diverse history and culture are assets lived by residents and celebrated by multiple local events, artists, musicians, and museums. The Haines Library is a welcoming facility with high community patronage that has won numerous awards including Best Small Library in America (need to get title right).

Narrative Still being Prepared for the rest of this chapter

Support Current Employers and Businesses (includes key sectors and Downtown Revitalization)

Strategies to keep money in Haines & Recirculate It

- Local and Tribal Government
- Businesses and Services: Buying Local
- Arts & Cultural
- Health Care and Wellness

Retain and Attract Families

Support and Expand Commercial Fishing and Seafood Processing

Boost Transshipment Activity to and through Haines

Recreation, Recreation, Recreation (and Festivals)

Celebrate and Grow State Forest related Jobs, Businesses and Commerce

History, Culture, the Arts and Services add to Quality of Life and Economy

Carefully Developed Mines Generate High Wage Jobs and Tax Revenue

6.5 Implementation Plan

7 Transportation

GOALS

Provide a safe, convenient, reliable and integrated transportation network to move goods and people to, from, and within Haines Borough.

Ensure access to work, school, services, facilities, and for hunting, fishing, subsistence and recreation.

Continue to build on Haines' position as transportation hub, with its continental road connections, deep-water ice-free ports and harbors, and airport.

Haines is a major transshipment point due to its ice-free deep water port and year round road access to Canada, Interior Alaska and the continental US on the Haines and Alaska Highways. Haines is a northern terminus of the Alaska Marine Highway System (AMHS), a cruise ship port of call, and a hub for transportation to and from Southeast Alaska. There is a State-owned airport with a 4000 ft paved runway and daily scheduled flights to Juneau and Skagway by small aircraft. Borough facilities are the Port Lutak industrial dock, two boat harbors (one seasonal), the Port Chilkoot cruise ship dock, and two seaplane bases. There are also two privately owned industrial docks and a privately owned excursion vessel/ferry dock. Freight departs and arrives by truck (roads), by sea on barges and AMHS ferries, and by air. Another important transportation asset is the compact nature of Downtown Haines with residential areas, schools, stores, services, and recreation opportunities all easily accessed on foot or by bike.

Haines residents recognize that continued development and improvement of local roads the interconnected transportation system, and bicycle and pedestrian routes will strengthen both the economy and quality of life. In the 2011 Community Opinion Survey residents strongly supported several transportation improvements (Table 6.1).

Table 6.1 Support for Haines Transportation Improvement Projects

| | Support | Oppose |
|--|---------|--------|
| Road widening, ditching, maintenance and other safety improvements throughout the Borough. | 90% | 6% |
| Boat harbor improvements to the south including a breakwater, drive down ramp and work float, and moorage for new vessels. | 75% | 12% |
| Expand Port Lutak industrial dock to allow for more marine commerce. | 71% | 23% |
| Building a continuous pedestrian path from Picture Point to the Cruise Ship Dock. | 62% | 27% |

This chapter reviews transportation trends, the current condition and use of infrastructure, future needs and improvements to the Haines transportation network, and ends with an Implementation Plan with objectives and actions to help set a path to achieve the community's transportation goals.

Paving Mission Street, 2011

7.1 Transportation Trends

7.1.1 *People and Vehicles Traveling to and from Haines*

Residents and visitors arrive in Haines by road, ferry, fast ferry, private boat, and scheduled or chartered flights (see Table 6.2).



Over the last decade the number of vehicles and people entering and leaving Haines by highway and by ferry has declined from 10 to over 30%.

Haines waterfront with Port Chilkoot Dock and Portage Cove Small Boat Harbor in foreground, airport in far background, and Haines Highway and downtown street network.



Since 2005, however, traffic is rebounding slowly, though not enough to make up for the losses from 2000. The number of vehicles entering Haines by highway (though not people) increased 5% between 2005 and 2010, and, the numbers of vehicles and passengers coming and going by ferry also increased since 2005. By air, the story has been steady growth. The number of passengers to and from Haines has increased 50-60% since 2002 (2000 data not available) and the pounds of air freight and mail jumped significantly.

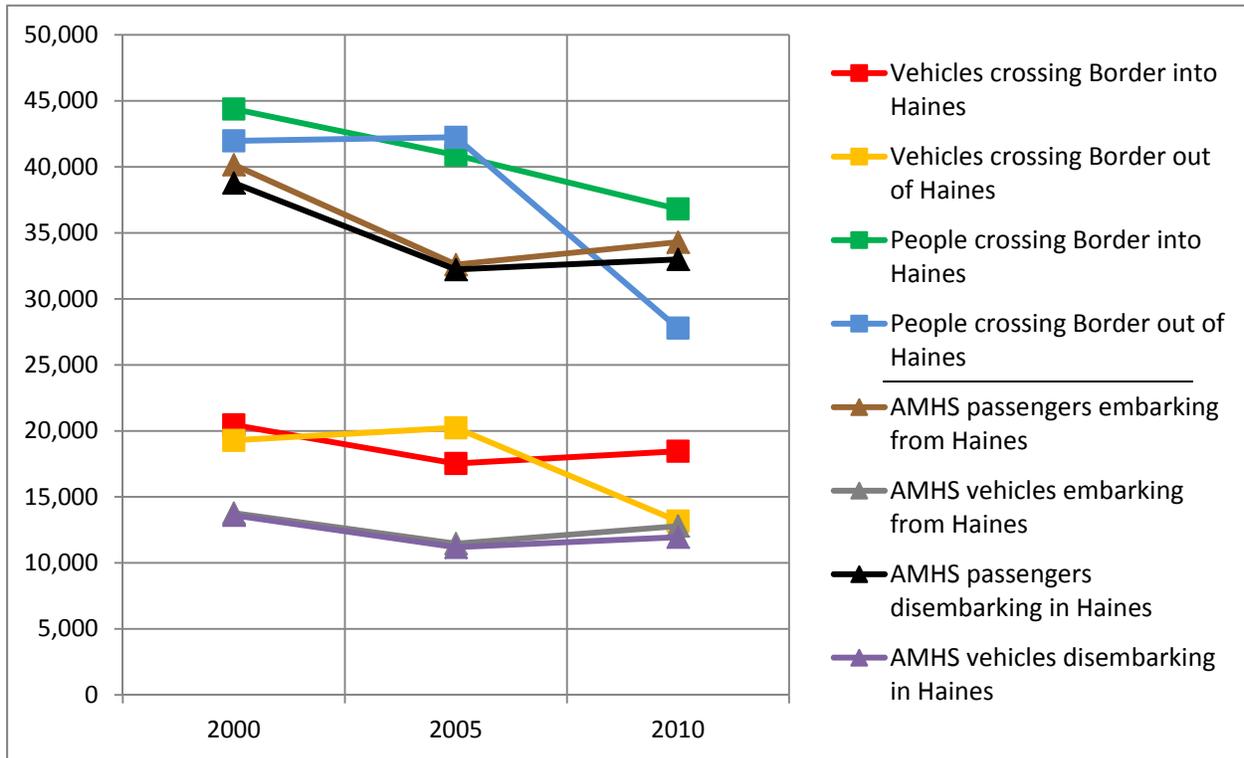
UPDATE- see economic development chapter, numbers updated there, data will be in one place only in final plan

Table 7.2 Transportation Trends Haines, 2000-2010

| | 2000 | 2005 | 2010 | 00-10 Change | 05-10 Change |
|---|-------------|---------|----------|--------------|--------------|
| Highway | | | | | |
| Passengers | | | | | |
| Southbound | 44,380 | 40,893 | 36,806** | -17% | -10% |
| Northbound | 41,964 | 42,237 | 27,784** | -34% | -34% |
| Vehicles | | | | | |
| Southbound | 20,452 | 17,525 | 18,454** | -10% | 5% |
| Northbound | 19,278 | 20,231 | 13,164** | -32% | -35% |
| AMHS | | | | | |
| Passengers | | | | | |
| Disembarking in Haines | 38,779 | 32,223 | 32,987 | -15% | 2% |
| Embarking in Haines | 40,160 | 35,598 | 34,295 | -15% | 6% |
| Vehicles | | | | | |
| Disembarking in Haines | 38,779 | 32,223 | 32,987 | -12% | 7% |
| Embarking in Haines | 13,779 | 11,468 | 12,789 | -7% | 12% |
| Sailings | 613 | 591 | 574 | -6% | -3% |
| Cruise Ships | | | | | |
| Number Cruise Ships | 95 | 19 | 24 | -75% | -17% |
| Cruise Passengers | 187,397 | 31,968 | 30,850 | -84% | -3% |
| Visitors from Skagway on fast ferry (mostly from cruises) | xx | xx | Xx | xx | xx |
| Total | 187,397 | 31,968 | 30,850 | xxx | xx |
| Air | | | | | |
| Passengers | | | | | |
| | (Year 2002) | | | (02-10) | |
| Entering Haines | 6,544 | 8,511 | 9,858 | 51% | 16% |
| Leaving Haines | 5,893 | 8,035 | 9,534 | 62% | 19% |
| Freight (pounds) | | | | | |
| Entering Haines | 192,866 | 198,004 | 308,405 | 60% | 56% |
| Leaving Haines | 47,089 | 61,681 | 125,907 | 167% | 104% |
| Mail (pounds) | | | | | |
| Entering Haines | 315,434 | 370,554 | 477,787 | 51% | 29% |
| Leaving Haines | 87,522 | 85,131 | 182,684 | 87% | 115% |

Sources: US Bureau of Transportation Statistics, Haines Visitors Bureau, Alaska Marine Highways

Figure 7-3. Transportation Trends by Road and AMHS Ferry



7.1.2 Ferry Schedule Impacts Local Businesses and Resident Convenience

Ferry service is important to both resident and visitor’s travel. AMHS ferry schedules have an impact on convenience and local economics. Summer demand for service in Lynn Canal is among the highest in the AMHS system; daily service initiated in about 1998 is well received and used. However, when the fast ferry discontinued service between Haines and Skagway in 2003-2004, this eliminated the ability of visitors to travel the popular Golden Circle Route and negatively affected tourism businesses. Service between these communities has since been reinstated. Increased economic benefit to Haines would result from increased sailings, particularly if ferries arrive in the late evening so that tourists spend the night prior to driving north. It would also be a benefit if ferries homeported or overnighted in Haines.

7.1.3 Lynn Canal Road

For over 20 years the State has desired to extend the road from Juneau to connect to Skagway. While the capital investment for the road is very high (\$390 million+), operations and maintenance costs to the State for roads is significantly less than for ferries (currently \$110 million annually for operations and maintenance for Southeast ferries and about \$10 million annually for Southeast State roads). A road would also use less fuel and reduce carbon emissions (ADOT&PF has estimated that it required 14 times more fuel to move 2010’s vehicle traffic by ferry between Juneau and Skagway than it would have if the same number of vehicles

drove). The currently favored route would end at Katzehin River on east Lynn Canal where a shuttle ferry service and terminal would take passengers and vehicles to Haines and to Skagway. If the road is built northbound ferry service would generally end in Juneau.

The ADOT&PF Southeast Alaska Transportation Plan is being updated in 2011-2012. The State is anticipating a 30% reduction in federal funding and steady or declining State funding for operations and maintenance. This coupled with rising fuel costs, four mainline ferries that are 50 years old, and the fact that Southeast's ferry system (including IFA) moved more people and cars in 1992 with fewer ferries than it does today, challenge the system.

In November 2011 Haines Borough reaffirmed its preference for improved Alaska Marine Highway service in the Lynn Canal and opposition to development of an East Lynn Canal Highway (Resolution 11-11-316). Concerns that Haines residents have expressed in the past include preference instead for a West Lynn Canal Road, concern that the road could divert tourists to Skagway, that some local spending would shift to Juneau if it was less expensive to get there with a vehicle, an objection to losing the option of thorough ferry service to Juneau, that the road would be too costly to maintain and too dangerous in the winter given the avalanche crossings, concern over potential visual and environmental impact to Lynn Canal and Berners Bay, and concern that the hardships for a foot traveler would be difficult to overcome and that no commercial businesses likely to pick-up foot passenger transport between distant ferry terminals and communities.

7.1.4 IFR Air Service

In the last few years small commercial airplane services in southern Southeast Alaska have started flying Caravan-size Instrument Flight Rule (IFR) capable planes on scheduled flights between Ketchikan and Prince of Wales Island and between Sitka and smaller communities. These instrument rated planes and pilots can fly through weather and have increased reliability of air service in central and southern Southeast; anecdotal reports are that it is reducing both resident's ferry and floatplane travel. It is likely that over the next decade IFR capable service will come to Juneau as well, increasing reliability of air travel between Juneau and surrounding communities including Haines.

7.1.5 Freight & Transshipment Opportunity (including Rail)

Two related studies in 2005 and 2007 by the Yukon Government¹⁶ investigated the demand for supplies and commodities transshipment that can be reasonably expected from Northern and Interior Alaska and the Yukon over the next 50 years. The purpose is to assist the Yukon in estimating total transport cost in relation to probable selling prices and determine the best transshipment options and needed capital investment. The Yukon Government paid for these studies as the bulk of the exports will be minerals from the Yukon.

¹⁶ Yukon Ports Access Strategy for Yukon Economic Development, KPMG, 2005; Rails to Resources to Ports: The Alaska Canada Rail Link Project Phase I feasibility Study, ALCAN RaiLink Inc., 2007

The studies, “*suggest that Haines is the preferred option for larger quantities of products such as coal and iron ore, which are likely to be developed in the longer term, while Skagway is the preferred option for [ore] concentrates and smaller quantities of coal*” (pg. 69, KPMG Study). Skagway is closer to the source for many mineral deposits so it is favored for smaller and shorter term export needs, but it has little upland and port expansion opportunity thus limiting bulk throughput to a maximum of about two to three million tonnes per year. Both the road system and narrow gauge railway at Skagway are unsuited to large scale bulk exports. Hence, large scale bulk exports (longer term need) through Skagway is considered infeasible.

The options that these reports state appear best for further consideration are:

- Short Term – Truck shipment of inbound and outbound goods through Haines, Skagway and Stewart, depending on the relative advantage of each port for each potential movement. Some consideration could also be given to utilizing the White Pass and Yukon Railway for outbound mineral concentrate movements.

Depending on location of ore short term transshipment through Haines is feasible at the Port Lutak Dock or Chilkoot Lumber Dock. Haines is also well positioned for a potential role in the supply of pipe and other supplies for the construction of an Alaska Highway Gas Pipeline; particularly those that construction spreads west of Whitehorse. Existing marine terminals could be easily modified for this freight.

- Medium Term – Further truck shipment of inbound and outbound goods through Haines, Skagway and Stewart as well as utilizing the White Pass and Yukon Railway for outbound mineral concentrate and potentially small volume coal movements.
- Long Term – The long term development concept is for Haines and is based on the utilization of the old Army Fuel Tank Farm as a site for a major bulk terminal for either coal or iron ore. This site is about 200 acres in size, is relatively flat and can easily access the foreshore for the loading of deep sea vessels. A Standard Gauge Railroad to Haines would be required, with a proposed route across the Yukon Mountains, along the Chilkat River Valley, and across to Lutak Dock.

Residents interested in rail have identified three possible routes; one follows the historic Dalton Trail then crosses the Chilkat River and runs along the Kelsall River valley; another follows the Haines Highway; a third follows the Chilkoot River Valley. Regardless of the route they all must start by the Lutak Dock, and once in Canada join up around Carmacks and then head to Fairbanks. A retired engineer working on the first option notes it has the least grade and is closest to developing mines.

7.2 Aviation

7.2.1 Current Conditions

The state-owned Haines Airport is located on the Haines Highway approximately three miles from downtown. In 1992, ADOT&PF completed construction of a five million dollar expansion to the airport. Improvements included a new runway, improved taxiway and aircraft parking. The airport is on a 126-acre parcel with a 4000 ft x 100 ft paved runway, apron and lease lot area. One lease lot has a private air carrier's terminal building (formerly built and owned by City), several others have private hangars, and there are XX (or acres) of vacant lots available to lease for future development. Two companies (Wings of Alaska and Air Excursions) provide daily scheduled air service to Juneau and Skagway; several businesses offer flight seeing and charter service. Future airport expansion is physically limited by an historical site, the Haines Highway, and the Chilkat River.

There are currently two public floatplane docks in the Borough, one in the Portage Cove small boat harbor and a one at Excursion Inlet. The seaplane float in the boat harbor was originally built in 1978 and turned over to the Borough along with the rest of the harbor in 1997. It was replaced in 2010. The Excursion Inlet float for seaplanes was upgraded with a used float several years ago. [current ownership appears to be Borough].

7.2.2 Concerns and Opportunities

ADOT&PF is currently in the design phase of a project to improve drainage and rehabilitate failing pavement on the apron, taxiways and runway. Fencing and lighting to improve safety and security may be part of this project. A building to store sand, chemicals, and maintenance equipment is also needed to improve airport operations. The runway is long enough for most private jets and the planes currently used for medivac; no extension is planned at this time. In the longer term an apron expansion is desired to provide additional capacity for future needs.

The seaplane float at Portage Cove is exposed to waves and thus not well-used. Protecting the seaplane by including it within the harbor's future wave barrier will increase its utility and use.



Bustling Portage Cove Small Boat Harbor April 2011

7.3 Harbors and Docks

7.3.1 Current Conditions

Haines Borough operates three harbor facilities (Portage Cove, Letnikof Cove, Swanson Harbor), two docks (Lutak Dock, Port Chilkoot Dock), and three boat launch ramps (at Lutak Dock, Portage Cove and Letnikof Cove). See Table 6-5. All facilities are managed by the Borough's harbormaster, two assistants and other public works department staff. Harbors and Ports are separate enterprise funds. A Small Boat Harbor Advisory Committee helps set direction for harbors, and a newly appointed (winter 2011) Port Steering Committee is advising on port development.

Harbors

The Portage Cove Small Boat Harbor was originally constructed in 1958, expanded in 1976, and refurbished in 2010. The facility transferred from State to Haines Borough ownership in May 1997. In 2010, the Borough, with added state and federal funding, accomplished a \$6.6 million improvement that replaced all floats and realigned them to improve navigation; added an ADA covered gangway; added overhead pole lighting to slips; on the tidal grid installed electricity, fender piles, and an access stairway and walkway; extended drinking water to the transient floats; added removable finger floats to facilitate transient moorage; and replaced the seaplane float. Today, the rubble mound breakwaters and dredged entrance channel support four floating docks with 114 slips for boats from under 24 to over 40 ft in length. There is also a tidal grid, launch ramp, icehouse, fuel dispensary and seaplane float. Transient vessels moor to several of the floats and the outer side of the breakwater floats during favorable weather.

The Borough's seasonal (April-May through October) Letnikof Cove 500 ft of steel deck grating float and launch ramp are well used to support commercial and subsistence fishing, recreation and tourism. Vessels obtain a borough-permit can tie-up to the U-shaped float, and many more use the boat launch on a day-to-day basis. In 2011, there were approximately 40 permits for seasonal use of Letnikof Harbor, which is strategically located near the Chilkat River mouth and near Haines Packing Company's seafood processing facility. This facility was constructed in 1980 and turned over from the State to the Borough in May 1997. In addition to the float and launch ramp there is parking for vehicles and boat trailers.

Docks

The Borough's Port Lutak Dock is located five miles north of downtown Haines. The 1,051 ft. dock face and six-acre staging area is 75 percent owned by the Haines Borough and 25 percent owned by the State of Alaska (AMHS ferry terminal). It was constructed in the 1950's by the U.S. Army and it has a 36-foot above MLLW depth at the face. Improvements have modified the fender system, constructed a barge loading facility, and developed the upland lots to

service the dock. These improvements coupled its location protected from the wind (compared to Skagway) make this Borough-owned dock a top deep water port facility in Southeast Alaska.

The facilities at the Lutak Dock are currently capable of handling containerized cargo (break and bulk), manual loading and unloading operations, petroleum products transshipment and passenger operations. This dock is used commercially year-round and is operated by the Haines Borough on a fee basis. Current leases include Alaska Marine Lines for weekly barge service and general container loading, staging and storage as well as Delta Western for fuel transfer and storage. The Lutak Dock generated \$238,757 in FY11 from fuel and cargo tariffs and wharfage (see Table 6-4).

| Table 7-4. Lutak Dock - The Numbers | |
|---|---------------------------------------|
| Oil | |
| Oil Transferred | 12-13 million gallons annually |
| Cargo | |
| General Cargo Transferred | 11,240 tons (2009), 9,845 tons (2010) |
| Hazardous Cargo Transferred | 2,214 tons (2009), 2,368 tons (2010) |
| Container Traffic | |
| Number of Loaded Containers (inbound & outbound) at Lutak Port | 4,033 (2009) |
| Number of Loaded Containers (inbound & outbound) at Lutak Port | 3,066 (2005) |
| Revenue (Lutak) | |
| FY 00 | \$106,873 |
| FY 05 | \$92,154 |
| FY 10 | \$132,379 |
| FY 11 | \$238,757 |
| <i>Sources: Tariff Study Phase I, II and III, Northern Economics, 2011; US Army Corp of Engineers. Waterborne Commerce Statistics; personal comm.: E. Barrett, Harbormaster</i> | |

Contiguous with the Borough's Lutak Dock is the State's Alaska Marine Highway System (AMHS) ferry dock and terminal

Within ¼ mile of the Borough's Lutak Dock are two other facilities. To the north is the private Chilkoot Lumber Company dock with approximately 15-acre uplands and to the south is the federal Petroleum-Oil-Lubricant (POL) dock and 201 acres of uplands (former Haines Tank Farm). In late 2009 Congress authorized that the 201 acre Haines Tank Farm may be conveyed to the Chilkoot Indian Association for the purpose of developing a Deep Sea Port and for other industrial and commercial development purposes. This conveyance is encouraged to occur by September 2013 if practical. Conditions include payment equal to the fair market value of the property and payment of other costs such as survey and environmental documentation.

The Haines Borough also owns the Port Chilkoot Dock located just south of the Portage Cove Small Boat Harbor along the downtown waterfront. A 1995 dock expansion project created a 900 ft long steel pier dock where cruise ships tie up when in town. One of the Skagway-Haines fast ferries also moors here. In 2011, a waterfront improvement project added public restrooms, expanded parking, installed pedestrian improvements and other amenities for cruise ship passengers.

Additional private facilities in Haines Borough are the Haines Packing Company dock in Letnikof Cove, the Chilkat Cruises dock in south Postage Cove, and Ocean Beauty seafood plant facilities in Excursion Inlet.

7.3.2 Concerns and Opportunities

This section reviews four major capital improvement projects related to docks and harbors:

1. Letnikof Cove float maintenance or replacement
2. Portage Cove small boat harbor wave protection and expansion
3. Lutak Dock improvements
4. Port Chilkoot Dock improvements

In order to be “shovel ready” for funding opportunities it is important to determine each facility’s preferred improvement, prepare an engineered design and cost estimate and accompanying narrative describing the project’s purpose and need, and prepare a Capital Improvement package.

While many projects can be accomplished over a 20-year time period, neither local bonding capacity nor state and federal partners can provide funding for all projects at once (nor there are non-transportation improvements desired too). An objective and action in this chapter’s Implementation Section is to assemble information on desired capital improvement projects and identify short and medium term priorities so that the Borough can pursue infrastructure upgrades and improvements in a systematic manner.

Harbors

Expansion of the Portage Cove Small Boat Harbor has been desired for many years to enhance safety and navigability and better support commercial, sport and subsistence fishing and tourism activity such as water-based charters and tours. There are about 60 (verifiable) persons on the waiting list for a slip, primarily for vessels over 40 ft in length.

In the early 2000’s four alternatives for expansion of the boat harbor to the north were developed in partnership with the US Army Corps of Engineers (COE). Project costs for the preferred alternative however escalated over time due to rising transportation, fuel and material costs, and the discovery of more soft clay than anticipated; the most recent estimate (June 2008) was \$30 million. At an 80/20 cost share with the COE the Borough’s portion would

be \$6 million; however, that is only for the breakwater and dredged navigation channel – the estimate is that an additional \$12 million from the Borough would be needed for project components the COE does not fund. The interplay between design, cost and funding availability caused Haines Borough to reassess its position.

Less expansive and expensive boat harbor expansion to the south is now the Borough's focus; these options would protect the harbor from southerly wind and waves, add moorage for vessels 40 ft and larger, provide a drive down ramp/float, a drive down boat launch, and a larger parking lot to support the commercial fishing fleet and other users. The 2011 Community Opinion Survey queried level of support or opposition for a more modest improvement to the south and found 75% support (Table 6-1). There are five design options to the south with Borough price tags that vary from \$12 to \$23 million and total project costs, if all phases of work were accomplished with state and federal funding, from \$32 to 49 million. Two concepts can be viewed on the next page.

The COE is concerned that the extensive environmental and economic review process that previously approved the larger project to the north may have to be redone to support expansion to the south. This issue is being resolved as this plan goes to print, beginning with a geotechnical drilling program in spring 2012 to better define the harbor area subsurface.

Given the project's purpose and need, cost estimates, likelihood of funding, results of geotechnical investigations, and other factors Haines Borough must identify its preferred design and then pursue project funding and development.

Moving west to Chilkat River challenges to the Letnikof Cove harbor are the sizeable waves generated by northerly winds originating in the Chilkat River valley and winter ice buildup, especially along the perpendicular 70 ft float. Failures of varying degrees to the Borough's float system here will increase in frequency given the wear and tear and deterioration observed (PND, 2010). At a minimum, anchor chains and float connections hardware must be replaced and sacrificial anodes installed. Given deterioration, the entire facility must eventually be replaced.

Concept 1(top) and Concept 4 (bottom) for Portage Cove Small Boat Harbor expansion to south. Drawings courtesy of PND Engineers, Inc.

Haines Borough is in the process of identifying its preferred option among five concepts.



Docks

The Borough's Lutak Dock is a closed cell sheet pile dock with a concrete cap along the seaward perimeter of the cells. Several repairs have been completed but a number of small-scale failures motivated the Borough to undertake a condition assessment in 2010 (PND Engineers, Inc.) Improvements to the existing infrastructure and expansion of the dock and work area will position the Haines Borough to capture revenue sufficient to sustain the facility and potentially provide additional jobs and economic opportunity. Recommended improvements are listed on Table 6-5 and including rehabilitating and extending the dock face and providing a method for offloading heavy loads.

Haines and Skagway have always served as ports for the Yukon and Interior Alaska. Today's high price of metals and commodities is creating another mining boom in these mineral rich areas which, coupled with skyrocketing demand for raw materials in Asia, creates an opportunity for the Lutak Dock to play a stronger role in regional import and export. The Haines Borough is beginning work on business and development plan for the Lutak Dock to assess traffic, port and supply chain competitiveness, short-medium and long-term options, models, risks and governance. The newly appointed Port Development Commission will advise and oversee this effort. The improvements described could position Haines Borough to generate more revenue from transfer and transshipment of tankered fuel, Liquid Natural Gas, ore, and other cargo and equipment associated with construction of an Alaska Natural Gas Pipeline, Yukon energy needs, and future mining projects in the Haines Borough, the Yukon Territory, and northern British Columbia.

The privately owned Chilkoot Lumber Company Dock just north of the Borough's Lutak Dock has a small fish processing facility on site and is used by the commercial gillnet fleet for product offloading and shipment (via truck), boat launch and vessel repair, and storage. Dock and upland improvements to support the commercial fishing fleet should be given consideration if space and infrastructure upgrades occur given the economic importance of the fishing fleet and fish processing to the Haines Borough economy.

As port competitiveness studies proceed if more contiguous upland space is needed to support port transshipment or commercial fisheries the four adjacent property owners of this waterfront industrial land - Chilkoot Lumber Company, Albert Schafer, Haines Borough, and Chilkat Indian Association (POL Dock) – might want to consider a unitization agreement for joint land development and use.

The Port Chilkoot Dock was inspected in 2011 to assess the condition of dock pilings and supports prior to completing a deck replacement. The 2011 survey (PND, Inc.) showed that the support pilings [REDACTED], which called into question investing in a deck replacement if the underlying trestles have significantly less design life. The Borough subsequently developed an option to replace underlying trestles as well as the gangway and deck (\$3.5 million), and another option to do this plus replace the main dock, moorage float and construct a passenger

queuing deck (\$8.7 million). Haines Borough is currently using the project's purpose and need, estimated future use, revenue and funding, and other factors to determine its preferred option and then and prepare a Capital Improvement package.

Table 7-5. HAINES HARBORS AND DOCKS

| BOROUGH FACILITIES | | | |
|--|--|--|---|
| Facility | Purpose/Uses | Facility Details | Needs |
| Portage Cove small boat harbor, launch ramp, seaplane float | <ol style="list-style-type: none"> 1. Mooring commercial and recreational boats 2. Landing for excursion vessels 3. Launching commercial and recreational boats 4. Fueling small vessels Handling supplies and equipment 5. Landing for seaplanes | <ul style="list-style-type: none"> • Small Boat Harbor has 4 floats with slips for approx 114 vessels; water and electricity available. • Harbormaster's office, restrooms. • Tidal grid • One 200 x 16-ft launch ramp west of grid with timber float public seaplane float. • Borough now (2011) running vessel fueling with 3 hose stations on wharf served by 3 steel storage tanks located at rear, total capacity 250 barrels. | <ul style="list-style-type: none"> • Wave barrier to protect from southerly wind and waves • Add slips for >40 ft boats • Drive down ramp and work float on S to support commercial use • Haul out, dry work area and storage for fishing fleet (here or other) • Sewer, showers/ laundry, disposal system for marine water • Year-round restrooms • Better icehouse access for commercial use |
| Letnikof Cove small boat harbor and launch ramp | <ol style="list-style-type: none"> 1. Mooring and launch for commercial and recreational boats | <ul style="list-style-type: none"> • 500 x 6 ft U-shaped float available April/May-October. • Launch ramp is located at north side. • Unpaved parking area at rear, parking for vehicles and trailers. • | <ul style="list-style-type: none"> • Entire float system (floats, anchor chains, connectors etc) deteriorated and needs replaced, install anodes • Install precast double vault toilet building |
| Lutak Dock | <ol style="list-style-type: none"> 1. Receipt and shipment of containerized and roll-on/roll-off general cargo 2. Receipt and shipment of seafood 3. Receipt of petroleum products 4. Shipping gravel and logs 5. Icing vessels 1. Launch of commercial and recreational boats | <ul style="list-style-type: none"> • 1000 ft dock (75% borough, 25% state), approx 5 acres of unpaved, open storage area are located at rear; leased use for fuel (Delta Western) and barged cargo transfer (AML). Also use by others at times. • Delta Western has three 6- and two 4-inch pipelines extend from wharf to 13 steel storage tanks located at rear, total capacity 65,000 barrels. | <ul style="list-style-type: none"> • Short term: replace exterior concrete cap; sandblast/ recoat transfer bridge and floatation pontoon; install sacrificial anodes; provide vertical support beneath open spans • Rehab approx 700 ft of dock face & extend dock face add'l 700 ft • Provide maximum useable area between dock face and Lutak Road & maximize leasable land for storage. • Provide method to offload heavy lift loads (up |

| | | | <p>to 1 million pounds)</p> <ul style="list-style-type: none"> • Dredge to allowing standard container vessels to unload at dock face. • Provide port security and amenities. |
|--|--|--|---|
| Port Chilkoot Dock | <ol style="list-style-type: none"> 1. Mooring cruise ships 2. Mooring Skagway-Haines excursion vessels 3. Receipt of petroleum products | <ul style="list-style-type: none"> • 915 ft dock • Anodes installed in 2007 • 2011 upgrades: public restrooms, expanded parking, pedestrian improvements and other amenities for cruise ship passengers. • Fuel formerly available: 6-inch pipelines decommissioned. | <ul style="list-style-type: none"> • Perform dive inspection on steel piles by 2013 • Didn't this happen in 2011, and is why larger trestle and pile replacement being proposed? |
| OTHER (NON-BOROUGH) HARBORS AND DOCKS | | | |
| Facility Type | Purpose/Uses | Facility Details | Needs |
| Chilkoot Lumber Company dock | <ol style="list-style-type: none"> 1. Receipt and shipment of containerized and roll-on/roll-off general cargo 2. Receipt, shipment and processing of seafood 3. Shipping gravel and logs | <ul style="list-style-type: none"> • 600 ft dock, approx 400 ft usable • Transfer bridge in a 45-foot recess with a 125- by 45-foot wharf extension on west. • Fish processing facility and open storage on approximately 25 acres uplands; former sawmill site. | <ul style="list-style-type: none"> • Dock needs resurfaced and about 250 ft face need rehab • Site remediation complete in 2012 for diesel to residential standards • Facility is both in use and for sale, as is adjacent private waterfront parcel together totaling about 40 acres. |
| State AMHS Ferry terminal and dock | <ol style="list-style-type: none"> 1. Landing for State passenger and vehicle ferries | <ul style="list-style-type: none"> • 1000 ft dock (75% borough, 25% state- which is for AMHS ferry) • Pave parking area and terminal building, fix sink holes. | <ul style="list-style-type: none"> • In 2012 State will replace sheet piles with a rip-rap slope, install new mooring dolphins and fender system, dredge berth, and expand the staging area (including relocation of storage bldg). |
| P.O.L. Terminal Dock | Not operational | <ul style="list-style-type: none"> • 780 ft dock, 200 acres former military tank farm demolished in early 2000's, remediation continuing. | |
| Chilkat Express Dock | <ol style="list-style-type: none"> 1. Landing for Skagway-Haines excursion vessels | <ul style="list-style-type: none"> • 250 ft dock, paved parking area, ticket office. One 2-inch fueling pipeline extends | Need to talk to them |

| | | | |
|---|---|---|--|
| | 2. Fueling vessels | to float from 10,000 storage tank at rear. | |
| Haines Packing Company dock | <ol style="list-style-type: none"> 1. Mooring, fueling, icing, and repairing company-owned fishing vessels 2. Handling supplies and equipment | <ul style="list-style-type: none"> • 574 ft dock • Six-inch screw-conveyor serves wharf. • Ice plant with 20-ton storage capacity. • Marine railway located on south side at rear handles fishing boats to 36 feet in length, on 20 x 8-foot cradles; boats can be transferred to either side of railway. • Marine repair plant at rear, including carpenter, and machine shops, used for repairing company-owned fishing vessels. • Fueling pipelines on float extend from one 10,000-gallon storage tank located in rear. | <ul style="list-style-type: none"> • Need to talk to owner, proof details and needs |
| Ocean Beauty dock and seaplane float State? 465-4512 maintenance? Borough? Who? 1000 ft x 305 ft float For 2006: Aircraft operations: avg 58/month - 71% transient general aviation 29% air taxi | | | |

7.4 Road and Non-Motorized Routes

7.4.1 Current Conditions

Roads

Figure 6-X and X-X show the Haines Borough transportation system, road and facility ownership, and which roads are still unpaved. (Figure X-X in Chapter X –Park, Recreation and Open Space, shows the non-motorized network of paths, sidewalks and wide road shoulders).

The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains approximately 70 miles of roads within Haines Borough including the 40-mile Haines Highway from town (Mile 0) to the US-Canada border (Mile 40), Lutak Road, Mosquito Lake Road, Old Haines Highway, Sawmill Road, Piedad Road, Comstock Road, Allen Menaker Road, Allen Road, Union Road, Main Street, a portion of Front Street, Mud Bay Road, and Small Tracts Road. These roads are maintained by a four-person crew from the State Shop at Main and Union streets. Haines Borough owns the remaining roads and provides maintenance for roads, harbors/ports, and some water/sewer with the Public Works department's 4-5 fulltime and 1-2 seasonal (summer) employees based out of the City Shop at Union and 6th Street.

In late January 2011 a section of the State's Lutak Highway and Borough's Oceanview Drive fractured as an arc-shaped, slow, massive slump toward Portage Cove began. Geotechnical engineers with the state and consultants to the Borough are assessing the situation as this draft plan goes to print. The Assembly declared a state of emergency in early February. The extent and outcome of the current failure and likelihood of additional area involvement must be determined. Stabilization will be needed, but it seems likely that building a new and relocated portion of this critical transportation corridor may be required.

Since 2002, the State has been working to improve all of Haines Highway to a 55 mph road with wider shoulders. This, as well as ensuring it can pass industrial loads (can it now?), is important to Haines success at carrying an increased share of freight to and from the Yukon and Interior Alaska. Haines Highway work includes design, conduct of environmental reviews, acquiring permits and ROW, and eventually construction. In 20xx the highway from milepost (MP) 25 to 44 at the Border was improved and there are now six-foot shoulders with painted fog lines on both sides of the road. The next priority segment is from MP 21 to 25, which includes areas prone to rock slides. The current goal is to obtain approval of an Environmental Assessment authorizing this work in early 2012. In 2011, the State spent over \$100,000 to clean debris after a rock slide at MP 19. In the last few years the State also improved Lutak Highway from Mile 3.5 to the AMHS ferry terminal including installation of a well-used paved six-foot shoulder on the waterside.

The 40-mile Haines Highway, 4-mile Lutak Road and Alaska marine highway system are all designated Scenic Byways. The Haines-Lutak roads for the scenic, fish and wildlife viewing,

historic and cultural values and opportunities they offer. As a Scenic Byway, grants are available for improvements that promote the route and are consistent with the Haines Highway Corridor Plan, such as overlooks, pedestrian facilities, interpretation programs and safety upgrades. Applications are due annually in December. Haines has received four National Scenic Byway grants including two in 2011, one for \$496,000 to acquire Picture Point and another for \$40,000 to plan visitor services along the Haines Highway.

Non-Motorized Routes

As downtown Haines is fairly compact, residents can walk and bike to many community destinations. Pedestrian use sidewalks, road shoulders, and off-street trails (see Map 6-x). Some stretches of road, such as along the Haines Highway and Lutak Road have wide, paved shoulders that can be used by cyclists for both recreation and commuting.

In May 2011 the Adventure Cycling Association and the American Association of Highway and Transportation Officials (AASHTO) took action on Alaska DOT&PF and other state applications and added several official U.S. Bicycle Routes, including the Haines Highway, which is now US Bicycle Route 208. This is important for promoting bicycle tourism.

Many residents, including seniors and young people depend on non-motorized transportation to get around. Also, three of the top six most popular recreation activities (hiking, walking, and biking) involve trails, bike lanes and sidewalks. For these reasons, as well as to encourage safety and a healthy and active lifestyle it is important for Haines to continue developing facilities for local walkers and bikers. This section focuses on facilities that will help walkers and cyclists get from home to community destinations, but there is some overlap with recreation projects.

The current non-motorized network of sidewalks and road wide shoulders, including several improvements planned for 2012, are shown on figures X-S and X-X.

7.4.2 Concerns and Opportunities

A challenge for Haines is State ownership of Main Street in the downtown commercial core. While positive effects of State ownership are prompt maintenance and snow removal and assistance with project funding, negative impacts are the State's rigid application of highway regulations, even though Main Street is functionally designated only as rural major collector, not an urban interstate.

In anticipation of 2012 street improvements ADOT&PF required in 2011 that all signs hung from marquees over the sidewalk, awnings, benches, decks etc. on the sidewalk be removed because they are not allowed in the right-of-way. All these features, however, are desired by communities in the business core to encourage and enhance pedestrian use and thus commerce. Some State DOTs have adopted a policy and program called Context Sensitive Solutions that allow flexibility in situations such as this but ADOT&PF has generally been

resistant to this approach, particularly in Southeast Alaska where the population does not warrant establishing a Metropolitan Planning Organization, which gives local communities more clout in conversations with transportation agencies.

In 2010, a Downtown Haines Revitalization Plan was completed. This Plan recommends rebuilding the sidewalks along Main Street to at least two feet wider, providing pedestrian amenities such as bench and landscaping, and improving pedestrian safety at crosswalks. Thus highlights the potential conflict and strong need for mutual dialogue between Haines Borough and ADOT&PF officials in order to accomplish infrastructure goals in the Downtown Haines Revitalization Plan.

Haines Borough's high, medium and low priority road network improvement projects are listed on Table 6-7, and include paving gravel residential streets, upgrading Haines Highway from Milepost 3.5 to Milepost 25, adding wider sidewalks, shoulder and bike paths in places, and over time extending roads to provide access to undeveloped lots or secondary and emergency access.

Some of these projects are on the ADOT&PF STIP or Needs List. Possible funding sources include the Haines Borough, ADOT&PF (through FHWA), Chilkoot Indian Association, Denali Commission, cruise ship passenger fee funding, Legislative Appropriations, Safe Routes to School Funding (through ADOT&PF), National Scenic Byways grants, the USFS and ADNR. It is especially effective when multiple parties team on a project to pool their funding resources; not only do funders like to see this but different groups are eligible for different funding sources.

ADOT&PF plans to complete several projects in downtown Haines in 2012 (see projects numbers 1-7 on Figure X-x and Table x-x)

Haines Borough's short, medium and longer term priority road system improvements are listed on Table 6-7.

NOTE: Table 6-7 will be moved to the implementation plan section of this chapter, and other objectives and actions will be integrated.

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|-------|---|------------------|-----------|-------|--------|---|
| | | | 1 - 5 | 6- 10 | 11- 20 | |
| 1 | Third Avenue, from Old Haines Highway to Union Street | | 2012 | | | <ul style="list-style-type: none"> Phase II Local Roads. This route has heavy vehicle and pedestrian traffic to the library, school, Borough offices and commercial businesses. Reconstruct and rebuild roads and sidewalks, improve drainage, curb and gutter. |
| 2 | Second Avenue, from Main St to Union Street | | 2012 | | | <ul style="list-style-type: none"> Reconstruction, replace sidewalks on both sides as needed. |
| 3 | View St (4th to Young) and Lynnview Drive | Haines | 2012 | | | <ul style="list-style-type: none"> Phase III Local Roads. Rehabilitation with improved storm drain system, some curb and gutter, paving. Work will relieve Haines Borough taxpayers of higher maintenance costs on deteriorated roads. |
| 4 | Fair Drive and Fair Drive West | | 2012 | | | <ul style="list-style-type: none"> Local Roads Phase VI. Safe Routes to School project. Chikoot Indian Assoc priority. Rehabilitation, curb, gutter, sidewalks and bike lanes. Install crosswalk across Old Haines Highway at Fair Drive. Add lighting to side streets that are dark in the winter. Add crosswalk at Fair Drive and Old Haines Highway. |
| 5 | Old Haines Highway - a) from Third Ave to Y intersection on Front St. b) Third Ave to Fair Drive | | 2012 | | | <ul style="list-style-type: none"> Construct sidewalk, curb and gutter along both sides of the Old Haines Highway from the base of the hill (Front Street) to Third Ave. Change Y to 4-way stop. Add crosswalks at intersection of Third & Old Haines Hwy to assist with school crossing. Install sidewalks and crosswalks, flashing school zone signs. This road has no sidewalks but has pedestrian traffic from cruise ship passengers. This will make the road safer for pedestrian travel. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods. This route has heavy pedestrian traffic and is a main route for children to the school. Safe Routes to School project for student safety. Install sidewalk on north side of Old Haines Highway; clearly identify school zone on Old Haines Highway with flashing school zone signs, add crosswalk at 3rd and Old Haines Highway. |
| 6 | Main Street, from Front Street to Allen Road | State 2012& 2013 | 2012 | | | <ul style="list-style-type: none"> Rehabilitation project to resurface, make some drainage improvements, redo or add sidewalk in places, add ADA curbs at all sidewalk/street intersections. State project 69568. Note that this project does not include making one or both sidewalks wider as recommended in Downtown Revitalization Plan (with some parking reconfiguration). |

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|-------|--|-------|-----------|-------|--------|---|
| | | | 1 - 5 | 6- 10 | 11- 20 | |
| 7 | Beach Road and Front Street Widening and Improvements. | | | 2012 | | <ul style="list-style-type: none"> • Beach Road/Front Street, from Portage Cove State Recreation area to Main Street. Add/upgrade sidewalk on west side of Front Street; widen shoulder from Soap Suds to State Recreation area to create continuous bike lane from State Rec area to Main Street; build new four way stop to replace Y intersection. • This road is in very poor repair and safety to vehicles is a concern. This road is high profile in the community and is part of the first impression for tourists and visitors disembarking from cruise ships or the harbor. This route will showcase the waterfront and make it easy to identify and get to town from the waterfront. State project # 69316. This route to downtown can be made more intuitive and attractive by improving signage, viewpoints, sidewalks and access to the beach. At present, views of the waterfront are unavailable for most of the roadway length due to growth of alders and separation from the water. Creating a more pleasant walking environment along the water will encourage pedestrian use and draw more people to Main Street. |
| 8 | Waterfront Pedestrian and Multi-Use Route. | | | | | <ul style="list-style-type: none"> • Construct a continuous pedestrian route from Picture Point to Port Chilkoot Dock to Portage Cove State Recreation Area to the Battery Point trailhead. The entire path does not have to be directly on the waterfront. • This is most important infrastructure improvement desired by cruise ship visitors. When Lutak/Oceanview Road slump is addressed there may be an opportunity to accomplish this segment. • This area and the roads are already heavily used by residents and visitors. A continuous pedestrian/non-motorized route will serve commuters and recreationists and improve safety along these streets. In addition to this and previous comprehensive plans this project is also in the Haines Public Access Plan. • Look for funding from vessel passenger tax among other sources. Front Street is heavily used by cruise ship and other visitor, small boat harbor users, and others. Good visibility, improved signage and good road and sidewalk conditions at intersection of Front and Main is important to direct tourists to downtown. |
| | Phase 1 - Main Street to Lutak Rd/Picture Point | | x | | | |
| | Phase 2 - Battery Pt to Portage Cove Rec Area | | x | | | |
| 9 | Main Street and Front Street Intersection. Install visual landmark. | | | | | <ul style="list-style-type: none"> • Construct a ramp and stair structure near the Sheldon Museum. Install signage directing visitors to downtown. Install tall visual cue at Main and Front Street (e.g., Totem Pole, sculpture, flags) to reduce confusion and create visual destination for visitors approaching town from the Cruise Ship terminal and entice them to walk to and visit Sheldon Museum |

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|-------|--|--------|-----------|-------|--------|---|
| | | | 1 - 5 | 6- 10 | 11- 20 | |
| | | | | | | <p>and downtown.</p> <ul style="list-style-type: none"> Downtown Haines Revitalization Plan recommends strengthening connection between Main Street, the Sheldon Museum, and the lower harbor area along Front Street. Better connectivity will promote increased pedestrian use by both residents and visitors. The Sheldon Museum, a community asset is somewhat underused because of its location on the steep hill near First Street. This gradient makes it hard for visitors to find for visitors and is a disincentive for locals, particularly in winter. Strengthen both the visual and pedestrian linkage, construct a ramp and stair structure near the Sheldon Museum. |
| 10 | 4th Avenue Reconstruct and resurface | Haines | X | | | <ul style="list-style-type: none"> Phase III Local Roads. This road surface was removed in 2011 to replace waterline pipes under the road. Reconstruction is needed to leave it in finished condition. Work will relieve Haines Borough taxpayers of higher maintenance costs on deteriorated roads. |
| 11 | School Campus parking and bus areas | | | | | <ul style="list-style-type: none"> Isolate vehicle traffic and bus and car parking zones from pedestrian and bicycle routes from point of access on school campus to the school door(s) at Main door, Karl Ward Gym Door and Other Doors Safe Routes to School project for student safety |
| 12 | Bicycle Racks at School | | | | | <ul style="list-style-type: none"> Add covered racks by all school doors Safe Routes to School project to encourage bicycling |
| 13 | Union and Second Avenue Intersection | | | | | <ul style="list-style-type: none"> Establish crosswalk Safe Routes to School project for student safety |
| 14 | Third Avenue, Old Haines Highway to Mud Bay Rd. | | | | | <ul style="list-style-type: none"> Finish pedestrian/bike route Safe Routes to Schools project, well used route to school needs completion |
| 15 | Path through downtown area to the Post Office and loop through Tlingit Park to the Harbor area. Path from Main St. to school. | | | | | <ul style="list-style-type: none"> Off-street pedestrian path improvements, part of non-motorized transportation system. Downtown Haines Revitalization Plan notes several important off-street pedestrian routes are partially developed in town. The routes and walkways connect the downtown area to the Post Office and loop through Tlingit Park to the Harbor area, and from main Street to the School. Add tie-in to walking maps and signage. Add lighting, landscaping, benches and improved surfaces that enhance year-round use. |
| 16 | Mud Bay Road, Old Haines Highway to Intersection at Third | | | | | <ul style="list-style-type: none"> Shoulder Improvements |

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|------------|---|-------|-----------|-------|--------|---|
| | | | 1 - 5 | 6- 10 | 11- 20 | |
| | Avenue. | | | | | |
| 17? 16? | Allen Rd, Main St to Old Haines Highway. Main Street, between Allen Rd & Second Ave. | | X | | | <ul style="list-style-type: none"> Reconstruct road, rebuild and widen sidewalks. Downtown Haines Revitalization Plan recommends rebuilding the sidewalks along Main Street to at least two feet wider, providing pedestrian amenities such as bench and landscaping, and improving pedestrian safety at crosswalks. State project #69568 |
| 17 | Second Avenue, Old Haines Highway to Mud Bay Rd. | | | | | <ul style="list-style-type: none"> Narrow the road and add curb, gutter and sidewalk on east side. This route has heavy pedestrian traffic and is a main route for children to the school. |
| 18 | Oslund, Young, Skyline and Highland Rds. | | X | | | <ul style="list-style-type: none"> Resurface, provide walking/cycling path on Young Road Reconstruct and resurface Oslund, Skyline, Highland, Muncaster, Bjornstad Streets Provide walking/cycling path on Bjornstad Street Phase V Local Roads. This road has heavy traffic to a major housing development area in Haines. This is a major rout students walk and bike to school, and trailheads off Young are used to access popular Mt Ripinsky trail. In attempt to market Haines as a desirable place to live/retire this neighborhood will be one of the first places potential new residents will drive. |
| 19 | Fort Seward area roads. | | | | | <ul style="list-style-type: none"> Reconstruct and resurface Tower Rd, Battle Rd, Blacksmith St. & Totem St Local Roads Phase IV. These roads have heavy traffic in the Fort area and are a high profile area in our attempt to market Haines as a desirable place to visit, live and retire. |
| 20 | Mud Bay Road, One Mile Creek, Beach Access. | | X | | | <ul style="list-style-type: none"> Construct a wayside at Mile One Creek with parking area and accessible route to tidal flats. This will provide organized access (preventing erosion and habitat degradation) for this popular are that residents use to walk the beach and flats, walk dogs and picnic. |
| 21 | Lutak Road, AMHS ferry terminal to Chilkoot River | | X | | | <ul style="list-style-type: none"> Continue six-ft paved shoulder on waterside. A paved six foot wide shoulder already exists 5 miles to the AMHS ferry terminal; extending it another XX miles to Chilkoot River will benefit commuters and recreational cyclists. If industrial traffic increases from Lutak Port may want to separate shoulder to allow co-existing use. |
| 22 | Extend Anway Road to Allen Menaker Road to Oslund Road | | | | | <ul style="list-style-type: none"> Acquire xx foot wide ROW and build road to provide access to future residential development area. Identify other ROW needed to create walkable connected grid of streets and sidewalks to facilitate residential development. Will also provide secondary/emergency |

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|-------|---|-------|-----------|-------|--------|---|
| | | | 1 - 5 | 6- 10 | 11- 20 | |
| | | | | | | access and allow access to developable Borough and private land. |
| 23 | Connect Mathias and Kentucky Avenue | | | | | <ul style="list-style-type: none"> Connect streets to create walkable connected grid of streets and sidewalks to facilitate residential development |
| 24 | Skyline Drive Road Extension. | | | | x | <ul style="list-style-type: none"> Extend along pipeline corridor to connect Skyline Drive to Lutak Road. Will provide secondary/emergency access and allow access to developable Borough and private land. |
| 25 | Continue to program to pave roads | | | | | <ul style="list-style-type: none"> |
| 26 | New road to connect end of Raven St, Tower Rd, Major Rd to Sawmill Rd by cemetery | | | | | <ul style="list-style-type: none"> Open area for low density residential development. Low volume residential street desired with one side with six wide bike/pedestrian path, ideally separated by 1-2 foot median from road. |
| 27 | Walking route | | | | | <ul style="list-style-type: none"> Walking path/trail from end of River Road, working with topography and heading north, through combination of private (easement or row acquisition needed) and borough property, to connect with new road/path in (26). Follow path to connect to new trail and open space east of Fair Drive. This is part of Chilkat River Beaches /McClellan Flats section of community walking route. |
| 28 | Acquire ROW to complete "gap" in Small Tracts Road at Bear Creek Trail | | | | | <ul style="list-style-type: none"> |
| 29 | Acquire ROW to complete gap in FAA Extension | | | | | <ul style="list-style-type: none"> |
| 30 | Haines Highway, MP 21-25.3. | | | | x | <ul style="list-style-type: none"> Replace Wells Bridge, which crosses the Chilkat River. Realign Highway, widen to 36', straighten curves to meet a 55 mph design speed. Provide a long-term solution to slide area near MP 23. Enhancements planned along the Chilkat River. Project should include at least one six-ft shoulder for non- motorized use and safety. Any plans for port development with potential commerce to the Yukon will require roads to be upgrade in order to haul heavy loads. State project # 22279 Fed project # SHAK-095-6(28) AKSAS 68606. |

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|-------|---|-------|-----------|--------|---------|---|
| | | | 1 - 5 | 6 - 10 | 11 - 20 | |
| 31 | Haines Highway Weigh Station | | | | | <ul style="list-style-type: none"> Construct a new weigh station. Any plans for port development with potential commerce to the Yukon will require roads to be upgraded in order to haul heavy loads. |
| 32 | Klehini River Bridge Upgrade | State | 2012 | | | <ul style="list-style-type: none"> |
| 33 | Haines Highway, MP 3.5-21 | | X | | | <ul style="list-style-type: none"> Any plans for port development with potential commerce to the Yukon will require roads to be upgraded in order to haul heavy loads. |
| 34 | Chilkat State Park Road Rehabilitation | | | X | | <ul style="list-style-type: none"> Widen road to 36', improve the roadside environment, improve drainage, straighten curves to a 55 mph design speed, address mudslide area at MP 19. This project should include at least one six-ft wide paved shoulder for non-motorized use. If it will be several years before construction, short-term less expensive improvement to enhance safety for motorists and non-motorized users is to relocate guardrails farther from the road (many are < 2 ft now) and install safety caps on all sections. Existing gravel road in very poor shape. The potholes, heaves, dips and ridges in the road are severe, and make passage at rates faster than 15 mph difficult. The road was built by the state to access Chilkat State Park, but due to condition of road, only the most determined visitors and locals enjoy it. The economic benefits of this project will be seen in the increased use of Chilkat State Park by "rubber-tired" tourists. The park features a boat launch to saltwater fishing, superior woodland and beach trails with wildlife viewing opportunities, 62 campsites and a visitor center; the park and its amenities are underutilized due to the condition of the access. Good roads to state parks is an investment in the state's visitor industry, which brings revenue to Haines and the state. |
| 35 | South Creek Bridge, Excursion Inlet. | | X | | | <ul style="list-style-type: none"> Upgrade this bridge that connects cannery area with the south subdivision. |
| 36 | Public Transit | | | | X | <ul style="list-style-type: none"> Haines is a walking community but the distance between Fort Chilkoot and downtown, and between the cruise ship dock and downtown can be a challenge in inclement weather or for older residents and visitors. At this time there is a seasonal, |

Table 6-7

| Map # | Project | Owner | Timeframe | | | Description, Economic Need and Other |
|-------|------------------------------------|-------|-----------|--------|---------|---|
| | | | 1 - 5 | 6 - 10 | 11 - 20 | |
| | | | | | | privately run bus that takes visitors from the Cruise Ship terminal to downtown with stops along Main Street. Explore private and public sector options that would provide more regular transit service between Main Street, senior housing, the health clinic, school, Fort Chilkoot and the Cruise Ship terminal. |
| | Identify snow storage areas | | | | | |
| | | | | | | |

7.5 Parking

I have information for this relatively short section, it just has not been written.

7.6 Junk Cars

A program to deal with disposal of junk and/or abandoned vehicles is needed in Haines. Currently, tow companies will not move these vehicles because they are unable to recoup costs for moving and storage. The Borough should identify (and acquire if not owned) a parcel of land for use as a storage lot for junk vehicles, and, identify funding options to periodically tow and secure junk vehicles in the storage lot until a scrap barge can remove them. This could cost approximately \$500 per vehicle thorough removal, though some of the cost might be offset by selling the scrap metal.

Data from the Alaska Division of Motor Vehicles (DMV) to assess the revenue that Haines Borough could realistically expect if it chose to 'opt-in' to the municipal Motor Vehicle Registration Tax (MVRT) was obtained and analyzed. It shows that Haines Borough could expect to receive approximately \$40,000 annually if it added local fees allowed per AS 28.10.431.

To opt-in, Haines must pass an ordinance and submit it to DMV. In order to begin to collect revenue on January 1, Haines must submit an ordinance to DMV before January 1 of the prior year. Opting-in means that when vehicles are registered in Haines Borough with the DMV and State registration fees are paid, an additional MVRT fee would be paid. The State levies and collects the municipal MVRT at the same time it collects the State registration fee, then retains 8% for administration, and passes the remainder of the MVRT collected to the municipality. As of 2010, boroughs that use the municipal MVRT are Anchorage, Bristol Bay, Juneau, Kenai Peninsula, Ketchikan, Kodiak, Matanuska-Susitna, Sitka and North Slope (has its own program). Boroughs that do not utilize the MVRT are Fairbanks, Haines, Skagway, Wrangell and Yakutat (Alaska Taxable 2010).

7.7 Implementation Plan

Over the next 20 years the Haines Borough, its citizens, businesses, local organizations and others will systematically work to accomplish the transportation objectives and actions listed.

Ms. Sheinberg will have a revised Implementation Plan available Feb 23.

| Objective and Actions (listed in random order in this draft) | Timeframe to Accomplish | | | |
|--|-------------------------|-----|-------|----------|
| | 1-2 | 3-5 | 6-10+ | on-going |
| UNDER DEVELOPMENT | | | | |
| Provide harbor, dock and launch facilities to support economic, recreational and subsistence opportunities. | | | | |
| For docks, harbors and boat launch projects, identify series of desired improvements, determine preferred development options, and set prioritized sequence to pursue (recognizing funding vagrancies). | | | | |
| Provide convenient public access to coastal waters, rivers, lakes and beaches. | | | | |
| Increase transfer and transshipment through Haines of cargo, supplies, fuel and ore with the Yukon and Interior Alaska. | | | | |
| Identify transshipment opportunities for which Haines is competitive; estimate revenue and jobs to community; risks; and infrastructure marketing, and other investments needed to capture increased market share by Haines Borough and private partners. (HB, PSC, HC, Local Legislators) | | | | |
| Based on study above, identify decision-making sequence and timeline. (HB) | | | | |
| Identify preferred Small Boat Harbor expansion option to south and pursue funding and construction. | | | | |
| Use project purpose and need, cost estimates, funding likelihood, results of geotechnical investigations, and other factors to identify preferred project option. | | | | |
| Prepare Capital Project Improvement package and project funding and development. | | | | |
| Evaluate options for alternative access bypassing mass wasting area on Lutak/Oceanview. Conduct an preliminary engineering study to identify, survey and establish development costs for alternative route from Lutak Port to downtown by road or tunnel. | | | | |
| To further rail discussion, survey route from Lutak Port to Zimovia Pt Bridge to | | | | |

| <p style="text-align: center;">UNDER DEVELOPMENT</p> <p style="text-align: center;">Objective and Actions (listed in random order in this draft)</p> | | Timeframe to Accomplish | | | |
|---|--|-------------------------|-----|-------|----------|
| | | 1-2 | 3-5 | 6-10+ | on-going |
| assess costs and feasibility so that Borough is positioned to assist State, Yukon Government, or other potential funders. | | | | | |
| Implement a junk car removal program. Register for MVRT receivee. | | | | x | |
| | Adopt ordinance to initiate Motor Vehicle Registration Tax and submit to State DMV prior to January 1, 2012. <i>(HB)</i> | x | | | |
| | <p>Establish a taskforce and 2-month timeframe to investigate options, pros and cons, costs, and present recommendation to administration and Assembly (if needed). <i>(HB, HS, FOR, Acme, others)</i></p> <ul style="list-style-type: none"> • Work with scrap metal buyers, solid waste businesses, shippers, and neighboring municipalities to identify options for disposal. • Identify options and costs to periodically tow and secure junk vehicles in designated lot. • ID parcel for use as a storage lot until a scrap barge can remove vehicles; if parcel not borough-owned, lease, rent or acquire land. | | x | | |
| Pave roads in Haines Borough. Focus first on Phase III-VI Local Roads Program within the townsite service area, then move to areas designated for urban and rural settlement in the Comprehensive Plan. | | | | | |
| | | | | | |
| Investigate the | | | | | |
| Work to ensure Haines Highway is upgraded to meet needs for increased truck and industrial transport. | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

8 Parks, Recreation and Open Space

Goals

Provide a diversity of parks, recreation facilities, trails and open spaces to foster the health and wellness of Haines residents.

Focus on recreation facilities that capitalize on the unique setting and natural beauty of Haines, create economic development opportunities, and benefit residents and visitors.

8.1 Recreation and the Outdoors Define Haines

Haines offers an extraordinary setting for people to hike, walk, boat, bicycle, hunt, camp, fish, ski, snowshoe, snow-machine, climb, view eagles and bears, raft, enjoy the scenery and more. For many residents and visitors the word “Haines” simply means world class recreation.

Conventional wisdom is that people come to Haines for a job but stay because of the community and natural environment. This is borne out by the 2011 Community Opinion Survey; 25% of the households surveyed had moved to Haines in the last five years. When asked why, more than a third (35%) said for a job or employment (35%), followed by the outdoors/natural beauty, community/people, and the small town nature of local living, all at 13% .

Table 8-2. For those living in Haines less than 5 years, what was the primary reason you moved to Haines?

| Base=50 | % of Base |
|-------------------------|-----------|
| Job/employment | 35% |
| Outdoors/natural beauty | 13 |
| Community/people | 13 |
| Small town | 13 |
| Family reasons | 11 |

Source: Haines Household Opinion Survey. Sheinberg Associates/McDowell Group. May 2011.

Visitors highly value Haines’ outdoors too. In the 2011 Haines Cruise and Fast Ferry Survey, the top five responses about what they liked most about their Haines visit were: scenery/outdoors (26 percent), friendly people/community (17 percent), tour/activity/attraction (16 percent), peaceful/tranquil (11 percent), and real Alaskan town (10 percent). The top five activities

among fast ferry passengers were all outdoor-oriented, including wildlife viewing (34 percent), nature hikes/walks (22 percent), 4x4 adventure tours (18 percent), jetboat tours (14 percent), and kayaking (12 percent). Finally, when cruise ship passengers were asked to rate the importance of various infrastructure developments, a continuous walkway along the waterfront is most important, with 80 percent saying this was very important or somewhat important.

Having a diversity of recreational opportunities will continue to attract and retain young people, families, and other outdoors enthusiasts. In addition, some recreation assets enjoyed by residents and visitors have been developed into commercial operations by local business people. The challenge for the Borough, State and citizen volunteers is to provide regular maintenance and upkeep to existing recreation facilities and assets and, as funding and time allow, improve upon and occasionally develop new recreational opportunities.

Over half of Haines residents say they regularly hike and fish (Table x-1). Other activities enjoyed by at least 20 percent are walking, boating, biking, hunting, snow machining and cross-country skiing. Not surprisingly, younger residents tend to mention more strenuous activities while for those 65 and older, the number one activity is walking (43 percent).

Men are more likely than women to fish (68 percent versus 42 percent) and hunt (39 percent versus 12 percent). The number one activity among women is hiking (57 percent). Also, women are also more likely than men to go walking (40 percent versus 12 percent).

Table 8-1. In the last year, what types of recreational activities did you participate in, in the Haines area?

| <i>Base=210</i> | % of Total |
|--|-------------------|
| Hiking | 52 |
| Fishing | 52 |
| Walking | 29 |
| Boating | 27 |
| Biking | 26 |
| Hunting | 22 |
| Snow-machining | 22 |
| Cross-country skiing | 21 |
| Kayaking/canoeing | 13 |
| Swimming | 10 |
| Snow-shoeing | 10 |
| Downhill skiing/snowboarding | 6 |
| 4-wheeling | 6 |
| Running/jogging | 6 |
| Ice skating | 4 |
| Heli-skiing | 3 |
| Gardening | 3 |
| Basketball | 2 |
| Berry-picking | 2 |
| Camping | 2 |
| Softball | 1 |
| Baseball | 1 |
| Tennis | 1 |
| Other | 15 |
| None | 4 |
| Don't know/refused | <1 |
| <i>Source: 2011 Community Opinion Survey</i> | |

Multiple responses accepted. A list of "other" responses is included in Appendix X.

8.2 Recreation Assets, Needs and Opportunities

The Haines Borough, Alaska State Parks and private parties all own and maintain some of the diverse and extensive recreation facilities in the Borough. There are also several areas primarily used for remote recreation on State, US Forest Service and federal BLM land. Haines is fortunate to have several community groups whose volunteers commit time and money to maintaining existing and developing new facilities.

Recreational assets are described based on the type of experience:

- **Developed Facilities** such as the swimming pool, basketball courts, Tlingit Park and other playgrounds, picnic areas and waysides off of Haines Highway, campgrounds, trails, and non-motorized transportation routes like sidewalks and wide road shoulders that are used for recreation as well as commuting to school and work.
- More **Dispersed Recreation** that either depends on or benefits from developed access such as beaches, hiking, off-road biking, boating, kayaking, skiing and snowmobiling.
- Mostly or completely **Undeveloped Land** for hunting, fishing, berry picking, hiking, back country skiing, enjoying views and more.
- **Open Space** dedicated to wetlands mitigation, critical habitat, or to protect community drinking water sources.

Major recreational assets are now listed by category of experience. Most are shown on Figures X-x to X-X. After the description, many are followed by a bullet (●) that highlights outstanding maintenance or improvement opportunities. Many of the community's recreation assets are designated as "Park, Recreation or Open Space" on this plan's Future Growth Maps.

8.2.1 Developed Facilities

Swimming Pool and School - Haines Borough owns a 35 x 75 ft. pool with six swimming lanes. In 2010, an average of 1,350 patrons used the pool every month. Swimming lessons, open swims, lanes swims, water aerobics, senior's fitness classes, and water safety classes for children and for fishermen are offered. Kayaking classes and water rescue training also regularly take place in the pool. There is a full time pool manager, an instructor who works 25 hours a week, and six part time lifeguards.

- The Haines Pool was constructed in 1980 and has limited life span remaining; planning for a new pool or significant improvements to the current facility should begin. In addition, upgrades to the pool change rooms and an ADA compliant ramp is needed (or a lift). A series of improvements to both the high school and pool are under design that could address change room needs.

At the school are two basketball courts, one covered and one uncovered, a softball diamond, a running track and a playing field. Two gyms are also available for community use after school hours, currently used by basketball leagues for a range of ages.

- The turf on the playing field is not in good condition. Improvements will increase use and enhance safety.

Chilkat Center for the Performing Arts - This Borough-owned facility was built in the late 1800's as a cannery in Pyramid Harbor and later transported to the Fort Seward area. It is now an auditorium and concert hall with a 300(?) seat theatre and offices/classrooms. It is currently managed by KNHS public radio in exchange for office space and also used for several indoor

wellness, dance, and martial arts classes. The borough acquired this facility from Alaska Indian Arts; the deed requires use for cultural and arts purposes. While Haines has other large halls and commercial kitchens the assets in this facility are not duplicated in the community. When asked accomplishing “mechanical, structural, and electrical repair to the Chilkat Center” in the 2011 Community Opinion Survey, 75 percent say they strongly support (29%) or support (46%) this effort. This was the top choice for improvement projects among those age 55 to 64; those younger did not support it at the same level.

- In 2008 a team of architects and engineers conducted a conditional survey of the 20,000 sq. ft. facility and identified numerous deficiencies in architecture, structural systems, mechanical and electrical systems. The condition survey concluded that \$4.08 million was needed to repair deficiencies. Adjusting this by + 8% and adding the amount deemed necessary for theatrical lighting, audio and visual production equipment, the estimated cost is \$5 million. The replacement cost of the building was estimated by the team at \$11,132,000.
- If maintenance and efficiency needs were addressed as outlined above and more attention devoted to marketing, the facility has the potential to attract a greater number of regional performances, festivals and workshops for the performing arts. In this respect, the center could regain its former status as an economic generator.

Haines Senior Center - This Borough-owned building is managed by Haines Senior Services and hosts senior lunches most weekdays, a weekly “coffee clatch,” some exercise classes for seniors and is available for other rent for other community functions.

Tlingit Park, a Haines Borough park and playground, is located between Front Street, 2nd Avenue and the Haines Highway. It is a 6.7 acre parcel of Borough land with a large play structure, swings, a picnic shelter, water, historic cemetery, band stand and restrooms. It was built in 2003 by many local residents and businesses with donated labor, tools and materials; an event and celebration that drew the Haines community together.

The Waterfront - Picture Point, Lookout Park and adjacent beach, Port Chilkoot, Portage Cove (State) Recreation Area. When asked to rate the importance of various infrastructure developments, in the 2011 Haines Cruise and Fast ferry Survey, cruise visitors rated a continuous walkway along the waterfront as most important, with 44 percent saying this was very important and 36 percent answering somewhat important. This was followed by, in order of perceived importance, better directional signage, more cultural and historical information, more visitor information kiosks, and more parks and open spaces.

Picture Point - The Borough secured funding in 2011 to acquire land at Picture Point and develop a small parking area; add signage celebrating the Scenic Byway, picnic tables and benches to view the downtown Haines vista from this area; and be part of a walkway connecting the downtown waterfront. This project that has been on the Haines “wish list” for a decade is now under development.

- Complete Picture Point Park improvements. Identify a route for a continuous pedestrian

path (sidewalks, path, wide road shoulder) along and near the waterfront that links waterfront parks and use areas . Identify row-of-way or easements needed to complete.

Lookout Park, a small Borough park, is between the Boat Harbor and Tlingit Park on Beach Road and consists of a covered gazebo with benches, a memorial to those lost at sea and a parking area.

- The cobble-sand beach between Lookout Park and Port Chilkoot Dock is well used and highly valued for walking, picnicking, tide-pooling, enjoying the view and swimming. This area should be part of the connected waterfront park-pedestrian path, and made more formal with stairs, disabled access, a walking path and improved parking. However, it is important not to overdevelop this area and maintain natural vegetation and beachfront.

Chilkat River Beaches and Carrs Cove. The Chilkat River beaches between Carr's Cove and Jones point are used for walking, picnicking, and wildlife viewing. The Borough and Haines Women's Club worked together to purchase **retain?** nine acres by Carrs Cove and One Mile Creek for public access to the Chilkat River beaches. Most beaches north and south of Carrs Cove along the Chilkat River are state owned (below mean high tide line) and available for walking. However, there are a few exceptions off of River Road where the beach is privately owned, complicating continuous public access.

- Improvements to the Borough's nine-acre parcel should occur and include a parking area, better beach access, and a somewhat more formalized walking path. Work with private landowners to acquire easements. Small pullouts along Mud Bay Road between Carr's Cove and the River Road intersection could provide additional access.

Oslund Park, a Haines Borough park, is located at the corner of Sawmill Creek Road and the Haines Highway, this park has two baseball diamonds, a play area with new playground equipment, restrooms and a quonset hut and concrete pad used as a skate park.

- The skate park is rundown and not well used. It should be improved or a different use considered.

Skyline View, two parcels in Skyline Subdivision were retained by the Borough for a neighborhood park and a public lookout onto Lynn Canal.

- Playground equipment should be installed at the interior parcel, and a walking path and overlook constructed at the other.

Emerson Field, a Haines Borough park, is an approximately 5 acre park located at the intersection of the Haines Highway and Mosquito Lake Road. There is a baseball diamond, a tennis court with basketball hoops, and some play equipment.

- The playground equipment is old, some broken, and needs upgrading. There is room for another asset to provide additional opportunities for residents .

Skiing, Sledding and Mountain Biking. Riley Hill on FAA Road is a popular sledding and snowboarding area for local kids and families.

- Developing a small rope tow ski and sledding hill with a simple tow system would

provide additional outdoor activities for families in the winter.

- A mountain bike skills park would provide an area for the growing mountain bike community to practice and could also provide a draw for mountain bikers from Whitehorse. This could potentially be developed on the same property as the ski hill.

Community Recreation Center - There is strong interest in developing a Haines Recreation Center, albeit concerns over operating costs. Regular exercise and fitness is linked with better physical and mental health and reduced health care costs; these considerations are especially important where the climate and darkness can limit other exercise opportunities. At this time a room in the Chilkat Center is used for some dance and exercise classes, but there is no place with aerobic and similar exercise equipment. Approximately 59% of students in Haines School qualify for reduced or free school lunches, indicating that public ownership and subsidy to help keep rates affordable would likely be important in family use.

The 2011 Community Opinion Survey showed strong support for converting the old school building into a Recreation Center with multi-purpose rooms. Seventy-one percent of Haines Borough residents either support (35%) or strongly support (36%) this. When asked to name the single most important improvement among six choices, this was tied for top place (along with road widening and maintenance). Creating the Recreation Center was the most favored improvement project for women, those with household income less than \$25,000 a year, those making more than \$50,000 year, and for those aged 18-34. Since the survey was completed, the old school was demolished; however, the idea of a creating a Recreation Center is still alive.¹⁷

- The opportunity to co-locate a Recreation Center with an existing (pool) or new (public safety or other) facility should be explored, facility program, a capital and operating budget projected, and determination on whether an acceptable level of operating revenue can be raised through memberships, rentals and lease agreements to justify building the facility.

Tanani Pt. - This Borough owned and managed pull-out off Lutak Road provides popular beach access. There is a parking area, picnic tables, restrooms, a paved access path allowing disabled beach access, and a viewing area.

Portage Cove State Recreation Area, this State recreation site is on the waterfront just south of downtown Haines and connected via both Haines Highway and a wide shoulder for bicyclists.

¹⁷ In neighboring Skagway an old school was renovated to create a 21,000 sf recreation center a decade ago. The 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, parents and children, karaoke, climbing, basketball, volleyball and roller hockey, yoga, spinning/cycling, weight training and cardio fitness. In 2007, there were about 3,500 visits per month in the summer and 1,000-1,700 visits per month in the winter. In 2007 membership fees and facility rentals provided \$80,000 in revenue while operating costs (primarily personnel) were \$280,000 annually. Skagway does not have a swimming pool.

There is wonderful view of the Chilkoot Inlet and surrounding mountains, a day use picnic area and several campsites for bicycle or walk-in camping.

Southeast Alaska State Fair Grounds. This non-profit organization maintains several recreational facilities on its 40-acre land including a horse arena used for competitions, sand volley ball court, little league diamonds, and an 18-hole Frisbee golf course. Several festivals are hosted here by the organization bringing visitors to Haines, including the Fair which 11,000 attended in 2011.

- When weather permits a volunteer group has been putting an ice surface in at the horse arena at the State Fairgrounds. There is currently a building to ensure that the water source is accessible year round, lights, and boards. Covering this area would make it easier to maintain ice and would provide a covered area for horse riding in the summer.
- Adding another 9 or 18 holes to the Frisbee Golf course would make the course more challenging and interesting.

Golf Courses. The privately owned 9-hole Valley of the Eagles golf course is located on the tidelands adjacent to Sawmill Creek and the airport at 1.5 mile Haines Highway. There is also a driving range near 33 Mile Road House.

Fort Seward Parade Grounds. This large grassy area is located in the center of the historic Fort William H. Seward. There is parking, a salmon bake, a Chilkat Indian tribal house, and Borough maintained restrooms on the grounds.

- Maintain grounds as large open grassy space for public use.

Private Camps and Campgrounds. There are two private camps, the Boy Scout Camp and Rainbow Glacier Camp both on upper Chilkat peninsula. In addition to the three state campgrounds, private facilities are Salmon Run, Oceanside RV Park right by the boat harbor, Port Chilkoot Camper Park operated by Hotel Halsingland, and Haines Hitch RV park. There are also RV parks at Mile 27.3 and 33.2 Haines Highway.

Haines Highway Corridor Development and Chilkat/Klehini River Access

The Haines Highway was designated as a National Scenic Byway in 2009 and the Haines Highway Corridor Partnership Plan offers several projects to interpret and provide more access to the cultural and natural systems and recreational opportunities along this corridor. Since its designation Haines has applied for and received three related grants for improvements. These opportunities result from the Plan's community-endorsed goals for development of the highway corridor.

The Haines Highway is also a popular cycling route. The Kluane International Bike Relay draws hundreds of bicyclists each summer from both sides of the border and other bicyclists ride the Golden Circle Route each year. In May 2011, the Adventure Cycling Association and the American Association of Highway and Transportation Officials (AASHTO) designated Haines official U.S. Bicycle Route 208.

The Haines Highway provides access to numerous recreation trails from meadows to rugged mountain peaks. The desire to develop new trails along the entire corridor and the reestablishment of a portion or all of the Dalton Trail will significantly increase hiking opportunities. Heli-skiing, snow-cat skiing, snow machining, snow shoeing and cross-country skiing are all becoming very popular activities along the northern end of the US portion of the Haines Highway and into Canada. These areas offer outstanding winter sports and the word is just starting to get out, and therefore is not overcrowded, except at Easter break and the hosting of the Alcan 200 International Snowmachine Race. The Tatshenshini-Alsek Park across the border contains two large management zones for snowmobile use.

Projects to provide river access and improved recreational opportunities are:

- Expanded facilities at the Council Grounds, between Milepost 19 and 21, include an interpretive trail and better visitor facilities.
- Formal river access could be provided at Wells Bridge, at Milepost 25, along with restrooms, trails, and a fishing area.
- Coordinate pullout development (per scenic byway plan and per map x-x) with DOT planned future road improvements. All pullouts should be multi-use/purpose and provide parking for people that want to look at scenery, take photos of eagles, or launch for a recreation activity. There should be breaks in guard rails at pullouts to facilitate recreation access to river. Use expertise of Chilkat Guides and ADF&G to identify places in river for more “hardened” jet boat launch. If possible, identify and harden some jet boat launches (removable in winter) to consolidate this activity and associated riparian habitat wear and tear.

8.2.2 Dispersed Recreation

Cross-Country Skiing. The Haines Ski Club sets tracks for cross-country skiing at the Golf Course, on Chilkoot Lake, on shore at the Chilkoot Lake State Park, 25 Mile, and occasionally on the Kelsall Road. The club holds ski events, have volunteers who set the track, and offers avalanche training. The State has recently purchased a trail groomer that will be used to set track on state land.

Off-Road Biking. There is increasing interest in off-road biking in Haines and a newly formed group is advocating for improvements that will benefit road bikers, off-road bikers, and commuter bicyclists. Off-road bikers currently use several short informal trail segments close to town as well as an 8 mile trail along an old road starting at Chilkoot Lake. Volunteers have spent time clearing brush and improving these trails.

- The existing trails used for off-road biking are generally difficult to ride, and in some area cross private property. Easements should be acquired from land owners. Trails suitable for beginners close to town are also needed.

Porcupine Trail Road/Sunshine Mountain. This trail in the valley is an 11-mile loop, with a 600 foot elevation gain that provides access to the old Porcupine Townsite. The trailhead is across the Steel Bridge on the south side of the Haines Highway at Mile 26. This is a SeaTrails trail.

Motorized Trail Use. Logging roads at Kelsall, Klehini, Sunshine Mountain, Porcupine, Devil's Elbow, and Flower Mountain are used for snow machining and by All Terrain Vehicles (ATVs) for 4-wheeling and recreational access.

Chilkoot Lake State Recreation. This State campground at the south end of Chilkoot Lake, near the outlet to the Chilkoot River has 35 campsites, a boat launch and a picnic shelter. The park and surrounding area offers some of the best salmon fishing in Southeast Alaska, with salmon runs starting in mid-June and ending in mid-October.

Mount Ripinsky. This trail is on Haines State Forest Land and leads up to the top of Mount Ripinsky, which at 3,900 feet offers commanding views of Haines, Lynn Canal, Chilkat Inlet, Taiya Inlet and many icefields. There are three trailheads, one at the end of Young Road in Skyline Estates, one at Piedad Road, and one at 7-Mile on the Haines Highway. The entire traverse is 9.8 miles. The trail is steep in some place and additional switchbacks and more consistent maintenance would make the trail more useable. A race is held during the Fourth of July celebration on part of the trail. This is a SeaTrails trail.

Chilkat State Park. This 9,837 acre Alaska State Park is on the Chilkat Peninsula and has a log cabin information center, latrines, 35-site campground, picnic area, boat launch and trails. The Lehunua Pt. boat launch provides access to the inlet and an early June king salmon run. The information center offers views of Chilkat Inlet, Rainbow and Davidson glaciers. There are three trails in the park; Seduction Point, Battery Point and Mount Riley.

- The boat launch needs repair.
- A public use cabin rental cabin is a notable gap in Haines area recreation. A cabin a bit remote from the Battery Pt area should be developed; this would provide a warm dry destination for family and other outings. Alternatively (though less desirable because it is road accessible) the caretakers cabin by the Chilkat State Park Visitor Center could be considered for off-season rentals.

Battery Point. This is an easy 1.2 mile trail that follows the shoreline and provides access to beaches and the Mount Riley Trail. The trailhead is at the end of Beach Road and there is a parking area that was recently improved. This is a SeaTrails trail.

- Restrooms are needed at the trailhead. Sections of the trail need maintenance; the section connecting to Mt. Riley needs bridges over some (seasonally) rapid fast running streams.

Mount Riley. This trail system passes through forest and muskeg and summits Mt Riley with views of Chilkat Peninsula, Haines, and Davidson Glacier. There are three ways to access this trail; at approximately 3 mile Mud Bay Road, via Lily Lake at the end of FAA Road, and

from the Battery Point Trail. The trail segment connecting Battery Point and Mount Riley needs to be improved and re-aligned to avoid crossing wet areas, and bridges across waterfalls/streams need constructed. The lower part of the trail from Mud Bay Road needs improvement in many sections. An annual half-marathon race during fair weekend takes place on a part of this trail. This is a SeaTrails trail.

- Adding a new trail segment from Mt Riley Ridge Summit to Chilkat State Park Road will complete the Chilkat peninsula trail system from Battery Pt to Seduction Pt (with only a 1-2 miles segment on Chilkat State Park Road).

Seduction Point. This 7-mile trail runs south from the Chilkat Lake campground, following the coast to the end of the Chilkat Peninsula and offers good wildlife viewing and fantastic scenery. Moose Meadows is a popular destination on this trail. This is a SeaTrails trail.

- A trail extension from Seduction Pt to Viking Cove is desired.

Chilkat Bald Eagle Preserve. This 48,000 acre preserve was created by the State of Alaska in 1982 to protect and perpetuate one of the world's largest concentration of Bald Eagles and their critical habitat. It also sustains and protects the natural salmon runs and allows for traditional uses; provided such uses do not adversely affect preserve resources. The Preserve is mostly braided river bottom land of the Chilkat, Klehini, and Tsirku Rivers. The Preserve hosts 400 bald eagles year round and over 3,500 eagles during the fall/winter congregation with the premier viewing sites along the highway. Two high quality interpretive sites called the Council Grounds are located within the Preserve and are linked by a two-mile interpretive trail along the Chilkat River. There are also a number of river tours in the Upper Chilkat in the summer. A variety of outfitters offer fishing trips, river float trips, jet boat tours and other activities along the river in the Preserve..

Mosquito Lake State Recreation Area. This area is 27 miles northwest of Haines and 3 miles off of the Haines Highway. There are five campsites beside Mosquito Lake and a small dock and unimproved boat launch to access the lake.

Public Use Cabin. There is one public cabin available to rent for overnight use in Haines Borough, the Bob Hinman Memorial Cabin in St James Bay State Marine Park. However, there is nothing on or close to the Haines road system or town. This is a gap in the otherwise well-developed recreation network.

- A cabin that could be easily accessed from Haines for family and other getaways year-round would provide opportunities for overnight hiking and skiing trips. The potential to open the existing Chilkat State Park cabin for public use should be explored, or a cabin built in another relatively close to town area.

Lynn Canal area anchorages for recreational boaters in Haines Borough are the seaplane float at Excursion Inlet, Swanson Harbor (borough) at Pt. Couverdon (seasonal), St. James Bay's protected "Boat Harbor" estuary, State Lehunua launch ramp in Chilkat State Park (needs repairs), the (seasonal) Letnikof Cove boat ramp and dock, and Portage Cove small boat harbor

and boat launch ramp, and Chilkoot Lumber boat launch ramp in Lutak. While there are several small anchorages along west Lynn Canal, a state or federal launch ramp somewhere along the 65 mile stretch from the end of Chilkat Peninsula to Couverden would be welcomed for both safety and recreational access.

8.2.3 Undeveloped Land (Remote Recreation)

Chilkat Islands State Marine Park is a 6,560-acre undeveloped group of islands 13 miles south of Haines. Access can be difficult due to high and unpredictable winds, making a regular anchorage difficult.

Sullivan Island State Marine Park is an area is south of Chilkat Island and 20 air miles south of Haines. This 2,720-acre park sits at the south end of Sullivan Island. Two bays on east side provide access, but no anchorages. There are no developed facilities.

St. James State Marine Park is located approximately 35 miles northwest of Juneau and 45 miles south of Haines. The park encompasses St. James Bay, “Boat Harbor” estuary, and continues north up the valley which drains the area. The area has abundant protected anchorages, concentrations of fish and wildlife, and beach landing areas. Recreational use of St. James Bay is very high for wildlife viewing, photography, waterfowl and big game hunting, sport fishing, boating, kayaking, and camping. Access by float plane is also available. The Bob Hinman Memorial Cabin is for public use, sleeps six, and available for rent through ADNR <http://dnr.alaska.gov/parks/cabins/CabinAvailability.cfm>

Flower Mountain. A logging road to Flower Mountain provides access to a popular alpine recreation area. The area is used for hiking, berry picking, climbing, snow machining and ATV-ing. It is also used by local companies to provide commercial recreation opportunities.

Haines Pass. Although outside of the Borough, this area provides opportunities for hiking, backcountry skiing and snowboarding, and snow machining. It is popular with both locals and visitors and is considered an important local asset.

8.2.4 Mostly Open Space

Endicott River Wilderness Area, Katzechin Wild and Scenic River. The US Forest Service manages the Endicott Wilderness area in the Tongass National Forest approximately 30 miles south of Haines. The western alpine portion of the area bounds Glacier Bay National Park. The most common access is by boat to the confluence of Endicott River and Lynn Canal, then by foot into the area. This area is rugged and glacially influenced. The US Forest Service has also identified large areas within the Borough on the Chilkat Peninsula to be managed for Semi-Remote Recreation or Remote Recreation in the 2008 USFS Tongass Land Management Plan. The Katzechin River on the east side of Lynn canal in the Haines Borough is a designated Wild and Scenic River.

Alaska Chilkat Bald Eagle Preserve, Council Grounds. The 5,400 acre Bald Eagle Council Grounds unit of the Chilkat Bald Eagle Preserve was first designated by the Legislature as a critical habitat area, to recognize and protect the concentration of bald eagles that occurs there. The Chilkat River Critical Habitat Area still exists and covers the entirety of this unit. The State allows no use or structure in the Chilkat River Critical Habitat Area.

Drinking Water Protection. The watersheds that feeds Haines's three drinking water sources merit an open space designation to ensure safe drinking water in the future. Any development here must be done in a manner that ensures state drinking water standards can be met.

Wetlands Mitigation Areas. A 23 acre parcel of wetlands and riparian habitat through which several Sawmill Creek tributaries flow east of Fair Street is to remain undeveloped, except for a possible educational trail, as part of the mitigation that was required for development of Chilkoot Indian Association's Chilkoot Estates Subdivision. This area is designated for Parks, Recreation or Open Space so there is an accurate sense of vacant developable land in town, which this area is not.

- Given the location across the street from the School, opportunities for science education that both students and visitors could enjoy could be pursued.

Other areas in Haines that are dedicated to wetland mitigation are _____.

- Overtime both borough and private sector development projects will require mitigation related to wetland impacts. Designating a community endorsed appropriate area to direct future mitigation can both ease future permitting and also benefit the environment by focusing these efforts in a meaningful way. Consideration should be given to _____ within the Borough for future mitigation activities or as a mitigation land bank. If any areas can be identified they can be described and designated this way now.

8.3 A System to Evaluate Recreation Priorities and Investment

A review of section 8.2 shows many needs and desires that cannot all be accomplished even within a 20-year time period. There are always competing needs; to help provide guidance the Haines Parks and Recreation Committee recommends the following priorities for investment:

1. Maintain what we've got, including trails, well-used facilities, and other recreation assets.
2. Focus improvements on the trail/non-motorized network close to town to benefit families, seniors, those walking and biking to and from school and work or for daily exercise, and visitors. Phase improvements with a strategy to make a connected network close to residential areas that links community destinations and is lighted for year-round use.
3. Invest in new opportunities that fill recreation "gaps."

In addition, to help identify priorities criteria were developed to evaluate desired recreation improvements and applied on Table X-X. The resultant high, medium or low ranking does not include estimated capital and operating costs, which are listed in the column adjacent to the rank.

Table x-x is not cast in stone. Overtime there will undoubtedly be either new opportunities that were not considered, or, a funding opportunity or volunteer effort will address a low rather than high priority. This table should be considered a tool and a guide, not a law!

Please refer to Table 8-3 and 3 Recreation Figures

8.4 Implementation Plan

Over the next 20 years the Haines Borough, its citizens, businesses, local organizations and others will systematically work to accomplish the Park, Recreation and Open Space objectives and actions listed.

| Objectives and Actions | Timeframe | | | |
|---|-----------|-----|-------|------|
| | 1-2 | 3-5 | 6-10+ | ong. |
| General | | | | |
| 1. Maintain and manage Borough-owned recreation facilities and work to expand opportunities in a coordinated and efficient way. | | | | |
| <ul style="list-style-type: none"> a) Support the newly reinstated Parks and Recreation Advisory Board. This Board can help guide Borough decisions on priority improvements to local recreation facilities and facilitate communication between Borough staff, community members and the Assembly on recreation issues. b) Support community groups and volunteers in their efforts to develop new recreation opportunities. For example, there is a group interested in creating an ice rink at the Fairgrounds that could potentially double as a horse riding arena in the summer. Another group is working to improve mountain biking opportunities. c) Fund a halftime Borough Parks and Recreation position to coordinate and manage recreation programs, oversee and work with volunteers on trail and facility maintenance, obtain easements for trails and beach access areas, apply for grants to fund recreation improvements, manage community recreation programming, etc. | | | | |
| 2. Generally prioritize recreation investments to: 1) maintain current facilities and assets, 2) expand opportunities that will be accessible and used by many numbers of residents and visitors, and 3) that fill gaps in recreation opportunities. | | | | |
| 3. Implement projects and action that have been endorsed in community-adopted plans, such as Public Access Plan, Haines Highway Corridor Partnership Plan. | | | | |
| 4. Use survey results to guide decision-making (2011 Community Opinion Survey (statistically valid), 2011 Cruise and Fast Ferry Visitor Survey, etc. | | | | |
| Developed Facilities –Indoor | | | | |
| 5. Keep the swimming pool in good repair. <ul style="list-style-type: none"> a) Accomplish pool maintenance. Increase use with better ADA compliance and providing a range of programs that cater to different user groups. b) Begin planning for pool replacement. | | | | |
| 6. Renovate and upgrade the Chilkat Center for the Performing Arts to increase system efficiencies and increase marketing efforts to capture higher use. | | | | |
| 7. Determine if a Community Recreation Center can be supported and if so, build. <ul style="list-style-type: none"> a) Research capital and O&M models that similar sized communities have employed to build and sustain comparable facilities (Skagway, Whitehorse, | | | | |

| Objectives and Actions | Timeframe | | | |
|---|-----------|-----|-------|------|
| | 1-2 | 3-5 | 6-10+ | ong. |
| Wrangell). b) Develop Business Case: define facility program, capital and operating costs, likely revenue sources including co-location opportunities, determine an acceptable level of operating support. | | | | |
| Developed Facilities –Outdoor | | | | |
| 8. Develop Skyline Subd parks on parcels retained for these purposes. a) Add playground or picnic shelter at Skyline Park b) Construct boardwalk, overlook with spotting scope, and signage at Overlook Park in Skyline Subd | | | | |
| 9. Determine feasibility of developing simple ski and sledding hill with rope tow, oriented to families and teens. Summer use can be mountain bike skills park. If feasible, construct. If by Mt. Riley, could serve as a neighborhood park and green space for this developing residential area also. Other possible location on Lutak side near Takshanuk Mnt Trail operation. a) Determine land ownership and work with landowner to endorse area for use as a skiing/sledding/off-road area. This may be identifying a portion of the Borough owned land and possibly adjacent state land. b) Prepare cost estimate for small ski and sledding hill with a simple tow system in winter, and mountain bike skills park in summer. Identify opportunities for connecting ski/bike trails in Mt Riley area in Chilkat State Park, or to Mt. Rinisky if on Lutak side. Identify possible revenue to operate tow system and maintain area. c) Work with users, state, and other funders to develop. | | | | |
| 10. Complete in gaps in Non-Motorized Transportation Network: Connect sidewalks, wide road shoulders | | | | |
| 11. Improve playground facilities at Emerson Field | | | | |
| 12. Determine level of support for skate park at Oslund and either improve or develop alternative asset. | | | | |
| 13. Secure Ft Seward Parade Grounds (grassy open space) for long term open space, public use. | | | | |
| Town Area Trails/Other | | | | |
| 14. Maintenance/ Improvements to Mt Ripinsky Trail, incld trailhead at 7 mile | | | | |
| 15. Waterfront Park and Pedestrian Multi-Use Route (cross ref with Transportation Improvement Project 8) Develop a continuous waterfront (mostly) walk from Picture Point to Portage Cove Recreation area to Battery Point trailhead. By Picture Point, include a parking area, beach access, and a viewing area (per Haines Public Use and Access Plan and Haines Highway Corridor Partnership Plan). | | | | |
| 16. Picture Point (small parking area, picnic tables, viewing area, signage) | | | | |
| 17. Expand Lookout Park toward Pt. Chilkoot Dock (ADA access, beachfront trail, boardwalk) | | | | |
| 18. Install visual landmark at intersection of Front Street and Main Street to guide visitors to area then to Sheldon Museum and Main Street. | | | | |

| Objectives and Actions | Timeframe | | | |
|--|-----------|-----|-------|------|
| | 1-2 | 3-5 | 6-10+ | ong. |
| 19. Celebrate and promote use of Haines' spectacular waterfront by residents, cruise ship and independent visitors. Strengthen signage and connections from the waterfront to the Main Street business district. | | | | |
| Chilkat Peninsula | | | | |
| 20. Improvements, maintenance and build out to Chilkat Peninsula hiking system: <ul style="list-style-type: none"> a) Maintain Battery Pt. Trail b) Maintain and add bridges crossing streams from Battery Pt. to Mt Riley Trail. c) Build missing link from Riley Ridge Summit to Chilkat State Park Rd to complete trail system that is length of peninsula. d) Extend trail system by adding segment from Seduction Point to Viking Cove Extension. e) Public Use Cabin accessible off road/trail system (Chilkat Peninsula area) | | | | |
| Sawmill Creek /Chilkat Beaches /Carrs Cove | | | | |
| 21. Phased accomplishment of connected enhancement projects that will formalize access and use of beach and make a looped non-motorized path connection to town. These projects have been endorsed since at least 2001, in the Public Use and Access plan. See Figure x-x. <ul style="list-style-type: none"> a) Carr's Cove Beach Access/ Chilkat Beaches-Jones Pt. natural trail: Provide access to beach, bags to scoop dog poop, trash cans & pick-up, improve parking, and formalize beach trail from Carrs Cove to Jones Pt. Work with private landowners. b) Construct trail connecting beach to Southeast Fairgrounds, CIA Mitigation and Haines Hwy. Work with private landowners. c) Construct boardwalk/ education trail (potential mitigation project) from Jones Pt. to and along Sawmill Creek to Crystal Cathedral wellhead road. Work with private landowners. d) One Mile Creek trail, viewing area, beach access | | | | |
| 22. Systematically implement the Haines Highway Corridor Partnership Plan <ul style="list-style-type: none"> a) Develop a marketing plan for Corridor: Secure funding and promote programs that enhance private sector investment b) Expand the trail system and other recreational opportunities off the Haines Highway at Dalton, Jarvis and Surgeon creeks. c) Provide formalized Klehini River access for Winter Recreation d) Gateways/Interpretation: Picture Point, Council Grounds e) | | | | |
| 23. Construct trail and hut to hut system from Haines to Skagway. | | | | |

9 Land Use and Future Growth

GOALS

Guide infrastructure and land development so that there is an adequate supply of land for commercial and industrial development, varied residential living, and diverse recreational opportunities.

Revise and update the zoning code and maps to implement the Haines Borough Comprehensive Plan.

This chapter describes land ownership in Haines Borough, discusses current conditions and management, concerns and opportunities, establishes Future Growth Maps to guide land use over the next 10-20 years in an efficient and logical manner, and identifies objectives and implementing actions. This section includes:

1. Reviews land ownership, management and use;
2. Considers future municipal, resident and business land needs;
3. Identifies suitable locations to meet these needs; and
4. Establishes Future Growth Maps and policies and implementing actions to guide and implement Haines's desired future land use.

9.1 Land Ownership

The Haines Borough encompasses 2,344 square miles of land and 382 square miles of water.

Table 6-1 Haines Borough Land Ownership

| LANDOWNER | ACRES | PERCENT |
|------------------------------|------------------|----------------|
| Federal (total) | 993,390 | 66% |
| <i>BLM</i> | 217,491 | |
| <i>USFS</i> | 775,345 | |
| <i>Other</i> | 554 | |
| State (total) | 488,744 | 32% |
| <i>AMHT</i> | 4,811 | |
| <i>UA</i> | 9,245 | |
| Private | 20,077 | 1.3% |
| Borough (total) | 5,230 | 0.3% |
| Borough orig | 2,063 | |
| Borough new (pending) | 3,167 | |
| TOTAL | 1,505,427 | 100.0% |

The federal government is by far the largest landowner in the Borough with about 66% of the land base. Federal land is administered by both the US Forest Service (USFS) and the Bureau of Land Management (BLM). The USFS has well-developed Land Management Designations (LUDs) that govern land use on its land, and Future Growth Maps in this plan follow USFS lead for its land. The BLM developed a Ring of Fire Environmental Impact Statement (EIS) and Management Plan in 2006, but due to challenge, is now issuing a Supplemental EIS for the Haines planning block. A draft is due in late spring/early summer 2012. Federally-owned lands in or near town include of the 220 acre U.S. Army Tank Farm and POL Dock facility at Lutak Inlet, the U.S. Post Office on the Haines Highway, and the Federal Aviation Administration (FAA) tower site located on FAA Road.

The next largest landowner in the Borough is the State of Alaska, with about 33% of the land base. The Haines State Forest, at 268,000 acres, is one of only three state forests in Alaska and a major asset for the area. The Haines State Forest is managed by Alaska Department of Natural resource (DNR) and covers large areas of the Chilkat, Klehini and Ferebee River valleys. It is managed for multiple uses, with some areas emphasizing recreation and scenic values and other areas emphasizing commercial timber harvest. The *Haines State Forest Management Plan* was updated in 2003. DNR regularly issues an updated 5-year timber sale schedule and focuses on small timber sales harvest and pre-commercial thinning activities.

Other significant State land is the 48,000 acres Chilkat Bald Eagle Preserve, which stretches along the Chilkat, Klehini and Chilkoot Rivers. It is managed under a Plan adopted in 2003 for

the protection of the eagles and their habitat, but does allow for other non-conflicting uses. There are seven State recreation areas in the Borough: the 9,837 acre Chilkat State Park, Chilkoot Lake State Recreation Site, Mosquito Lake State Recreation Site, Portage Cove State Recreation Site, Chilkat Islands State Marine Park, Sullivan Island State Marine Park, and St James Bay Marine Park. The State also owns, and DNR manages, significant tideland areas within the borough, mainly along Chilkoot and Lutak Inlet. These tidelands are classified by the State as Commercial/Industrial and are open for leasing.

University of Alaska land is scattered throughout the borough. Some of these parcels have been subdivided and sold as residential lots, including the Letnikof Estates Subdivision on the Chilkat Peninsula and others in the Mosquito Lake and Porcupine areas. The University has been actively managing their land for revenue generation. The Alaska Mental Health Trust land includes parcels on Mt. Riley, along the Haines Highway near the border and on the upland side of Lutak Road. To date, the Alaska Mental Health Trust has not pursued sale of their holdings in the Haines Borough, although their mission is to generate revenue from their land holdings to support mental health programming in Alaska.

Private landowners (including Native allotment owners) own approximately 20,000 acres or 1.3% of the Borough land base or 20,000 acres.

Haines Borough only owns 0.3% or about 5,000 acres of the land base. (See Table x-x and Figure x-x). When the former City of Haines and the Haines Borough each incorporated neither was eligible to select much land as part of its municipal entitlement compared to other parts of the State because there is little State land in Southeast Alaska. In 2010, the State Legislature helped remedy this when House Bill 273 passed transferring an additional 3,167 acres to Haines, bringing total Borough land to 5,230 acres. The pending new Haines Borough land is almost all in remote locations.

Most Haines Borough land is within the former City of Haines (Figure x-x) with the exception of four parcels out Haines Highway – the 5-acre gravel pit around MP 3X by Big Boulder Creek, the 13-acre school and fire house on Mosquito Lake Road, 5 acres at Emerson Field Park at the intersection of Haines Highway and Mosquito Lake Rd., and the 34-acre parcel just past the Wells Bridge around MP 25. The largest tracts of Borough owned land are 450 acres on the west side of Mt. Riley and 100 acres north of Skyline Estates.

Borough subdivisions where land was sold to private parties for housing include 13 view lots in the Carr's Cove Subdivision and the Skyline Subdivision north of the downtown area above Highland Estates with about 50 lots. Other Borough lands in town are reserved for public use and include school facilities on 16-acres between Main Street and the Haines Highway, roads, parks, and several municipal facilities. Most of the tidelands in Portage Cove are also Borough owned. All Borough owned land and facilities can be seen on Figure X-x.

9.2 Future Growth Plan and Maps - Introduction

This section addresses Haines Borough's current residential, commercial, industrial and recreational land use and future needs. The Future Growth Maps are a big picture, long-term vision to provide development in an orderly manner. They were created by taking into account future community needs, economic development opportunities, physical character of the land base, resident's views, and land owner's interests.

The Future Growth Maps and accompanying narrative are to *guide* growth over the next 10-20 years. Proposed development projects should be compatible with and follow the direction set out on the maps and in this Comprehensive Plan. The boundaries between recommended land uses on the Future Growth Maps, however, should be considered 'soft' and site specific review of proposed development projects and conditions is needed and appropriate. The Comprehensive Plan's Future Growth Maps and policies are not enforceable law, but they do establish direction with which future development must be compatible. Municipal zoning and other enforceable codes should be revised over time to implement the vision in this chapter and the Future Growth Maps. Finally, the Comprehensive Plan should be reviewed and updated every five years or so because conditions change over time and all future challenges and conditions cannot be anticipated.

The Future Growth Maps (Figures 6-16 through 6-20) have 10 Land Designations:

- Residential
- Rural Settlement
- Commercial
- Industrial/Light Industrial
- Waterfront Development
- Park, Recreation or Open Space
- Remote or Special Areas/Critical Habitat
- Multiple – Recreation Emphasis
- Multiple – Resource Use Emphasis
- Resource Development

Current land use conditions and future growth for residential, commercial, waterfront, industrial and parks, recreation or open space land within Haines Borough is now discussed.

9.2.1 How to Use (and not use) the Map and Land Use Designations

Guides Development and Zoning. These broad land use designations will be used by those planning development, the Planning Commission and the Assembly to guide future land use and development decisions, including zoning and rezoning. This Haines Borough Comprehensive Plan and the Future Growth Maps set out a blueprint for desired growth

patterns over the next 25 years. And, by the year 2030 this Plan projects Haines area population will range from ranging from 2,760 to 2,970 people. This Comprehensive Plan's future growth planning and Land Designations (LD) are "umbrellas" under which future residential, commercial, industrial, agricultural, and a huge variety of recreation and tourism activities will occur.

The comprehensive plan is a vision and policy document; the Future Growth Map LDs establish areas of emphasis and broad direction, not regulation. The comprehensive plan and the LDs do not prohibit or allow certain type of development - this is the role of zoning and subdivision codes. This plan and the map set out desired neighborhood character and growth direction and preferences so that zoning and capital investments can be made accordingly. The Haines Borough also expect to see its preferences for growth and land use, as set out in this plan, implemented by State and Federal regulators as they review projects for leases, approvals and permits.

Landowner Context. Haines Borough comprehensive planning recognizes the rights of large public landowners to manage their land under their own broad land use designations and rules crafted through public processes and captured in plans such as the Tongass Land Management Plan, Haines State Forest Plan and Chilkat Bald Eagle Preserve Plan. The Haines Borough's LDs generally follow the guidelines that the large public landowners have established, as the Borough and its residents actively participated in these recent planning efforts. The Haines Borough also recognizes the rights of private land owners to use their land without undue restriction, though through this comprehensive plan process the broad public interest is defined and expressed and the rationale established to direct certain types of land uses to (and away from) particular areas.

LD Boundaries Are "Soft". It is important to recognize that the boundaries or "lines" between Land Designations on the Future Growth Maps are "soft" at this scale and level of planning. Desired types of land use and growth, and preferences for how differing land values are balanced and weighted, are clear and can be captured in a distinct Land Designation, but the location of the exact boundary between neighboring land uses designations is not precise. Site specific review of projects and zoning ideas will be needed as questions arise. The intent is not to preclude a proposed project because it falls on one side or another of a Land Designation boundary, rather the Planning Commission and Assembly should "step back" and consider the "big picture" intent for the area, for the Land Designation, and then the details of the project, lease or zoning request.

The rest of this section describes each broad Land Designation and the types of land uses and development occurring and expected in the future.

The general intent for each Haines Borough Comprehensive Plan Future Growth Land Designations is now reviewed.

Residential. These areas are to encourage the development of a healthy, safe and pleasant environment for residential living protected from incompatible and disruptive uses. A variety of residential living is encouraged to meet all needs including single-family dwellings, duplexes, townhouses, condominiums, apartments and mobile home parks. Parks, churches and home occupations are expected in these areas. Small pockets of neighborhood commercial development are encouraged in locations that are easily accessible to many residents and where traffic will not create conflict. Higher density residential is desired near to schools, commercial areas or other community destinations. Home businesses are expected as are bed and breakfast operations. Especially in areas away from the core townsite small commercial businesses may occur; zoning will dictate the appropriate level of mixed use development. However, these areas will primarily be residential in nature.

Rural Settlement. This designation also is for large-lot residential living outside of downtown where a more rural lifestyle is valued and protected from incompatible and disruptive activities. In rural areas without public water and sewer large lots are needed so that wastewater discharge occurs in a manner that does not harm neighboring properties or the local environment.

Commercial. Commercial designation is to encourage commercial development including buildings that host retail services, the sale of goods and services, businesses, offices, and hotels and motels. Mixed-use buildings, with residential uses on the upper floors are encouraged. Downtown Haines is where most commercial land is found; a core downtown commercial area is depicted on map X based on the Downtown revitalization Plan, where incentives to encourage infill and business/property owner investment should take place to promote a vibrant and healthy downtown district. Small pockets of neighborhood-scale commercial development are desired too in residential areas where a convenience store provides services to nearby residential areas so items can be picked up by foot or bike and long vehicle trips can be avoided. In the local historic district zoning, new buildings should be compatible with the historic streetscape.

No new areas are designated for commercial development that are not of this nature already with one exception. Out Haines Highways “nodes” where commercial growth is targeted are identified, and an area out Mud Bay Road.

Industrial/Light Industrial. This designation is to encourage land uses and activities that are industrial in nature such as manufacturing, product processing, repairing, assembling, shipping and storing goods. Sewage treatment facilities, landfills, airports, rock quarries, and light and power facilities are examples of this type of use. Performance standards or buffers from neighboring uses may be applied to address noise, odors, waste and other impacts. Zoning makes a distinction between light industrial and industrial uses.

Waterfront Development

The purpose of this designation is to encourage land uses and activities that are water-dependent, water-oriented or promote enjoyment of the waterfront. Activities are primarily of an industrial or commercial nature; residential uses that are secondary to the water use occur in places.

Park, Recreation or Open Space

The purpose of this designation is to promote park and recreational use and preserve open space. In the townsite developed recreation facilities will be within this Future Growth Land Designation, but so will areas being used for wetlands mitigation purposes. Outside the townsite some places in this designation will be undeveloped and others will see more intensive recreation use and support commercial visitor-related activities. Municipal drinking water sources and watersheds are included in this designation and must be managed to ensure that any activities with them do not jeopardize the ability to meet State drinking water standards. Active recreational use such as playgrounds, sports fields and board-walked or paved trails in more urban places;

- More passive recreation activities such as bird and wildlife observation, picnics, walking, canoeing and biking;
- Areas set aside for wetlands mitigation and to protect community drinking water sources; and
- This designation includes Tongass National Forest land designated Semi-Remote Recreation, Remote Recreation, Wild-Scenic or Recreational Rivers, and Municipal Watershed LDs to promote compatible land management.
- The watersheds that feed Haines' Lily Lake, Piedad Spring, the spring at 3.5 mile Mud Bay Rd., the source feeding the ferry terminal area, and the well head recharge area for Cathedral Spring are in this designation to ensure safe drinking water in the future. Any development here must be done in a manner that ensures state drinking water standards can be met. **DISCUSSION ITEM**

Remote or Special Areas/Critical Habitat

This designation is to promote compatible land management for areas designated by the landowner for natural or wild land uses or to protect habitat. In the Tongass National Forest this includes Endicott Wilderness Area, the Katzeihin River areas that are a Wild and Scenic River, and USFS designated Remote Recreation areas (where opportunities for solitude and self-reliance are high). On state land this includes the Council Grounds unit of the Chilkat Bald Eagle Preserve. These are areas where there is unique, important or fragile habitat. Opportunities for remote recreation can be developed, but landscapes should remain essentially unmodified.

Multiple Use-Recreation Emphasis

These are areas where multiple activities and land uses occur, but the emphasis is on recreation, tourism and less intensive land uses. Resource development activities and uses are not prohibited, but the threshold of attention to protecting recreational use is primary.

Multiple- Resource Use Emphasis

These are areas where multiple activities and land uses occur, but the emphasis is on more intensive resource use. Resource development activities and uses should pay special attention to other activities and qualities. For example, depending on the area, other qualities that development must consider could include anadromous fish streams and habitat, subsistence activities, recreational activities or scenic quality. The economic viability of any proposed resource development opportunity must be considered when addressing concerns.

Resource Development

Here is land where resource development, extraction or harvest activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents. Depending upon the location, it may be important to pay special attention to viewshed protection. Again depending on the area, the viewshed to maintain may be that visible from the water, the road, or from neighboring properties.

9.3 Environmental and Scenic Quality

1. Salmon: Maintain and enhance fish spawning, rearing, overwintering habitat (personal, sport, commercial, eagles, etc)
 - Culverts & other programs—ID for mitigation opportunities
 - Set backs
2. Eagles: linked to salmon, prime viewing, prime habitat, issues
3. Drinking water: Lily Lake/Piedad, Crystal Cathedral, Lutak, 3.5 mile Mud Bay
4. Scenic quality: HH, View from Picture Pt, in general

9.4 Town (Portage Cove to Lutak Dock area)

9.4.1 Land Ownership, Use and Management

The urban center of Haines reflects its history and the diversity of its residents. Some of the buildings near the town center, both commercial and residential, are nearly 100 years old and contribute much to the town's character. Many others, including most of the commercial core on Main Street between Second and Third Avenues, date from the 1950's and 1960's. The townsite is compact, with residential neighborhoods closely surrounding the commercial center. Just over 1,700 people or 78% of Borough residents live in this area.

Land in town is primarily privately owned (Figure X-X). The Borough owns a few significantly sized parcels where public facilities and buildings sit (Figure X-X in chapter X shows all Borough-owned land and facilities). To the north and south is land owned by the State.

The parts of town with water and sewer lines are developed with relatively dense residential, commercial, or mixed use buildings. From the early town core, residential neighborhoods have followed road and subdivision development to the north off of Young Rd, Allen Rd, Piedad Rd, and to the south off of Small Tracts and FAA Rds. The Small Tracts-FAA-Carrs Cove area was annexed into the former City of Haines in 1999. This is a high-density residential area, and has the characteristic of a "suburb" with average lots ranging in size from 1 acre to 5 acres. This area lies within a fire service district, has emergency police protection and electric and phone service. The majority of area residents furnishes their own water and septic systems and has stated a preference to limit commercial development and minimize impacts on air and water quality, noise level and heavy traffic.

There are several current and former sand and gravel pits toward the Chilkat Inlet whose resources result from glacial and river outwash plains. These areas are mostly supporting light industrial and commercial uses today.

Sawmill Creek is the significant anadromous stream meandering through town; the watershed divide parallels Young and 2nd Street. Surface and underground water to the east of this divide flows to Chilkoot Inlet/Portage Cove and water to the west flows to Sawmill Creek and Chilkat Inlet. The Oceanview St. area that is experiencing mass wasting and slumping ground failure as this plan goes to print is close to this surface/groundwater flow divide (*see "Where does Water Flow from your Home" map, Takshanuk Watershed Council*).

The community's major waterfront commercial and industrial facilities are in this area including (from south to north) the private Chilkat Cruises dock, Borough's Port Chilkoot Dock and Portage Cove small boat harbor, federal POL Dock, State ferry terminal dock, Borough Lutak dock, and private Chilkoot Lumber dock. These facilities are shown on Figure x-x and described in Transportation Chapter section _____.

Haines Borough manages land use and development in this area through the exercise of zoning and subdivision rules. There are 11 zoning districts in town (see HMC Title 18), including single family, multiple family and rural residential; rural mixed-use; high and low intensity commercial; significant structures zone; high and low intensity industrial and waterfront industrial; and waterfront and recreational land.

9.4.2 Residential Development

Actions to encourage infill, and identify logical utility and road extension areas are a responsibility of this Comprehensive Plan to allow for orderly future growth. Areas designated on the Future Growth Map as “Residential” are now predominantly developed this way with a variety of densities and housing styles.

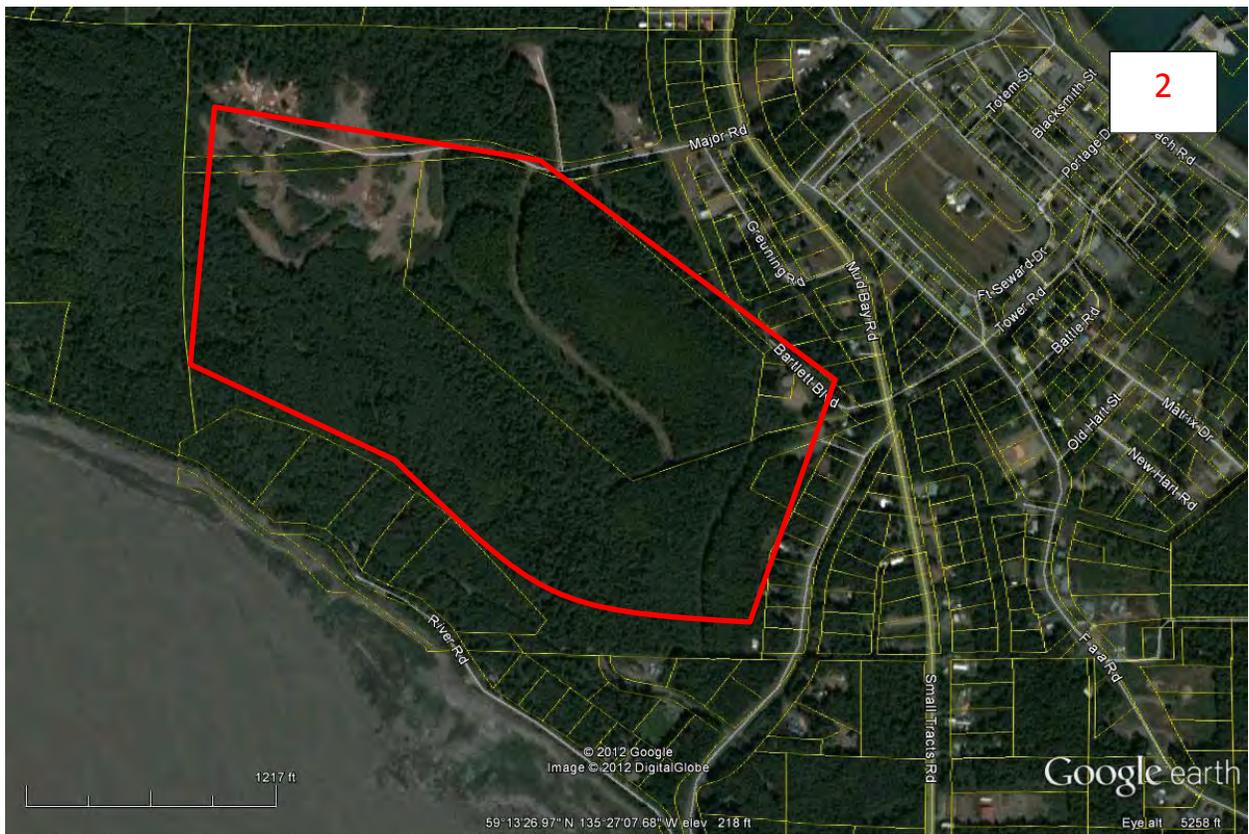
According to the future population projection (see pg X) Haines will have a demand for an addition 90 to 210 dwelling units over the next 20 years. Six areas are recommended to accommodate future Residential Development overtime. Together these areas, all of which are close to the existing utility system, could accommodate from 300-525 dwelling units. This is more housing than will be needed over the next 20 years, so a decision about the logical area to extend utilities to should be made. Because most land in these areas is privately owned a decision about what role, if any, the borough might play in encouraging utility extension into these areas through the Local Improvement District (LID) utility extension process or another process. For example, to encourage and support reasoned utility extension the borough could for example, pay for engineering studies that accurately determine LID costs. It is more efficient and cost effective for all if utility expansion and future housing development occurs as infill and at higher densities.

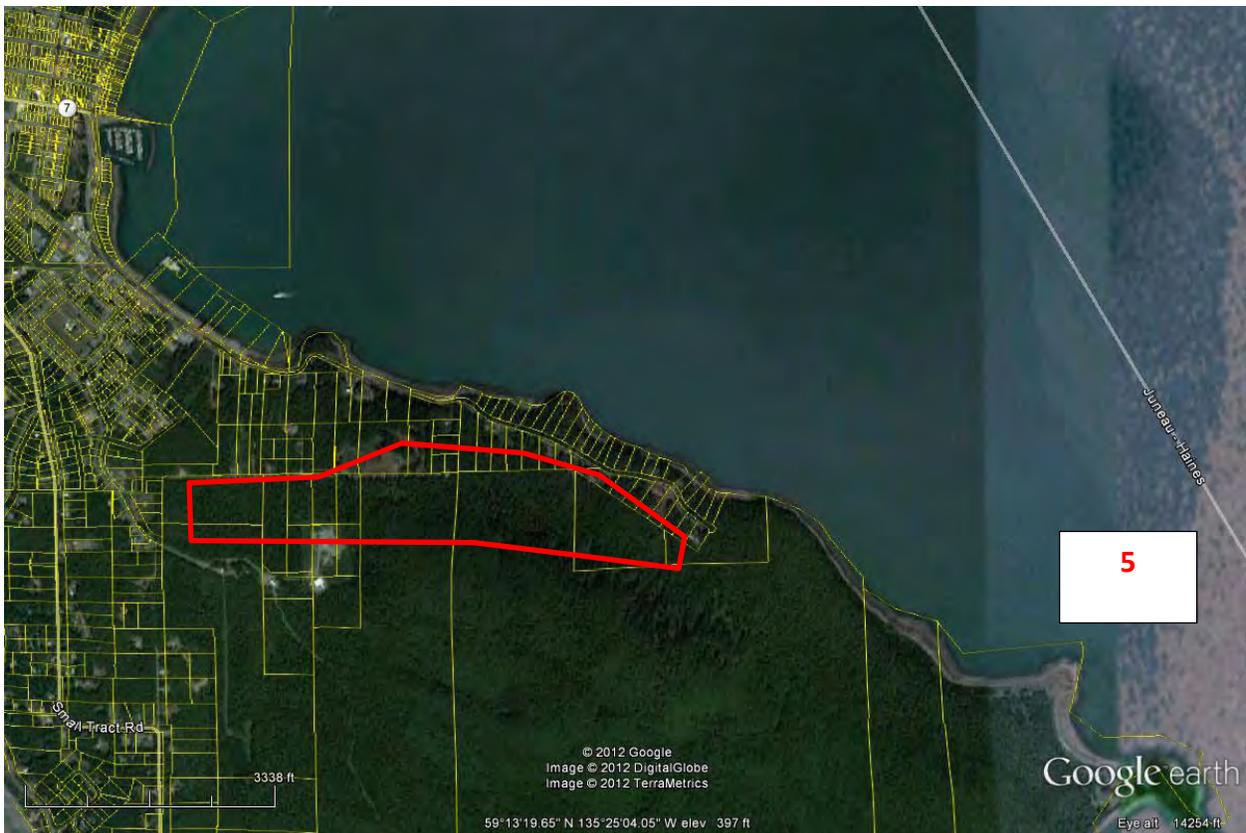
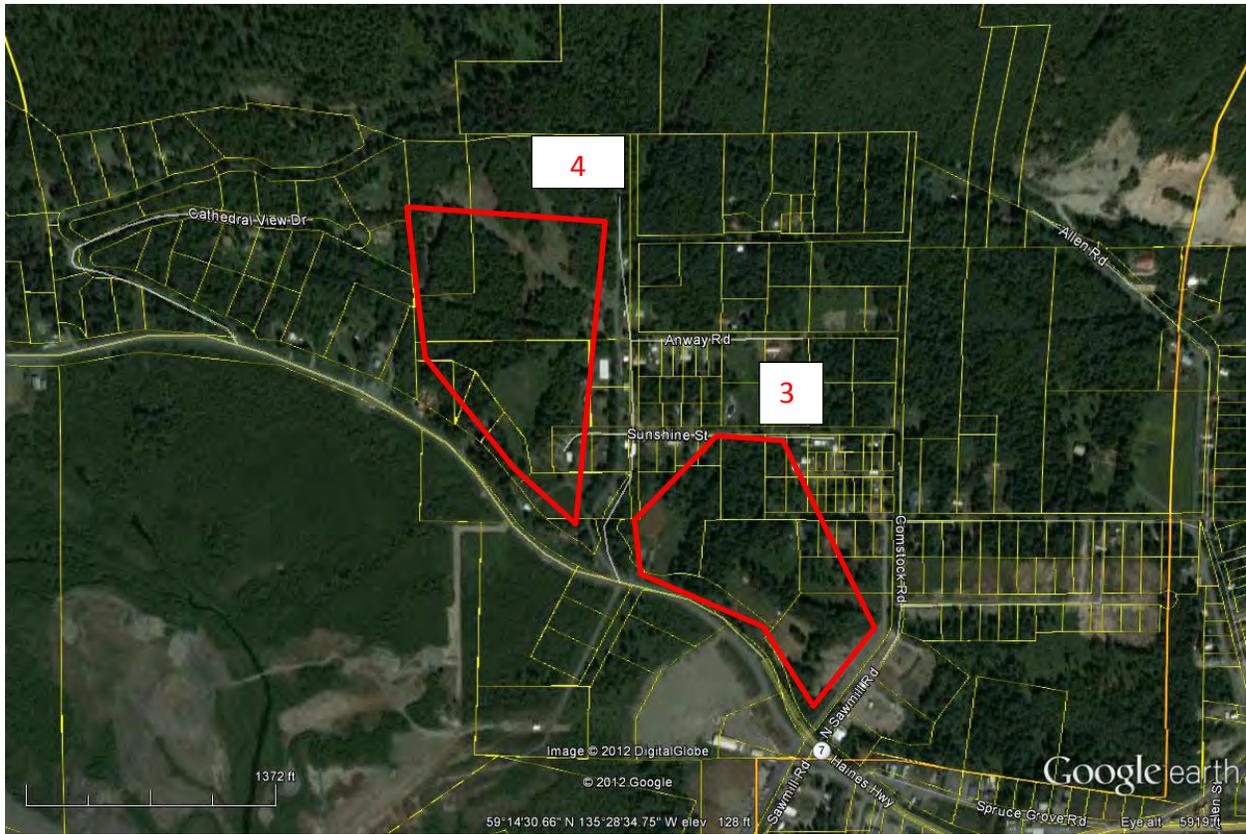
1. Between Allen Rd. and 4th Avenue, south of a joined Anway-Menaker-Oslund road system (see planned transportation improvement no 22 in chapter X and on Figure x-x). Haines Borough should obtain road right of ways and easements in this area to develop a connected grid of residential streets and sidewalks here over time including extension of utilities. This area is approximately 50 acres which could provide housing (at an average of 2-3 units/acre reduced 20% for ROW etc) of about 80-120 dwelling units.
2. Between Chilkat Inlet and Major Street. The gravel pit off Major Road has been depleted and this relatively flat area is close to the existing utility system. There are about 100 acres here. Extension of utilities to the 35 acres around Major Road could provide housing (at an average of 2-3 units/acre reduced 20% for ROW etc.) for about 55-85 dwelling units. Areas without utilities would be developed at low (one dwelling per 1-5 acres densities). This area could potentially be served by the Tower Rd water tank.
3. There are about 20 privately owned acres between N Sawmill Rd and Piedad Rd just N of Haines Highway that is undeveloped or sparsely developed. This area is near Piedad and Crystal Cathedral Spring infrastructure. If it was developed at 4 units/acre it could support up to 60 dwelling units, or less at lower densities. Both water and sewer

surround this area.

4. West of Piedad Rd., between this area and the cul de sac off Cathedral View Dr., there are approximately 15 acres of undeveloped private land with pioneering roads in that is surrounded by both water and sewer.
5. South of Beach St. between it, the dump, and west to FAA Rd. A 50 ft. municipal utility easement (or ROW?) exists between Mt Riley Way and Beach Rd. that would allow for gravity waste water discharge wither as a separate outfall (this location may be better than the current outfall as it is farther from town center and swimming areas) or tying into the existing system. A buffer should remain between the landfill and residential areas. Homes in this area will have spectacular water and mountain views. An area for a sledding/ski hill and neighborhood park should be identified as part of residential expansion into this area. There is roughly 80 acres of accessible land here, which could provide housing (at an average of 1-2 units/acre reduced 20% for ROW etc) for about 65-130 dwelling units.
6. Along Lutak Rd. the area south from Tanani Bay subd to Skyline Dr. could be developed be at higher densities if utilities were extended. While the whole area consists of about 220 acres, the borough land immediately north of Skyline is about 25 acres, and the private land immediately s of Tanani Pt. subdivision is about 19 acres. If both were developed at 1-2 units/acre, this could supply another 35-75 homes. Homes will have beautiful views from these areas.

SEE WORKING MAPS NEXT 3 PAGES FOR DISCUSSION, AND UTILITY MAP







9.4.3 Downtown Commercial Business District

Core Downtown Area

Working to implement direction from the 2004 Haines Comprehensive Plan to, ‘Create a long term business development program for the downtown business core, the Haines Borough hired MRV Architects to prepare a Downtown Haines Revitalization Plan in 2010. This plan conducted a number research and analysis tasks and recommended 21 actions to reinvigorate Haines’ downtown business area, with an estimated cost and possible funding sources for each.

| Table x-x. Status of Downtown Revitalization Plan Recommendations | |
|--|---|
| Recommendation | Status |
| 1. Establish a Downtown Improvement Organization | Done, but lack of time and professional staffing has limited group. |
| 2. Define the Haines Downtown Improvement District | Not happened formally. Future Growth Map depicts “working” area |
| 3. Signage Improvements | Occurring now |
| 4. Rebuild Main Street Sidewalks | ADOTPF doing in 2012, but does not included recommended widened sidewalks. |
| 5. Strengthen Link to Museum | No progress beyond enhanced signage |
| 6. Provide Pedestrian Amenities along Front Street | Ongoing on a project by project basis. See Action x-x, x-x and x-x in this plan |
| 7. Improve Off-Street Pedestrian Walkways | Several improvements from Port Chilkoot dock scheduled for 2012. See action x-x in this plan. |
| 8. Provide Main Street Canopies | No progress/program |
| 9. Create Visual Landmark at Front Street and Main Street | No progress, see action x-x ion this plan |
| 10. Start a Building Improvement/ Facade Grant Program | No progress/program |
| 11. Encourage Murals and Public Art | Happening spontaneously |
| 12. Integrate Downtown Revitalization with Other Plans | Ongoing |
| 13. Transit: Promote a Downtown Bus Loop | No progress, see Action x-x in this plan |
| 14. Buy Local Campaign | Chamber of Commerce accomplishing |
| 15. Haines Walking Map, tied in with new signage | ?? is this in the works |
| 16. Special Events | Great festivals and some tie in with downtown businesses but could be more organized and beneficial |
| 17. Downtown Maintenance and Clean-up | ?? |
| 18. Celebrate Each Success | ?? |
| 19. Education, Research and Business Retention | ?? |
| 20. Reuse of Old School Site | Old school building torn down. 15-acre borough campus here acres campus will be used for will |
| 21. Promote Infill along Main Street. | No progress/program. See below |

It would enhance vitality of this area if empty lots were developed and empty storefronts were occupied. Current zoning does not appear to be an obstacle to achieving higher density and mixed-use development. The current zoning is Commercial, which allows 18 dwelling units per acre, and all commercial uses and accessory apartments by right and most other residential uses including condos by conditional approval. Parking standards for Haines office and commercial uses is 1 space per 500 sf (building) whereas for comparison, Juneau's is 1 per 300 sf with a 30 to 60 percent reduction allowed downtown at times.

A program should be conducted by the Downtown Improvement organization (or a contractor) to confidentially interview: 1) downtown property and business owners to inquire about perceived obstacles to (re)investment, and, 2) business owners located outside downtown to determine why they are not located in town and if there are any incentives that could cause them to relocate. Investment in downtown will occur in response to more success and business activity in the area, goals that this four-prong Main Street approach to revitalizing downtown is targeted to achieve.

To promote infill the Borough could consider a program that grants incentives to businesses to locate in a defined downtown core on properties that have been vacant for a defined length of time. This could include incentives such as temporary reduction in property taxes or utility rates or other business fees linked to investments in building construction or upgrades.

9.4.4 Other Commercial

The commercial area of Haines spreads beyond the downtown core. There are three other adjacent commercial areas; the Southeast Alaska State Fair grounds, the area around the post office, and the area between the Port Chilkoot cruise ship dock and the Fort Seward area. While this abundance of commercial land keeps rents low and offers a variety of opportunities, it also tends to spread businesses out and results in empty stores and lots in the downtown commercial core. It also means that people tend to drive between commercial areas rather than walk within one. To promote infill in the downtown core Haines Borough may want to review parking and other downtown standards and consider incentives to cause new or existing businesses that are popular draws to locate or relocate to downtown.

The Southeast Alaska State Fair owns 40 acres off of Haines Highway between Fair and West Fair Drives. On 21 acres the non-profit Southeast State Fair works to fulfill its mission to be a showcase for agricultural and domestic arts, creative arts and crafts, and the opportunity for educational, cross-cultural and social exchange. The Haines Community Garden is here, recently renovated Harriett Hall with its commercial kitchen and seating, and other display and event buildings. The Dalton City movie set from the filming of White Fang movie was relocated to the Fairgrounds and commercial tenants now include the Haines Brewery, a restaurant, and several retail businesses. On 19 acres to the south the Fair sporadically operates a gravel pit.

Across the street from the post office vicinity commercial area is the Delta Western tankfarm at the intersection of Beach St., Front St. and Haines Highway was decommissioned in 2002 when the tanks were emptied and pipelines disconnected. The almost two-acre area is now a gas station only. It is across the street from the post office/hardware store and other retail businesses. This very visible location, also across Front Street on the waterfront, is on the way into town and prime for redevelopment. An environmental cleanup will be needed as part of tank and pipeline removal to facilitate reuse. When the site is redeveloped attention to landscaping and walking connections to Tlingit Park Playground next door and downtown will not only bring more customers to this parcel but enhance the appearance of this whole area, which is the entry point to town for many cruise ship visitors. The future growth maps designate this area for commercial development. This area would also be a good site to support marine-related commerce.

The William H. Seward Fort area is a National Historic Place and Landmark. Today, it is an historic, entertainment, and visitor-oriented area. The Fort, established in December 1898, was first known as Haines Mission. It was the last of 11 military posts established in Alaska during the territory's gold rushes between 1897 and 1904. It was to preserve law and order among gold seekers, and then later provided a U.S. military presence during boundary disputes with Canada. It was the only active military post in Alaska between 1925 and 1940, and was closed at the end of World War II. Shortly after the fort was deactivated in 1945-1946, the land was sold to a private enterprise, the Port Chilkoot Company.

In addition to the stately fort buildings and interior parade grounds, the area now serves as an entertainment area with several private visitor-oriented establishments and commercial ventures run by Alaskan Indian Arts. Several commercial businesses and restaurants catering to visitors have opened between the cruise ship dock and the Fort Seward area, and, within the fort itself two buildings were constructed to depict a Chilkat tribal community house and gold rush era construction that are today used by visitors. At least two building in the fort area host lodging establishments. A former cannery, originally located at Pyramid Harbor Island, was relocated to the Fort Seward area in the _____ and is now the Chilkat Center for the Performing Arts owned by Haines Borough. The center has a complete theatrical stage, excellent acoustics, a Steinway Grand Piano and seats 300 people. Unfortunately the building's age and lack of maintenance have accumulated and critical improvements are estimated at \$5 million (with building replacement cost at \$11 million).

9.4.5 The Public Campus

Haines Borough owns 15 acres off of 3rd Avenue that is home to Haines School, the related track, courts and play area, the Borough Administration Building, the Haines Borough Public Library, and Borough's Ax Shutuduloowoi Park. The old elementary and middle school were located here but have been torn down due to disrepair. This offers an opportunity to consolidate borough facilities in a campus like setting that has lighted, landscaped, walkways for both accessing school and borough facilities. This would be a good location for either a new or co-located Public Safety Building and/or Recreation Center. Interest has been expressed by some downtown business owners in a landscaped open space with benches in a town square like setting on a portion of the campus. This would be a natural location for public and school employees to have a picnic lunch on nice days. A mixed-use building with some ground floor retail space for a coffee and sandwich shop would attract people and commerce adding life to the campus.



9.4.6 Light industrial close to town

Haines is fortunate to have flat accessible land near the Haines Highway, town, utilities and the port yet in tucked away locations just off the main corridors. Operating and transshipment costs for businesses are reduced by being located so close to town. These areas are used for small sawmills, auto shops, gravel extraction, heavy equipment storage, and similar light industrial uses. Haines' land use challenges are ensure it has enough land allocated to these important uses, provide buffers for neighboring residential development, protect anadromous streams in the area, and prevent "junk yards" from taking over.

9.4.7 Waterfront

Lutak Commercial/Industrial waterfront

Portage Cove

9.5 Chilkat Peninsula

Chilkat Peninsula is an approximately 11 mile long by one-half to two mile wide peninsula surrounded by Chilkat Inlet on the west and Chilkoot Inlet on the east. Mt. Riley at 1741 ft. is the high spot.

Most land on the Peninsula is owned by the State of Alaska, and two units of the Chilkat State Park are here together comprising ____ acres. The park has a 35 unit campground, picnic area, boat launch and trails. There are several large parcels of University owned land and Mental Health Trust owned land here too. Past University, State or Borough land disposals created the subdivisions and privately owned lots that exist today.

The Borough's primary drinking water source, Lily Lake is on the Peninsula and its 0.8 mile watershed protection area merits restricted use to protect drinking water quality. There are also three documented springs that residents use to gather drinking water; one, at about 3.5 mile Mud Bay Rd, is reportedly used by many residents and a groundwater source drinking water protection zone is shown around it also on the future growth map.

Mud Bay is that part of the Chilkat Peninsula that was formerly the Mud Bay Land Use Service Area, including Kochu Island. In 1970 only a handful of families lived in this area, but by the mid 1980's Mud Bay became one of the fastest growing residential areas of the borough. Private, borough, state, and University of Alaska land sales, along with the paving of the road and the installation of underground electrical, internet, and telephone utilities in the late 1990's contributed to this growth. Area population has not grown significantly since 2003 when approximately 200 people lived in the area, the same that the 2010 census shows (about 8% of Haines Borough population).

Mud Bay residents are concerned with preserving the scenic, rural residential character of their neighborhood. Under current zoning home businesses are encouraged and there are many. Some Mud Bay residents live independent of the power grid, either by choice or because utilities do not extend to their homes.

In Letnikof Cove on Chilkat Peninsula is the Haines Packing Company seafood processing facility that supports the local fishing fleet. The cannery/fleet support facility was sold to local business owners in the early 2000's. The Borough also has a seasonal float and dock facility here.

Mud Bay has state police protection and no fire protection. STILL CORRECT?

At the time of city and borough consolidation this area retained its own zoning districts; it has now been a decade and it is time to reconcile and unify the code.

COMMISSIONERS: Don't know if there is support for this idea, but if so assistance in designating one or two possible locations would be helpful. I've suggested one on map. It would make sense to designate a location for a small convenience-store type business so that residents did not have to drive all the way into town to pick up one or two items. Without designating an area overtime more than one store could open in multiple places. It would be better to designate an area in a logical location to encourage concentration. It may even make sense for someone to build a small well designed commercial building with services available and offices on a second floor and convenience shopping on the ground level. Good locations for commercial businesses are where there is visibility, traffic past the location, good access, room for parking, and enough room to buffer neighbors.

9.6 Northeast Borough

9.6.1 *Lutak Inlet- Chilkoot Valley-Ferebee Valley*

Most land in this part of the Borough is State land within the Haines State Forest, with some University, Mental Health Trust and private (some Native Allotments) inholdings. The Borough owns a parcel at the mouth of Chilkoot Lake and the Port Lutak dock and uplands.

The Lutak Highway begins in town and parallels the west side of Lutak Inlet to just past the outlet of Chilkoot Lake. This very scenic two-lane road has a wide shoulder on the waterside for walking and biking to the AMHS Ferry Terminal, and should be continued for the full length of the road. Lutak Highway is the access route to Haines' industrial waterfront port and uplands where most barged products, including fuel, are transferred and stored. Ensuring use for waterfront industrial and commercial purposes at this deep water port area and associated uplands (including Borough, federal and private docks and uplands) is an important priority. There is also an dam Excellent road conditions and maintenance from here to the US-Canada border and beyond is also linked to the community's transshipment development strategy.

Heading north on Lutak Road past the deep water docks to Chilkoot River is a highly scenic rural residential area with a few significant outdoors oriented tourism businesses.

The Chilkoot River and Chilkoot Lake in this area are important to the Borough for their value to the commercial, subsistence and sport fisheries, tourism, recreation, and Native history and culture. The large number of brown and black bears in this area during the pink salmon run is a defining characteristic and the area can become quite congested with vehicles and pedestrians for 6-8 weeks. At the mouth of Chilkoot Lake is the Chilkoot State Recreation Site with a campground and boat launch facilities. The Chilkoot River Corridor Working Group met in the late 1990's to develop a collaborative management plan for this area.

Northeast of Chilkoot Lake is Connelly Lake, a small glacial fed lake currently being studied as a future hydroelectric source. Impact on salmon runs, tourism, and appropriate access are all issues being actively debated at this time.

The Ferebee River area is remote and difficult to access though the mouth, called Taiyasanka Harbor, is well protected by a forested spit. This braided river is an anadromous fish stream that provides spawning and rearing habitat for Coho salmon and Dolly Varden. Commercially viable forest exists adjacent to the river in several areas, and if harvested in the future must protect fish and wildlife resources and sensitive habitat. The scenic values of the river area are also recognized. In some parts of the area the state forest plan allows dispersed recreation outright and in other areas notes that a permit is needed for more than 11 clients per day.

The Haines Comprehensive Plan Future Growth Designations (Figure X-x) in this area are for:

1. The areas with operable forest: Resource Development
2. Most private owned parcels: Rural Settlement
3. Land east of the ridge dividing the Chilkoot and Ferebee Rivers: Multiple - Resource Use Emphasis
4. Land to the west of the ridge: Multiple - Recreation Emphasis
5. The Lutak drinking water source is designated with Park, Recreation or Open Space 1000 feet around the stream.

9.7 Mosquito Lake

Following is text from 2004 Comprehensive Plan. Sheinberg has not updated this section yet. However, please do refer to the land status and future growth maps for this area in your map packet. An analysis of many factors (landowner and stated management direction, anadromous streams, trails, operable forest, mine and claim locations and other factors) was considered as these maps were prepared. I will have an interactive tool to discuss future growth maps Feb. 23. And, the draft of this section will be done.

9.8 Klehini River/Tsirku/ Covenant Life/Chilkat Lake

9.8.1 Land Ownership, Use and Management

Current Few areas in the Borough or Southeast Alaska are characterized with as much remote activity as occurs here. This area includes land owned by private individuals, the state (in the Haines State Forest), recently acquired general state land managed by ADNR, University land and federal BLM land.

This area has important spawning habitat for chinook, coho, sockeye and chum salmon, cutthroat trout and Dolly Varden in several tributaries and streams (Little Salmon River, 37 mile stream, etc.) as well as the Klehini and Tsirku Rivers. The river corridor supports bald eagles even though much is outside the Bald Eagle Preserve. There are over 20,000 acres of commercial state forest land here, which is steadily harvested in regular, small sales. Timber harvest must be done in a manner to protect fish habitat. Cutting should also be designed to minimize visual impact from the Haines Highway. Road access to and through the area exists on logging roads and trails. This area is used for recreational and subsistence hunting, fishing and trapping. Backcountry skiing and snow machining also occurs in many areas.

Gold has been prospected and mined here since 1898, and the Palmer Deposit, now being explored by Constantine Minerals is in this area. The historic Porcupine Mining district is here, which was recently “put on the map” again when Discovery Channel filmed “Gold Rush Alaska:” a reality TV mining show here. Other residents still work the Porcupine District placer deposit. Claim worked for years by John Schnabel as is the Porcupine placer deposit recently made famous.

The state manages the Walker and Herman lakes areas primarily for recreation, and no mining or timber harvest is allowed. A public recreation trail accesses Walker Lake, which also has been cited as a possible run of river hydroelectric source. A trail from the old Porcupine Road to Herman Lake was constructed in 1984 by the state to provide recreation access. Walker and Herman Lake area, which a trail from Sunshine Mnt Rd to Walker Lake was built in the early 2000s. For ATVS, whole area around Walker Lake, Herman Creek Roads already here, what about an ATV trail into Walker Lake so fishers could get in and use floaties...

Heli-skiing activity in this area occurs in February, March and April on the ridges around Flower Mnt, Porcupine Peak and the north side of the Takhinsha Mountains. Dates, ski areas and usage levels are set by the State as part of a Special Use designation. These mountains also are home to mountain goats and bears. Heli-skiers desire a nearby area to use as a helibase during the season.

Each unit of state land has a detailed list of allowed, prohibited and conditionally allowed uses, and these rules and permitting must be carefully followed .

There is a road all the way to Glacier Creek. There was a bridge at one time that either got pulled or washed away that crossed Glacier Creek. Replace bridge crossing Glacier Creek. Chilkat Lake supports the largest concentration of sockeye salmon in the Chilkat drainage. Coho, pink, cutthroat trout and sockeye salmon are also present. The historic Dalton Trail passed north of the lake. The lakefront has been subdivided into approximately 200 lots many of which have been sold. Recreational cabins and homes dot the lakefront. After crossing the Wells bridge access is off the Chilkat Lake / Covenant Life road to a parking area at the banks of the Tsirku River. In the winter a wheeled aluminum bridge is installed that allows snow machine access to the lake. Commercial and private recreation and rural residential are the main activities around the lake. Northeast of the lake is significant commercial forest land.

Following is text from 2004 Comprehensive Plan. Sheinberg has not updated this section yet. However, please do refer to the land status and future growth maps for this area in your map packet. An analysis of many factors (landowner and stated management direction, anadromous streams, trails, operable forest, mine and claim locations and other factors) was considered as these maps were prepared. I will have an interactive tool to discuss future growth maps Feb. 23. And, the draft of this section will be done.

Mosquito Lake Rd.: Electric, internet, and phone utility service is available to residents, and the area has grown in the past decade. The residents prefer the subsistence lifestyle and favor allowing home based businesses. Maintaining a rural residential area is desired with the possibility of a commercial zone at the intersection of the Haines Highway and Mosquito Lake Road. The borough's Mosquito Lake School provides education to the area children from Kindergarten through the 8th grade. In the past, residents have been opposed to large scale commercial or industrial development and high residential use such as trailer parks and apartment buildings. Single-family dwellings are encouraged. As density increases in this area environmental monitoring of septic systems is needed to protect the quality of the local drinking water. Some suggest that within 25 years a local waste disposal system will be needed for this area and should be planned.

Covenant Life Center: There is a non-denominational religious community of residents located on the Chilkat Lake Road. "The Farm" is involved with a college, the Chilkat Bakery, Day Star Construction Co., and the Chilkat Valley Farms. The community now has electric and phone utilities, and maintains a school, low-density residential living, agriculture uses, a small-scale commercial enterprise and recreational pursuits.

Chilkat Lake: This area has experienced more growth and use over the years. Many cabins surround the lake and it is a growing summer residential area, including the Weeping Trout Golf Resort. There is no road access to the lake and no request for police or fire protection. No restrictions are desired on lot size, though some have expressed concern over long, narrow lake front lots with little buildable area. Residents favor future industry such as small logging, mining and (recreational) tourism.

9.9 Haines Highway

Following is text from 2004 Comprehensive Plan. Sheinberg has not updated this section yet. However, please do refer to the land status and future growth maps for this area in your map packet. An analysis of many factors (landowner and stated management direction, anadromous streams, trails, operable forest, mine and claim locations and other factors) was considered as these maps were prepared. I will have an interactive tool to discuss future growth maps Feb. 23. And, the draft of this section will be done.

Haines Highway: The entire Haines Highway is experiencing the same growth evidenced in the rest of the Borough. In 1997 public electric, internet, and telephone utilities became available to most valley residents. This, coupled with the sale of University of Alaska land and relatively inexpensive land prices, has contributed to this growth. In 1998, construction began on the improvement of the Haines Highway. The construction is now completed from 25 Mile to the border. At 19 mile, the State of Alaska completed a recreational tourism area for the public to better enjoy the Chilkat Bald Eagle Preserve. In 1995, the US Postal Service increased mail delivery to three times a week. By 1998, mail delivery increased to six days a week to highway residents. This area is in the General Use Zone.

Airport to 10 Mile: This area remains sparsely inhabited. A site adjacent to and across the highway from the Haines Airport is the site of the former Tlingit village of Yandustukie. The village site is now overgrown, but the area remains historically and culturally important. There are gravesites in the area. The seasonal harvesting and rendering of eulachon at this site continues to be an integral part of Tlingit culture. Southeast Roadbuilders has their base of operations located at 5 Mile, just north of the Haines Airport. 5 Mile is also where electric power provided by Alaska Power and Telephone ends. There are residences between 6-1/2 Mile and 8 Mile who provide their own energy, water and waste disposal systems. The residents in this area prefer their independent lifestyle and work cooperatively to resolve problems. The residents wish to maintain the scenic beauty of the surrounding area. The area does have access to phone utility.

10 Mile to 18 Mile: This area is sparsely populated. A private hydro power plant at 10 Mile Haines Highway assists in supplying electricity from 10 mile to the border. The Chilkat Bald Eagle Preserve starts at 13 Mile on the highway and continues up to 31 Mile. The area around 14 Mile is important for subsistence salmon fishing.

18 Mile: A rural residential subdivision has grown in the 18-Mile area of the Highway with electricity and phone available from this area to the Canadian border since 1997. The residents maintain individual water and waste disposal systems, and enjoy a rural and independent lifestyle. Many residents have home businesses, including woodworking shops and a birch syrup making operation. The area has experienced slow growth in the last two decades, and has fire and emergency police protection.

19 Mile: The former Tlingit village site of Klukshu is here. The mountainside above 19 Mile is

very unstable, causing mudslides to block the road during heavy rainfall.

Klukwan: The Tlingit village of Klukwan, with a population of about two hundred, is just to the west of the highway. Klukwan is important to the people of the borough in many ways. Klukwan has its own governing council and is not a part of the Haines Borough.

24 Mile - 27 Mile: This area has electric, internet, and phone utilities, and residents have individual water and waste disposal systems and a rural and independent lifestyle. The University of Alaska advertised a new subdivision in fall of 2003, and several other subdivisions entered the platting process around that time. In the past, residents have stated a preference for setback requirements along the highway to preserve the viewshed, and stated opposition to industrial development within one mile of homes. At a public meeting held when this plan was developed, resident's favored cottage and home-based industry, but were interested in a permit process for commercial establishments. Commercial river rafting trips use this area for access to the rivers.

28 Mile to 37 Mile: Residential lots, with some commercial activities, are scattered over much of the remainder of the Highway corridor. In this area of the Borough, the individual Alaskan rural lifestyle is the norm, and there is access to public electric and phone utilities. The scenic beauty around is important to local residents. There is a small-scale gold mining activity in the Porcupine District to the south of the Klehini River. A golf driving range was completed in 1998 and is located across from the 33-Mile Roadhouse which is a restaurant, gas station, lodge and commercial hub of the area. In the past several winters helicopter skiing has been based at 33 Mile. This activity has been of concern to some residents, as many see it as disruptive to a quiet, rural lifestyle.

37 Mile to the Canadian Border: Residents are interested in the area remaining rural residential. In the 1986 Comprehensive Plan residents expressed a preference for a 4 acre minimum lot size, but in 2004 a group of residents submitted a letter to the Planning Commission requesting a minimum lot size of 10 acres. Cottage and home based industries, and agricultural uses are favored. In the past, residents have opposed commercial and industrial uses including large scale trash dumping. The US Customs Station at 40 Mile is the "Gateway to Alaska and the Valley of the Eagles" to all those coming to the Haines Borough via the highway from Canada.

9.10 Excursion Inlet

Excursion Inlet is located on the west coast of Lynn Canal, east of Glacier Bay National Park, about 38 miles northwest of Juneau. The inlet itself is about 10 miles long. It is surrounded by mountains that range from 3,000 - 4,000 feet tall. There is no road leading to Excursion Inlet. Access is by float plane or boat. There is a public seaplane base available.

Less than 10% of homes in the area are used year around; the 2011 population estimate shows 14 residents (ADOL), with three who are school age (2010 US Census). Most of the properties are used as weekend recreation cabins. None of these cabins have complete plumbing and power is by generator. Cabins, fishing lodges and private property are on the east side of the inlet. The west side is part of Glacier Bay National Park.

A Tlingit clan, Woosh-Kee-Tawn, inhabited the land long ago, but were forced to leave by a large flood. A recent conservation easement was created to protect an ancient burial ground.

The first cannery in the area operated from 1906 - 1931. Very little remains of that operation. A second cannery was built in 1918. Originally this facility was used as a strategic base, supply point, cargo staging area, and a prisoner-of-war camp during World War II. Wards Cove Packing Company operated the cannery until 2002. Ocean Beauty Seafoods acquired the property in 2003. Today they process pink and chum salmon as well as salmon roe, caviar, halibut and sablefish. Their season runs from late June to mid-September and employs about 500 people.

Some logging activity took place in the 1980's but for the most part this area is pristine. The scenery is absolutely stunning and tranquil.

There are 114 privately owned parcels in Excursion Inlet including four that are owned by Ocean Beauty Seafoods. Excluding Ocean Beauty's parcels, assessed property values range from \$514,000 to \$5,200¹⁸. The average assessed value of a residential structure in this area is \$58,200, with a range from \$353,700 to \$3,600. The borough tax rolls lists 40 parcels that have an improvement (building), though the US census estimates there are 85 dwelling units with 76 used seasonally..

Sixty-six (58%) of the properties in Excursion Inlet are owned by people from Alaska; with the vast majority from Juneau. Five properties are owned by individuals from Hoonah and four from North Pole. Two properties are owned by individuals listing Haines as their mailing address.

The total assessed value of all privately owned property in Excursion Inlet is \$15.5 million, which at 7.43 mills generates \$115,000 in property tax to the Borough. By far the largest payer

¹⁸ Source for data on property values is Borough Tax Roll, unless noted otherwise.

is Ocean Beauty, which owns several waterfront industrial parcels where its seafood processing facility is located.

This rural, recreational, residential area's population fluctuates with the fishing season. In the summer, Excursion Inlet is a bustling fishing "community". Ocean Beauty Seafoods operates a seafood processing plant and provides a vital economic link to the Borough. In the winter, only a few hardy residents remain (2010 census showed 11 permanent residents). There are three state business licenses issued to Excursion Inlet residents and several artists have summer workspace or small galleries in the area.

Both the State of Alaska and Haines Borough have subdivisions in the area and have sold many lots to the public. The borough retains 800 acres of land in Excursion Inlet. In response to local requests, the borough completed a bridge project across South Creek to provide better access to the Excursion Inlet South and Duncan's Camp subdivisions.

Like most of Alaska's remote communities, Excursion Inlet, including Ocean Beauty Seafood's plant, is dependent on diesel fuel imported into the area for heat and power. The steady rise of fuel costs, in logistics, transportation, and power generation, and the cost of maintaining diesel generators in Excursion Inlet make the development of renewable energy resources a sound investment for the Haines Borough. The Borough has made application to support development of hydropower generation infrastructure in Excursion Inlet.

9.11 St James Bay

St. James Bay is a State Marine Park, surrounded by Tongass National Forest. Privately owned land is to the south and north. The park encompasses St. James Bay, Boat harbor, and continues north up the valley which drains the area. The area has abundant protected anchorages, concentrations of fish and wildlife, and beach landing areas.

The average temperatures in the summer are in the 60's, rare highs hitting 80. High humidity and a high average rainfall make for a wet environment. The average rainfall is from 60-90 inches annually. Have warm clothing and quality rain gear, as inclement weather can set in quickly and last for days. Snow can begin to accumulate as early as October.

There are several anadromous streams that contain habitat for pink, chum, and coho salmon and Dolly Varden char. Heavy concentrations of moose are reported within the northern part of the unit. Spring Black bear concentrations occur along anadromous streams. The parcel is easily visible from the marine highway route in Lynn Canal. Note: the State Marine Park also includes tidelands, which are biologically productive and sensitive. Juvenile pink, coho, and chum salmon rear in this area and adult coho, chum and pink salmon school and spawn in this unit. Spring and fall concentrations of waterfowl and shorebirds occur throughout many portions of the unit. A known harbor seal haulout occupies portions of the northwestern part of the unit. Dungeness, tanner, and red King crab are commercially harvested in this unit. The area is also used by local communities as a location for sport fishing. Bald eagle nests are scattered along the shoreline.

The recreational use of St. James Bay is extremely high. The bay, easily accessed by small boat from the Amalga Harbor boat launch, Auke Bay, or Juneau, is a popular area for wildlife viewing, photography, waterfowl and big game hunting, sport fishing, boating, kayaking, and camping. Access by float plane is also readily available.

Bob Hinman Memorial Cabin, available for public use and rental is located here. The cabin sleeps six with a maximum stay of 3 consecutive nights. It is accessible by boat or float plane and is on the northwest tip of a small island and provides for a good anchorage and beach access.

9.12 Haines Borough Land Plan

Goals:

1. Provide direction on the best use of Haines Borough owned land for development, preservation and disposal.
2. Establish a land disposal program to systematically place Haines Borough land not needed for public purposes into private ownership.
3. Conduct Haines Borough land disposals in a manner that promotes compact urban growth and efficient expansion of municipal utilities and services.

Steps

| | |
|--|-------------|
| A. Goals /Purposes of owning, using and disposing of Borough land | Done |
| B. ID Borough land | Done |
| C. ID Borough land needed for future municipal needs – be conservative! (including ROW, easements, access corridors) | Partly done |
| D. ID suitable purposes (FG designations) for land not needed for municipal purposes | Done |
| E. ID general considerations/costs and benefits of Borough land disposal and timing | |
| F. Describe procedure for municipal land disposal | |
| | |

9.13 Implementation Plan

Ms. Sheinberg will bring the Implementation Plan for the Land Use and Future Growth chapter on February 23.

picture

10 Utilities

GOAL

Continue to provide or support adequate and cost effective infrastructure and services to enable residential living, economic opportunity and add to the quality of life.

10.1 Introduction

Utilities – water, wastewater, solid waste, power and communications – are the community’s infrastructure backbone. Utilities need repair and replacement as they grow older and maintenance and improvement of utilities and roads is a basic responsibility that has consistently been a top community priority. An overview of Haines utilities follows. Utility services in Haines are offered by a combination of Haines Borough and private companies¹⁹.

Water and wastewater services in town are provided by the Haines Borough. Community Waste Solutions, a private company, offers solid waste collection, disposal and composting services at the community landfill off FAA Road. Haines Friends of Recycling, a non-profit organization,

¹⁹ The purpose of publically owned utilities is to provide service for the public. They are often ‘enterprise funds,’ required to raise operating revenue through fees for service. However, rates or improvements are sometimes subsidized to ensure affordability - particularly for capital projects. Publicly-owned utilities are often eligible for low-interest government loans and grants or public bonds can be issued to help fund improvements. Private utilities are run for profit. They are typically not eligible for public bonding or low interest government loans and grants. Recently however, the federal government emphasis on greener and less oil-based infrastructure and technology, as well an emphasis on connecting rural American to high speed internet, has meant that competitive loans and grants are available for some private providers. Some argue that being for profit emphasizes efficiency, though perhaps at times at the expense of equity, which is more a public sector concern.

offers recycling services. Acme Transfer, a private company, also offers solid waste disposal (through out of town shipment).

Hydroelectric generated electricity is available throughout the road system from Alaska Power Company, a subsidiary of Alaska Power and Telephone (AP&T). Back-up diesel is sometimes needed in the winter when river water powering hydro operations freezes. AP&T also offers land line communication services (phone, internet and data) with coverage out to the Border. Cell service and internet is also available from AT&T and ACS, all to about 9-mile, with limited ACS cell service capability in the Klukwan area. Satellite internet is available in all places with a clear line of sight to the satellite.

Property owners living beyond the water and sewer system typically have individual septic systems or outhouses; wells, rainwater catchment or stream diversions; and burn or haul their trash. Out Haines Highway in Chilkat Valley the Covenant Life community has a _____ and _____ systems.

This chapter reviews the current status of each utility and assesses operational and capital improvement needs to provide a well-functioning service for the next 20 years.

10.2 Drinking Water

Haines's primary public drinking water source is Lily Lake at 650 ft elevation on Chilkat Peninsula. It is supplemented by a small groundwater spring-fed system north of Piedad Road. In 2010 the Borough acquired the Crystal Cathedral groundwater aquifer system tapped by a wellhead off Sawmill Creek Rd. Its water distribution system is physically connected, but not "open" yet to the main water distribution system, but will be soon. A spring at 3.5 mile Mud Bay Road is used as a source for many Mud Bay residents who stop to fill and haul jugs and water containers. There is a small dam and water source west of the Lutak Dock and AMHS terminal that supplies these facilities with drinking water (and power?). All drinking water sources, and the most critical (Zone A) water source protection areas, as identified by Alaska Department of Environmental Conservation (ADEC) are shown on the Future Growth Maps. These areas are designated as "Park, Recreation or Open Space" to recognize the need to very carefully manage activities in these areas to protect public drinking water from contamination. **NOTE Commissioners: Some water source protection areas overlap with developed areas...we need to look carefully at maps, talk about how ADEC determined areas, and discuss action/designations.**

Drinking water in town is chiefly gravity distributed and delivered throughout the water and sewer service area (Figure X-X) to metered and non-metered users by a series of water storage tanks and underground pipes. Borough water mains extend throughout the townsite and beyond southward:

- along Beach Road for one-half mile;
- along Small Tract Road for 1000 yards; and

- along Mud Bay Road for several hundred yards.

The Borough has a pump station at Barnett Street and Young Street and water storage tanks at Barnett Street (100,000 gallons), Young Street (280,000 gallons), Skyline Drive (50,000 gallons), Tower Road (320,000 gallons) and FAA Road (630,000 gallons).

Lily Lake drinking water is a surface water source and required to filtrate and disinfect before use. The water treatment plant was built in 1973 and is located on Tower Road. It uses chlorination and flocculation processes for disinfection and to meet other water quality requirements. The capacity for water treatment limits total water flow to 400 gpm. During emergencies if water treatment is bypassed up to 950 gpm can be delivered. There is also a chlorine disinfection facility at Piedad Road to treat Piedad Spring water. Checking: The State limit for Total Dissolved Solids is 500 ___ and when tested in xxxx Crystal Cathedral water was just over at 520xxx.

Overtime significant improvements have been made to the Haines water system including installation of 10,000 lineal feet of new water main in the downtown business district and, in 2004, detection and repair of a major leak on 4th Avenue that resulted in dramatic decrease in the community's water use.

Projects completed in 2011 and 2012 (scheduled) are replacement of the Barnett Drive Pump Station to meet increasing demand for water from Skyline Drive development; replacement of older asbestos/cement (AC) piping on View Street, 4th Avenue and Lynnview Drive; installation of a back-up generator and other equipment upgrades at the water treatment plant; emergency roof repairs at the water treatment plant (done); replacement of the Barnett Street wooden stave water tank (pending); and conduct of an engineering study to tie the Crystal Cathedral water distribution system into the Borough system. Outstanding water system needs are:

- Update the Water-Wastewater Master Plan. Determine the remaining useful life of the water treatment facility including the building and process equipment.
- Aggressively continue water treatment plant upgrades to address building maintenance and keep older equipment working and up to date (plant was built in 1973-74).
- Connect Crystal Cathedral water system to main Borough system.
- Piedad System: Replace asbestos/cement (AC) piping in Piedad Road (system offline now due to pipe break); upgrade Piedad Road water chlorination system to add a flow-paced chlorinator. Replace Piedad Spring Water Transmission Line. Provide new tank at Piedad Road to store water from the springs during low flow periods (i.e. late at night) for use during higher demand periods during the day and enhance firefighting capacity.
- Replace asbestos/cement (AC) piping in Muncaster Road and Mud Bay Road because it is old and water line breaks are becoming more frequent. Piedad water source was disconnected in late 2011 due to pipe break.

- Water meter upgrades because many are old and also to allow radio-read capability which will automate meter reading and billing saving labor time and costs.
- Relocate Young Road waterline off of private property and onto public right of way.

10.2.1 Water Demand and Supply

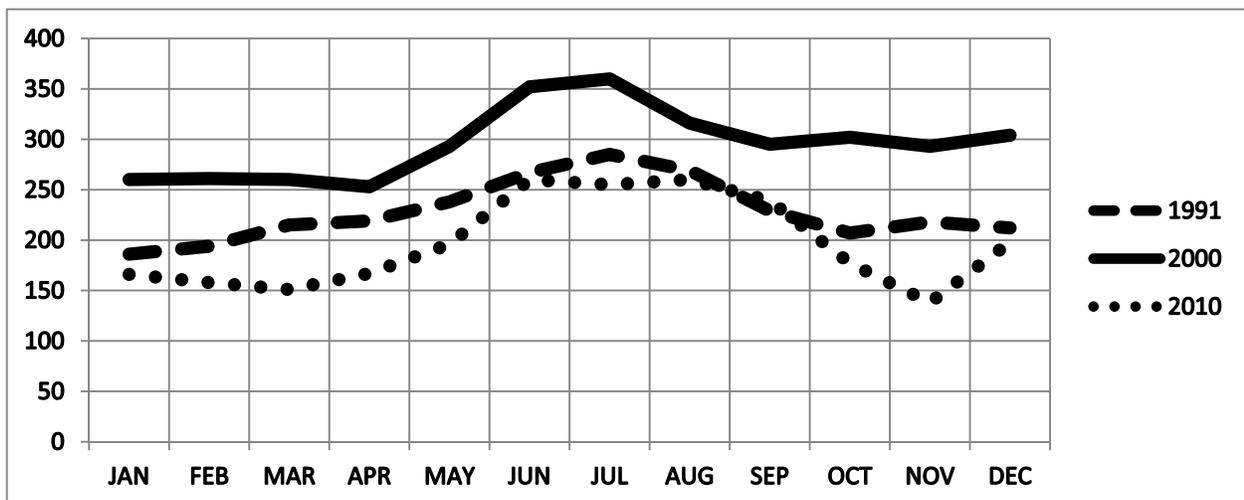
Both Lily Lake and the water treatment plant, if well maintained, have the capacity to handle current and reasonably expected increased water demand over the next 20 years.

Lily Lake appears to have the water storage capacity to meet current and future demand for the next 20 years. Lily Lake has about 32 acres of water storage that can supply an estimated 550 gallons per minute (gpm) capacity or a total daily volume of 792,000 gallons (Joseph Mulligan and Associates, based on a mass balance calculation). This volume is able to meet the demand in the winter and is supplemented during peak demand in the summer by water from Piedad Spring, which is estimated to regularly produce 70 gpm. Crystal Cathedral can supply another xxx gpm to the system when it is connected.

Water usage in Haines peaked in the late 1990's. Since then a series of improvements to repair system leaks has dramatically reduced water usage. Between 2005 and 2010, the average monthly water demand was 242,000 gallons/day.

The highest summer monthly peak was 362,000 gallons per day (July 2008) and the lowest winter monthly use was 161,000 gallons/day (Dec 2009). Average summer (Jun-Sept) monthly water use during this five-year period was 286,000 gallons/day and in winter (Oct-May) was 220,000 gpd. Higher summer flows are most likely due to the increased water demand from summer travelers, additional water use in Haines for watering yards, washing cars and from supplying cruise ships with water. In 2010, water sales to cruise ships totaled just over 3 million gallons and generated \$12,260 in revenue for the borough.

Chart X- Average Water Use in Haines (1991-2010)



There are approximately 534 residential customers and 168 commercial users of water in Haines Borough (June 2011). The 2010 census lists 1,713 population in the Haines townsite. At 286,000 gallons per day (the recent five year summer average rate) this yields about 170 gallons per capita per day water use. This is comparable to the national 'rule of thumb' of about 150 gallons epr person per day (Carson Dorn).

The Haines Comprehensive Plan assumes an average annual growth rate over the next 20 years of 0.85% (see Table 1-1). Applying this to Haines Borough's 2010 population of 2,508 yields a projected additional 463 people living here by the year 2030. If these additional residents were all on public water, the demand would increase by an average of 77,000 gallons per day. This would bring the average use up to 363,000 gallons per day. The plant, at 400 gpm or 576,000 gallons per day effective capacity, should be able to handle this demand. Likewise, the Mulligan study (previously cited) estimates Lily Lake capacity at 792,000 gallons per day, so the water treatment facility, if consistently maintained and kept in good repair, should be adequate to meet the community's needs for the next 20 years.

The intake for Lily Lake is located about 50 ft from shore in about 16 ft of water. During high summer demand periods it has been reported that the lake level has dropped as much as 3 ft. It is important that the Borough monitor water levels in Lily Lake during the summer to ensure no critical water shortages occur.

Logical future extension of water mains (and higher density residential growth) could occur in six areas **(Please refer to Utility map, and see townside section of Future Growth).**

- 1
- 2
- 3
- 4
- 5
- 6

These areas are designated for residential development on the Future Growth Maps.

10.2.2 Drinking Water Protection Zones

In 2010, a Drinking Water Source Water Protection Plan was prepared for Haines by Alaska Rural Water Association, with the assistance of a local committee. The ratings of susceptibility to contamination for Haines' drinking water sources are Lily Lake (very high), Piedad Springs (medium), and Crystal Cathedral system (medium). Most surface water sources are rated high or very high. Current zoning in the Crystal Cathedral well site is both heavy industrial and rural mixed use, Piedad Springs zoning is rural mixed use and rural residential, and Lily Lake is zoned Recreational and is within the Chilkat State Park. The 3.5 mile Mud Bay spring is in a residential area. The Future Growth Maps designate all Zone A and B drinking water protection zones as Park, Recreation or Open Space. Activity that could negatively impact drinking water quality in

community drinking source areas should be monitored and regulated. Note: I think ADEC data shows Mud Bay 3.5 mile spring in wrong location, need to fix/talk to them.

10.3 Wastewater (Sewer and Stormwater)

Like the water system, underground pipes to gather wastewater in Haines were first installed in the early 1950's and expanded over time. In 1995, the downtown area was completely upgraded with new sewers and manholes. The current system (Figure x-x) serves most of the townsite and is not as extensive as the water system. Major improvements since the 1990's include installation of nearly 7,000 lineal feet of new sewer mains in the downtown business district, a new buried outfall line was constructed from the wastewater treatment plant to the marine outfall line on Beach Road, and the damaged marine outfall diffuser was replaced in xxxx. In xxxx, the wastewater treatment plant received new waste sludge blowers, rotary drum influent screens, a belt filter press for dewatering sludge, and new influent pumps in xxxx. Recently, the Beach Road pump station force main was extended which fixed a sewage overflow problem and provided additional capacity in the sewer line along the Haines Cut-Off Highway for future flows from the Mud Bay Road area.

The Haines Borough Wastewater Treatment Plant is located on Borough land on Fair Drive off Haines Highway near the Southeast Alaska Fairgrounds. It uses an activated sludge process to provide primary treatment. The plant has a permitted capacity of 1.9 million gallons/day (MGD) as a monthly average and a daily maximum of 2.9 MGD. Actual plant capacity is based on individual components and the limiting factor is the clarifier, which has an average capacity of about 615,000 gallons/day with a peak flow of about 925,000 gallons/day. (review these numbers again with Carson Dorn to verify.) Treated effluent is discharged just south of the small boat harbor in an outfall that extends to -80 feet below MLLW.

Peak loading on the Wastewater Treatment plant occurred in November 1999 at 1.32 MGD, about 45% of the permitted peak day flow. Monthly average wastewater treatment flows for the years 1994 through 2002 show that monthly averages have all been less than 0.7 MGD or less than 37% of the permitted monthly average flow. During typical operations current plant flows are not approaching the permitted plant flows. However, during peak flow (when rainstorms occur in the winter and the ground is frozen so surface water infiltrates the system) wastewater can be diverted into empty storage chambers and then processed when the peak flow has passed. Need updated volumes.

Additional wastewater lines were recently acquired from Crystal Cathedral Water and Sewer Systems to serve the western portions of the urban area and are connected to the Borough's sewer system.

The Haines Wastewater Treatment Plant has been granted a waiver of the requirements for secondary treatment by the US Environmental Protection Agency (EPA) and the State of Alaska Department of Environmental Conservation (ADEC) under Section 301 (h) of the Clean Water

Act. This means that instead of operating a secondary type wastewater treatment plant that uses biological processes to treat municipal wastewater, Haines has been authorized to operate a primary wastewater treatment plant that uses a gravity settling chamber (clarifier) for removal of solids (total suspended solids, TSS) and organic matter (biological oxygen demand, BOD)²⁰. The main advantage of primary treatment plants is that they typically cost less to operate and generate fewer solids for disposal. Haines, Anchorage, Skagway, Ketchikan, Petersburg, Sitka and Wrangell have also been granted waivers of the requirement for secondary treatment.

The Treatment Plant is in compliance with EPA and ADEC permit conditions. In June 2010, an EPA inspection noted five deficiencies (the three regarding parts were already known with replacement parts ordered) including a broken clarifier part (now fixed), one non-functioning rotary screen (now replaced), a broken flow chart recorder (now fixed), and two changes that were needed to the plant's QA/QC plan and procedures (changes have been made). Occasional violations of wastewater effluent limits are not unusual due the dynamic nature of wastewater influent characteristics. State and Federal regulators are aware of the variability in the effluent of wastewater treatment plants and typically are not concerned with an occasional violation. It is only when there is a consistent pattern of repeat violations that enforcement action is taken.

In the early 2000's, the Borough Assembly studied and was considering upgrade of the wastewater treatment plant to a system using biological degradation instead of chemical or other mechanical treatments. This full biological tertiary treatment system would eliminate the need for regulatory waivers and its solar aquatics system could potentially have created a large greenhouse. At the time it was felt that it might offer direct and indirect potential revenue sources to offset the cost of operation as well as benefiting the environment. However, studies showed that two additional full employees would have been needed to run the plant and sewer rates would need to approximately double to meet the costs, so the idea was not pursued further.

The Haines Wastewater Plant operator periodically studies the costs to upgrade to a higher level of treatment and look for grant opportunities. The last review estimated \$12 to \$30 million to build a higher level facility (citation).

10.3.1.1 Wastewater Treatment Plant Recommendations

If the Waste Water Facility building and equipment are well maintained there is enough capacity to handle reasonably expected demand for the next 20 years.

²⁰ Secondary treatment of wastewater usually results in an effluent with less than 30 mg/l of TSS and BOD. The permitted effluent levels for the Haines primary plant are 260 mg/l for BOD during May through September and 140 mg/l for BOD the remainder of the year. The permitted level for TSS is 140 mg/l for the entire year. In addition, 30% of the influent BOD and TSS must be removed regardless of the effluent concentration.

The 2010 census lists 1,713 townsite residents. At an average clarifier capacity of 615,000 gallons/day, this yields 359 gallons per capita per day . This is significantly higher than the general rule of thumb of 125 gallons per person per day for a water water facility like Haines. Again, need to obtain and verify recent numbers; these projections may change as a result. Future expansion of the sewer system to new areas that would allow an additional 463 residents to be served would at this rate add an average of 166,226 more gallons per day. This would bring the total to 781,226 gallons per day for treatment, well within the levels for which the plant is permitted to operate.

Needed wastewater projects are:

- Highland Estates sewer system installation
- Extend wastewater collection to the Port Chilkoot Dock to allow acceptance of wastewater from cruise ships was this accomplished?
- Additional manholes installed at Crystal Cathedral system
- Logical future extension of wastewater mains (and higher density residential growth) could occur in six areas (Please refer to Utility map, and see townside section of Future Growth).
 - 1
 - 2
 - 3
 - 4
 - 5
 - 6
- These areas are designated for residential development on the Future Growth Maps.
- Update the water sewer master plan; determine the useful plant life for both the facility and equipment.
- Aggressive maintenance at the waste water treatment plant facility and equipment.
- Monitoring of plant influent and effluent should be continued as required by the wastewater discharge permit. Particular attention should be paid to the percent removals of BOD and TSS as these are the two parameters that will show if the capacity of the clarifier is being reached.

Residents outside the townsite provide their own sewage and waste water disposal systems using outhouses, septic tanks with drain fields, composting toilets and on-surface wasting. The ADEC has regulations and some monitoring capabilities in this area of concern for public health, though funding cutbacks have effected enforcement.

Stormwater Still working on this section

Several storm drain systems exist within the townsite, including the Second Avenue to Main Street system that drains into Portage Cove on the east side, and a major culvert located at the State DOT&PF maintenance yard on the west. The Fort Seward system also drains into Portage

Cove, and the Mission Field system drains into a major ditch and culvert system, which empties into Portage Cove. The remainder of the community is drained by natural streams, drainage ditches and culverts. During spring snow melt and heavy fall season rains, the water table rises and areas of standing water occur because existing culverts are inadequate to handle the higher flows – especially when icing and silting of the culverts occurs.

Need to add information about Takshanuk/Borough/ADOT&PF culvert upgrade program.

UPDATE- get results of recent Memo from state to Borough.

The Borough Flood and Hazard map identifies problem and hazard areas, storm drain systems, ditches, culverts and major drainage routes in the townsite. The Sawmill Creek Habitat Quality and Land Use map, prepared by the Alaska Department of Fish and Game in 1998, clearly illustrates problem areas and habitat condition within the watershed.

1. Is there a map of the storm water collection system in Haines ? **Yes.**
2. Is storm water and sewage comingled, or separated? **Separate.**
However, infiltration of storm water into the sewer system from manhole covers is still a problem.
3. Have the outfall locations for storm water flow system ever been mapped? **Yes.**
4. Do any go through oil/water separators; if so where and whose job is it to maintain them? **One oil/water separator was installed in May 2011 at the PC Dock. It will be the job of Public Works Department to maintain.**

10.4 Solid Waste

Solid waste services in Haines are in flux as this plan goes to print and signs are mounting that the current system is not sustainable. In the last year a 10-year contract with Haines Borough for waste collection services has expired and not been renewed, managers have changed at the landfill, garbage collection rates have increased twice with an increasing burden falling on commercial and institutional users, the landfill stopped accepting the community's sludge and operating its composter in late 2011 (though this will reportedly be remedied within 2-3 months), competing offers for solid waste collection services are being proposed, illegal dumping is reported to have increased, there is no system for removing junk cars, and significant Haines Police and State Trooper time is taken up responding to calls when bears get into trash.

As noted in this chapter's introduction there are advantages and challenges to public ownership of utilities. The fact that Haines Borough does not own its solid waste collection or disposal services means that it cannot on its own establish terms to protect the public interest. The Haines Borough Charter allows exercise of this power on an areawide basis. While private sector competition is the basis for our economic system, three local for-profit and not-for-profit businesses are competing for a slice of the relatively small Haines' solid waste pie. Some operators suggest that consolidation may be necessary in order for any one business to make

enough revenue to offer cost-competitive services and the innovative and eco-friendly options that resident's desire. Or, perhaps the 'pie' can be expanded to support multiple businesses by making trash collection mandatory. These and other decisions are being weighed now. Even though the Haines Borough does not own its solid waste collection and disposal services, it must take a strong role in working to ensure these services remain available to Borough residents at a reasonable cost.

Solid waste assets, operations and players are now described.

The community's land fill is owned and run by Community Waste Solutions (CWS), a private company. The approximately 45-acre site was originally selected with municipal involvement some 25 years ago. There is 25+ years of life remaining at the site. The current owners have been running the operation for about 10 years, and the facility just renewed its five year permit from ADEC. The facility is in full compliance with all water, soil and other environmental regulations.

Solid waste collected or dropped off at CWS is sorted into organics (e.g. food waste), inerts (e.g. paper, building materials) and recyclables. They typically take plastics and cardboard are taken to Friends of Recycling. In the early 2000's, CWS invested in a composting system. When it is online, organic material is sent through a grinder and shredder and then into a tumbler where it is mixed with the community's dewatered sludge. Next it goes into containers that are hooked to an air flow system and computer monitored for at least two weeks while it "cooks" at temperatures over 131^oF for at least three days and at over 104^oF for two weeks. After that it is mixed with sand, sawdust and compost that meet EPA's 503 (bio solid). About 80 yards of compost per week can be created. CWS uses this as ground cover for the landfill and hopes to reinstitute its program of making compost available for sale to the general public. For a variety of reasons the composter is not in use at this time, but all equipment is reportedly in full operating condition. CWS also composts dog waste from the sled dog tourist operations on glaciers out of Skagway and collects and bring Skagway's large inert materials to Haines for landfilling.

CWS holds a contract (recently expired) to collect solid waste in Haines. They provide once per week garbage pick-up service from town out to mile 4 Haines Highway, along Mud Bay /Small Tracts out to the Chilkat State Campground, and out Lutak to the State campground there. Grocery stores and some summer restaurants get more frequent pick-up service. Trash pickup is optional in Haines. Trash that is not picked up is either self-hauled (CWS estimates that about 70% of its customers are self-haul), burned or buried at individual homes, or, unfortunately, taken "out the road" and dumped. It is expensive to provide weekly pick-up, and more customers are needed to provide this service, particularly in the more remote routes along Mud Bay and Small Tracts and out Lutak. This would make the operation and gasoline used per volume of trash collected more efficient. The theory is that if more people used the service fees could be distributed farther and rates for collection reduced. Recently, the opposite has

happened, rates have increased twice resulting in commercial businesses, institutions and some residents bearing the brunt of these costs.

In addition to CWS, Acme Transfer, a private business, began accepting solid waste in the mid-2000's for disposal three days a week. Acme Transfer is located adjacent to its sister business, Big Foot Auto, and sits on an approximate 3 acre parcel of land at the intersection of Haines Highway and Sawmill Creek Rd. Acme Transfer either recycles or ships out solid waste it collects. Acme Transfer has expressed interest in offering garbage collection services in Haines.

Haines Friends of Recycling, a non-profit membership organization founded in 1998, has a Recycling Center at Mile 2.5 on Small Tracts Road. There are approximately 200 households, businesses, and organizations that are members, and recycling in Haines is free. The organization's work is funded through memberships, grants, and sale of recyclable materials. A major sponsor is Alaska Marine Lines who provides free back-hauling to Seattle, which essentially makes larger scale recycling in Haines possible. Recyclables are brought to the Center or, to the Home Building downtown during the summer. The Recycle Center collects aluminum beverage cans, paper, cardboard, tin cans (rinsed with paper removed), plastics, copper and when open, brass, fluorescent tubes and electronics (for a fee).

Hazardous waste collection in Haines occurs yearly, sponsored by Haines Borough and others (in 2011 it was Southeast Conference).

Currently no one in Haines is recycling glass; it is being stockpiled and buried at the landfill. Glass is heavy so shipping is expensive. In Juneau, glass is crushed with a D-8 and used at the landfill for internal road building. Good news in this regard is that as this plan goes to print the Alaska Department of Transportation and Public Facilities has prepared a specification, now being reviewed internally, that would allow a certain percentage of glass cutlet (coarsely crushed recycled glass, even with labels on) to be used in the base coarse and embankments (below the asphalt hot mix) for road construction throughout Alaska.

10.4.1 Issues and Opportunities

Bears. Both Haines Police and State Troopers spend too much time dealing with bear related calls. Storage of trash in bear proof containers would reduce this need. Alaska DNR at State Parks and the Haines Borough have started to lead the way in this regard by installing bear proof trash cans at parks and new facilities (e.g. State campgrounds, cruise ship dock, waterfront park, Tlingit Park, etc.). Challenges for businesses and other institutions are that traditional bear proof commercial receptacles can have lids that are quite heavy to open (and loud when banged shut); and the metal lids and clasps can be expensive. Will each commercial business or residence, the Borough, Community Waste Solutions, or some combination of these parties bear the cost of installing new containers? A public education campaign on bear proofing garbage storage, alone or in combination with municipal ordinance requiring bear proof containers, should be initiated. Part of ordinance development should include identifying

the costs and options for accomplishing bear-proofing (for example, rather than heavy metal containers a business in Juneau is now renting heavy duty plastic tipper carts with metal clasps that are bear proof, see picture at right).

BioFuel. Skagway has a biofuels operation that takes fryer oil from its many restaurants and similar materials and converts it to fuel that is combined with diesel and used to heat its public works facility. Haines does not have the same volume of fryer oil, but is currently simply stockpiling it in a dry place at this time. It should consider 'back haul' of this oil to Skagway on the trucks it ships there to pick up inerts.

Co-Location. In the long term it would benefit the community if all solid waste collection services and organizations were located in one place, saving both businesses and residents gasoline, driving time, and creating more operational efficiencies.

Illegal Dumping. There is a growing problem of individuals dumping their solid waste, especially large objects, illegally rather than paying fees for proper disposal.

Metal, Junk Vehicles. Steel, metal and junk cars are stockpiled and stored at the landfill. However, there is no organized service or business that barges them south (or sends them north by truck) for proper disposal. Service is random and infrequent (less than once a year).

Marketing/Visibility. The solid waste handling and businesses and operations in Haines are progressive and forward thinking. There is advanced composting and extensive recycling services available and a landfill in regulatory compliance with room for expansion. Yet, information about services available and even business locations is not well known. "Telling the Story" better would result in community and business pride and likely lead to more customers.

10.5 Communications

There are three main options for internet service in Haines:

1. Alaska Power and Telephone (AP&T) offers Digital Subscriber Line (DSL) service to anyone who has access to a land telephone line. AP&T offers the highest speed of internet and the largest amount of data with its packages. This is a good option for someone who uses a computer often and needs to be able to surf the web quickly.
2. Starband or HughesNet offer internet via satellite. HughesNet satellite internet offers the least expensive basic internet service and would be a good option for a person who needs occasional access to the internet. Starband and HughesNet are also a good option for people who don't have access to phone lines.
3. Data packages available from ACS or AT&T for a smart phone or a computer with a data card. ACS and AT&T offer data plans that are relatively expensive, and , because Haines

does not yet have very fast internet coverage from these cell phone providers, these internet options are generally not an adequate as a primary internet source.

Costs, internet speeds and areas of coverage change quickly in the communications world; keep this in mind when reviewing the following information.

AP&T’s DSL service, which uses fiber optic cable, currently ends at 7 mile on the Haines Highway and extends to _____ along Mud Bay Road and to _____ along the Lutak Highway. Fast internet is available where fiber optic cable exists. This is important to everyone these days, but especially to the many Haines businesses and households that supplement their income through internet based commerce. Eleven percent of Haines households say someone in their household has a business selling products or services online (2011 Community Opinion Survey).

From 7 mile to the border the highest internet service AP&T provides is dial-up at 512K. New fiber optic lines were installed around the village of Klukwan near 23 mile on the Haines Highway in _____ so it now has DSL access with speeds of up to 1Mb via AP&T. There are plans to install fiber optic cable from 7 mile to the border of Canada along the Haines Highway by _____. The following table shows the current cost and speeds of AP&T internet packages in Haines.

| AP&T | | | | | | |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Download Speeds | 64K | 256K | 512K | 1Mb | 4Mb | 8Mb |
| Upload Speeds | 64K | 256K | 512K | 1Mb | 1Mb | 1Mb |
| Included Usage (monthly) | 2GB | 10GB | 20GB | 30GB | 40GB | 80GB |
| Monthly Rate | \$29.95 | \$49.95 | \$59.95 | \$79.95 | \$99.95 | \$159.95 |

Starband and HughesNet both offer broadband satellite internet service throughout Alaska. A satellite dish and modem must be installed, and there must be a clear line of sight (no trees) to the satellite for these systems to work. The following tables shows the current cost and speeds of their internet packages.

| HughesNet | | | |
|------------------------|---|---------|---------|
| Download Speeds | 1Mb | 1.5Mb | 2Mb |
| Upload Speeds | 200K | 250K | 300K |
| Included Usage (Daily) | 250 MB | 350MB | 450MB |
| Monthly Rate | \$49.99 (39.99 for 3 months after mail in rebate) | \$69.99 | \$99.99 |

| Starband | | | |
|-----------------|---------|---------|---------|
| Download Speeds | 512K | 1Mb | 1.5Mb |
| Upload Speeds | 100K | 125K | 256K |
| Monthly Rates | \$49.99 | \$69.99 | \$99.99 |

ACS and AT&T are the two cell phone providers in Haines. They both offer a variety of data plans that can be used with either a smart phone or a data card. Data service can be accessed in any area that has cell phone service. The download speed depends on the coverage of the area. The following tables include the current cost and data amount of these internet packages.

| ACS | |
|------|--------------|
| Data | Monthly Rate |
| 2GB | \$24.99 |
| 5GB | \$29.99 |
| 10GB | \$59.99 |
| 20GB | \$99.99 |

| AT&T | |
|--------|--------------|
| Data | Monthly Rate |
| 200 MB | \$15 |
| 2GB | \$25 |
| 4GB | \$45 |

(These numbers are just for smart phones)

Cell phone service in Haines is available from ACS and AT&T. ACS offers less expensive cell phone service in both Alaska and throughout the nation. AT&T has a plan that includes Canada and would be a better option for someone who makes many calls into Canada. Although both providers offer service in the majority of Haines, there are areas to which each provider offers better coverage. ACS offers service along most of the Haines Highway, including in Klukwan, while AT&T's service ends a few miles north of the Airport along the Haines Highway. AT&T offers better service along the Chilkat Peninsula, including service to a portion of Mud Bay, while ACS does not. AT&T also offers service along the Lutak Highway north to Chilkoot Lake while the ACS service ends slightly south of the Ferry Terminal on Lutak Highway.

AT&T offers nationwide cell phone plans with the option of including service in Canada with no long distance or roaming charge. Radio Shack sells AT&T phones in Haines and activates their service. The following table includes the size and cost of AT&T's cell phone plans. There are also family and prepaid plans available.

| Nationwide Plans | | Nationwide Plans with Canada | |
|------------------|---------------|------------------------------|---------------|
| Minutes | Monthly Costs | Minutes | Monthly Costs |
| 450 | \$39.99 | 450 | \$59.99 |
| 900 | \$59.99 | 900 | \$79.99 |
| Unlimited | \$69.99 | 1350 | \$99.99 |
| | | 2000 | \$119.99 |
| | | 4000 | \$169.99 |
| | | 6000 | \$219.99 |

ACS offers statewide coverage and has additional charges for calls made outside of Alaska. AP&T sells ACS phones and activates their cell phone service. The following table includes the size and cost of the ACS cell phone plans. There is also the option of purchasing a family or prepaid plan.

| Alaska Plans | | Nationwide Plans | |
|--------------|---------------|------------------|---------------|
| Minutes | Monthly Costs | Minutes | Monthly Costs |
| 200 | 19.99 | 250 | \$24.99 |
| 400 | 24.99 | 500 | \$34.99 |
| 800 | 34.99 | 700 | \$44.99 |
| 1200 | 44.99 | 900 | \$54.99 |
| Unlimited | 54.99 | Unlimited | \$64.99 |

AT&T coverage map - <http://www.wireless.att.com/coverageviewer/?wtSlotClick=1-006XQI-0-5>
 ACS coverage map - <http://www.alaskacommunications.com/Online-Care/Service-Coverage.aspx>

10.6 Power

Electric power in Haines Borough is supplied by Alaska Power and Telephone Company (AP&T), Inside Passage Electric Cooperative (IPEC). In addition, some homeowners have personal use wood, solar, wind or diesel electrical generation systems.

AP&T provides electricity through a transmission system out to Mile 10 Haines Highway, throughout the Chilkat Peninsula along the road system, and along Lutak Inlet to the last house at the end of the road. AP&T has four hydro-power projects in Upper Lynn Canal that supply approximately up to 8.1 megawatts (MW) of energy to Haines and Skagway via a 15-mile underwater intertie between the communities. Three facilities are located in the Municipality of Skagway and include Goat Lake Hydro (4 MW), Dewey Lakes Hydro (run of river - 0.9 MW, built is about 1900), and Kasidaya Creek Hydro (run of river - 3MW). One facility is in Haines Borough, Lutak Hydro (run of river - 0.25 MW). At times AP&T also purchases excess hydro-based power from Southern Energy’s 10 Mile hydro facility. AP&T’s back-up diesel generators are located on Dalton Street between 2nd and 3rd Avenues. The Upper Lynn Canal system’s annual generation is almost 99% renewable hydro-power.

AP&T purchased Haines Light and Power Company in 1996. In September 1998, a 17-mile 35kV 3-phase submarine cable was laid in Taiya Inlet, a fjord with depths up to 1,500 feet, connecting Haines and Skagway. The submarine cable allowed diesel-powered generators at both the Haines and Skagway plants to be quiet for the first time in nearly 80 years. The intertie also

created a number of potential business opportunities in fiber optic, cable, long distance telephone service.

AP&T is an investor and employee owned company that provides power and communications in Southeast and Interior 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.

IPEC provides electrical service in Haines Borough beyond 10-Mile Haines Highway to the Canadian border, along Mosquito Lake Road, across the Porcupine Bridge to Covenant Life, and also to the village of Klukwan. IPEC purchased Southern Energy’s hydroelectric facility (\$1.26 million) which is a run of river facility that can generate 0.6 MW during summer months. IPEC also provides power by purchasing it from AP&T.

IPEC is a non-profit, independent electric utility owned by the 1,286 members it serves including Chilkat Valley (238 services), Klukwan (60 services), Hoonah (459 services), Kake (290 services) and Angoon (239 services). IPEC is governed by a Board of Directors elected from its membership who set policies and procedures that are implemented by cooperative staff. IPEC is working hard to meet its goal to become diesel independent by 2015.

| Table 10-1 Number of Customers in Haines Borough, early summer 2011 | | | | | |
|--|--------------------|-------------------|------------------------------|-----------------------------|------------------|
| | Residential | Commercial | Government Facilities | Community Facilities | Wholesale |
| AP&T | 1,065 | 342 | 22 | 27 | 1 |
| IPEC | 204 | 34 | | | |

Sources: personal communication s with D. Gonce AP&T; P. Bibb, IPEC

The current peak demand for electricity in Haines (AP&T only) occurred in February 2011 at approximately 2.7 MW; the current low demand is about 1200 kW which occurred in last summer of 2010. Peak demand in Haines typically occurs in the winter when the weather is cold and it is dark outside. By contrast, peak demand in Skagway typically occurs in the summer as the tourist-oriented businesses are all open and population more than doubles. This is one reason why shared electrical generation and use is complementary between these communities. These patterns of energy consumption can be seen on Table 10.2.

The biggest users of electric power in Haines are the Haines School District, and Howser’s and Olerud’s supermarkets (freezer use). The biggest commercial users in Skagway are the Skagway Ore Terminal, White Pass and Yukon Route Railroad, the Skagway School, and the U.S. Customs Border Station. **Shouldn’t water/wastewater plant be in here?**

| Table 10-2 Electrical Consumers Upper Lynn Canal (AP&T) | | | | |
|--|--------------------|-------------------|-------------------|------------------|
| | Residential | Commercial | Government | Wholesale |
| Customers | | | | |
| Skagway | 52.6% | 40.0% | 7.4% | |
| Haines | 73.1% | 23.5% | 3.4% | 0.1% |
| | | | | |
| Summer load use (kWh) (June 2011) | | | | |
| Skagway | 18.9% | 68.5% | 12.7% | |
| Haines | 41.7% | 41.2% | 16.9% | 0.2% |
| | | | | |
| Winter load use (kWh) (January 2011) | | | | |
| Skagway | 35.8% | 40.1% | 24.1% | |
| Haines | 42.8% | 30.4% | 16.4% | 10.4% |
| <i>Source: D. Gonce, AP&T</i> | | | | |

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.

| Power Rates in Haines Borough, early summer 2011 (exclusive of monthly charges) | | | | | |
|---|--|--|---|---|---|
| | Residential (per kWh) | Small Commercial (1 st 500 kWh) | Large Commercial <ul style="list-style-type: none"> IPEC- 1st 500 kWh AP&T (A2) - use >7500 kWh/mon for 3 mon | Large Commercial <ul style="list-style-type: none"> IPEC - interruptible 1st 60,000 kWh AP&T (A3)- use >7500 kWh/mon for 3 mon &>250,000 kWh for past 12 mon | Large Community Facility (1 st 1500 kWh) |
| AP&T (Hns & Skg) | \$0.2281 (less PCE of \$0.0693 = \$0.1588) | \$0.2281 | \$0.2258 w demand charge of \$6.92/kwh | \$0.2182 | Appropriate Preceding rate (less PCE of \$0.0693) |
| Base charge | \$12.36 | \$84.52 | \$140.86 | | Appropriate Preceding charge |
| IPEC (SE AK) | \$0.5826 (less PCE of \$0.3810 = \$0.2016) | \$0.6040 | \$0.5363 w demand charge of \$12.30/kwh | \$0.3839 | \$0.5363 (less PCE of \$0.3810) |
| Base charge | \$10 | \$15 | \$50 | \$160 | \$50 |
| AEL&P (Juneau, to compare) | Nov-May: \$0.1156 Jun-Oct: \$0.0950 | Nov-May: \$0.1120 Jun-Oct: \$0.0890 | Nov-May: \$0.0592 w demand charge of \$13.84/kWh Jun-Oct: \$0.0554 w demand charge of \$8.82/kWh | | |
| Base charge | \$8.88 | \$18.80 | \$13.84/\$8.82 | | |
| Sources: AEL&P and IPEC Rate Sheets, p. communication w AP&T Carol Goodman | | | | | |

10.6.1 Concerns, Needs and Issues

Energy Conservation

Being energy efficient means doing the same amount of work while using less energy. For example, an energy efficient washing machine provides the same service, laundry, but at a lower rate of energy consumption. Similarly, a well-insulated house is more energy efficient because less heat escapes and therefore less heat needs to be used to maintain a comfortable living environment. Energy efficiency is simply about getting more service out of the same amount of energy.

Conservation and efficiency increases are the easiest way to reduce energy use and cost. Continued uncertainty surrounding oil prices and supply make decreasing the community's energy use and dependence on fossil fuels especially important. By conserving energy, using sustainable transportation, constructing buildings that use less energy, recycling and eating more local foods Haines will become a more self-sufficient community. In addition, money will be kept in the local economy and energy costs for local government, businesses and residents can be reduced.

Haines benefits from clean hydropower for electricity generation that has limited greenhouse gas emissions. The challenge is to use this clean energy wisely in order to stretch the hydroelectric capacity as far as possible and limit the need to use back-up diesel generators. Diesel generators, used in times of low water and for emergencies, cost more, and emit greater greenhouse gas. Haines's electricity is particularly limited in the winter, and as customers switch to electricity (from oil) and as electrical demand increases over time, it becomes even more important to reduce energy use in our homes, offices, schools and where we recreate through increased energy conservation and efficiency.

Several studies demonstrate that the implementation of strategies to conserve energy use, such as increasing public transit, weatherizing homes, and increasing energy efficiency by improving heating systems and installing energy efficiency appliances, have a positive impact on local economies. Making appliances and buildings more energy efficient has saved California businesses and residents an estimated \$56 billion over the past 30 years and the California Energy Commission projects an additional \$23 billion will be saved by 2013 (California Green Innovation Index, 2008). Expanded public transit and updated land use policies have resulted in 20% fewer miles traveled a day in the Portland metro region, saving the area \$2.6 billion a year (Portland's Green Dividend, 2007).

Local government can lead the way in providing examples of energy conservation and energy efficiency.

Future Energy

AP&T's total generating capacity for Upper Lynn Canal is just over 8 MW. The current demand peaks at about 5 MW. Haines is seemingly well-positioned now to support its electrical demand; however, Goat Lake is the only hydro facility that operates in the winter because the other run-of-river projects freeze up. This limits electric generating capacity to 4MW in the winter. In a low rainfall year, or if energy demand increases, this leaves Upper Lynn Canal vulnerable to higher priced and more greenhouse gas emitting diesel fuel. With the high price of metals it looks fairly certain that new mines in the Yukon will be opening or increasing production and shipping ore through Skagway increasing energy demand year round. Also, connecting cruise ships to shore based hydroelectric power is desirable to reduce air pollution and greenhouse gas emissions (this is a greater issue for Skagway than Haines). While better energy conservation and efficiency is critical, over time another source of renewable energy-

particularly one that can produce year round – will be needed for future residential, commercial and industrial use in Haines and the Upper Lynn Canal region.

To address future demand AP&T is currently studying Connelly Lake, Schubee Lake, and West Creek as possible hydropower sources for the Upper Lynn Canal. It is also supporting an electrical intertie not only within Southeast Alaska, but also to Whitehorse.

Connelly Lake in the Haines Borough has been studied since the 1970's and consistently identified as one of the region's best available future sources of hydro energy. Connelly Lake is located up the Chilkoot River approximately 15 miles northeast of Haines, at 2280 feet elevation. AP&T has applied for a preliminary permit with the Federal Energy Regulatory Commission to develop and submit a license application. The project is defined to date as a 100 foot wide and 50 foot high rockfill dam, creating a 4700 acre-feet lake storage, an approximately 6000 foot penstock, and a powerhouse with capacity to generate 10-12 MW of year-round electrical power. There would be a 14-15 mile long 34.5 kV transmission line to connect to an existing power line. For FY 12 AP&T received \$468,000 from the Legislature through Alaska Energy Authority to begin work on project design and permitting. Given the significant amount of past work, this project is about five years closer to completion than any other proposal. In response to past studies, 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.

AP&T is also investigating Schubee Lake on the east side of Taiya Inlet, located within the Municipality of Skagway, as a potential hydroelectric source. Citizens of Haines first suggested this as an alternative and subsequent aerial investigation showed that this glacial fed lake was significantly larger than when mapped a decade ago. AP&T received \$86,000 in FY 12 to conduct water flow studies and determine whether this is a feasible source and the approximate energy, it could generate. The goal is to determine the lake depth and storage capacity and whether it is a sustainable resource as the glacier that feeds it continues shrink. Schubee Lake is located on Tongass National Forest land and would be subject to FERC licensing, it appears to have a higher relative cost with less energy output than a Connelly Lake Project does and would require an additional submarine cable. AP&T intends to study Schubee in two phases. If Schubee is feasible, water from it could be diverted to AP&T's Kasidaya power station.

West Creek near Dyea in Skagway is also under consideration as a future hydropower source. A project on West Creek would have a sizeable dam and a seasonal capacity estimated in excess of 25MW.

Walker Lake, about 3 miles west of Covenant Life community in Chilkat Valley, is another potential future hydroelectric source. Walker Lake could seasonally generate slightly over 1.2 MW.

GeoHazards

A warming climate is driving rapid retreat rates for many glaciers in Southeast Alaska. In 2007 a geohazard survey of glacial lakes in the Municipality of Skagway looked at Goat Lake. It is not clear whether debris covers ice or bedrock at the southern end of Goat Lake basin. 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 was repaired.

10.7 Implementation Plan

Sheinberg needs to edit, format

Drinking Water

1. Provide a sufficient supply of high quality water to serve domestic, commercial, industrial and fire protection needs.
2. Monitor and protect the community's drinking water quality. Relocate potential contamination sources as opportunities arise. Develop a wellhead protection program for Crystal Cathedral.
3. ?? Base utility rates on an equitable and true assessment of the costs to operate, maintain, and contribute to an equipment replacement fund.
4. Plan and budget for routine and unexpected equipment needs.

Action: Maintain an adequately funded equipment reserve account for both planned and unexpected equipment needs. (HB)

1. Identify locations of onsite septic systems and distribute information on proper maintenance.
2. Provide education on uses of chemicals and fertilizers, as well as site drainage to landowners within Crystal Cathedral wellhead area.
3. Amend zoning code to add provide for well buffers in Crystal Cathedral area.

4. Encourage voluntary close out of unused or abandoned wells in Crystal Cathedral area.
5. At roadside springs at 3.5 mile Mud Bay, identify and contact up gradient landowners to assure water quality is protected from future activities. Work with state agencies and AMHT. Install signage at seeps similar to State Parks signage cautioning public on safety of water.
6. Provide public education on protecting water source and conservation by preparing a pamphlet to distribute with utility billings, school outreach, news articles etc.
7. Address contamination threat from Piedad intake to chlorination by replacing existing hand-dug line from 1950's.
8. Potential for insufficient revenues to provide drinking water. Perform Rate Study of utility fees and adjust fees as needed based on results.
9. Ensure ample spare parts for critical components at water treatment facility.
10. Schedule and install back-up generators at all water treatment facilities.
11. On borough infrastructure, install backflow devices as risk warrants and as feasible, for private customers.
12. Rezone or implement land use controls to protect Piedad water source.
13. Determine if additional watershed protections are needed at Lily Lake.
14. Provide education in proper construction, maintenance and spill containment from fuel storage tanks. Distribute pamphlets to public, PSAs and articles, provide assistance in identifying grants.
15. Begin schedule to replace or repair above ground fuel storage tanks with spill containment at borough facilities.
16. Review borough-city codes for requiring spill containment on new or remodel construction, especially in avalanche areas.

Sewer and Stormwater

17. Identify locations of onsite septic systems and distribute information on proper maintenance.
18. Plan and budget now to

- Shortterm improvements to wastewater system:
 - Longterm improvement to wastewater system:
19. Maintain and operate the wastewater treatment plant in a manner that complies with current federal and state regulations.
 20. Install the best and most-environmentally sound technology the community can afford.
 21. Maintain the storm water collection and disposal system so that it does not pollute 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.
 22. 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.

Solid Waste

1. Continue to provide safe and environmentally sound solid and hazardous waste disposal that does not adversely impact air, land and water quality.
2. Develop a municipal bio-fuel generation program for waste fryer and similar oil, either onsite or shipping waste fryer oil to Skagway.
3. 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.
4. Actively engage in oversight of solid waste management to ensure these services remain available to Borough residents at a reasonable cost.
5. Consider competing to host a municipal solid waste center for Southeast or northern southeast Alaska. Haines has the land and less rain than other parts of Southeast, though it is not centrally located.
6. Collaborate with other northern Southeast Alaska communities for economy of scale and efficiencies recycling.

Communications

23. Objective: Encourage reliable, fast and affordable access to the internet as this is increasingly a necessity for business, education and services.

Action: Pursue grant opportunities to provide internet access to rural areas. Support rural residents in similar grant-writing efforts. *(HB, HCC)*

Action: Work with area cell service and internet providers to inventory infrastructure, coverage and gaps in Borough. Seek their assistance and ideas for ways to fill critical gaps. *(HB, AP&T, A&TT, ACS and others)*

Electric Energy

24. Encourage the provision of an adequate supply of hydroelectric energy and other renewable energy sources to support residents, institutions, businesses and industrial users in the Haines Borough and the region.

Action: Issue letters of support and lobby funders for renewable energy projects in Haines Borough (HB, all).

Action: Promote development of a Southeast Alaska electrical intertie grid, including a connection from Upper Lynn Canal (Haines and Skagway) to the Canadian electrical and Southcentral Alaska electric grid systems (HB, all).

Action: Produce enough local power from renewable sources to tie cruise ships into shore power while in port. (AP&T)

Action: Work to keep power rates stable and as low as possible. (AP&T, IPEC)

Action: Support development of small scale renewable power sources in the Haines Borough, such as local wind, bio-mass, small hydro, ground source heat pumps, and other. Update the land use code as needed to ensure compatibility with neighboring properties. *(HB)*

25. Encourage cost effective energy efficient building use, construction and remodeling practices. Haines Borough and School District should lead the way in energy efficient building use, construction and remodel.

Action: Support efforts to conserve energy such as replacement of street lights with LED or lower energy consumption lights, and more. *(HB, DOT&PF, private sector)*

Action: Develop incentives for residents and businesses to invest in energy

conservation and energy efficient technologies. For example:

- Offer one-time discount on power bill for purchase and installation of pre-determined list of energy savings devices. (AP&T, IPEC)
- Exempt local sales for purchase of pre-identified list of energy saving and renewable energy technology. (HB)
- Provide property tax credit to residences or businesses that convert from fossil fuel based energy to local renewable energy. (HB)
- Exempt the value added by the addition of renewable energy technology from property tax. (HB)

Are there energy auditors in town that can conduct audits so residents qualify for AHFC refunds and federal tax breaks?

Action: Develop brochure to educate and encourage more efficient energy consumption by residential and commercial users. (*Chamber, HB, Schools, AP&T, IPEC*)

Action: Conduct an energy audit of borough facilities to identify places and practices of inefficient energy use. (HB)

11 Public Safety

GOALS

Continue to provide effective public safety services to residents and visitors, and, place a high value on the safe low-crime environment that exists for adults, children and seniors.

Haines Borough public safety services include fire protection, emergency medical services, search and rescue, and law enforcement. The main fire station, police station, rural jail facility and dispatch services are all housed in the Public Safety Building at 215 Haines Highway. The Public Safety Building was constructed in 1977 (as city hall) and also holds the Assembly Chambers and some borough public works offices. In 1995, a fire hall extension was added. Having a single public safety building allows the fire and police departments to efficiently share dispatch services. In addition to the Public Safety Building the borough has a Klehini Fire Station along Mosquito Lake Road.

11.1 911-Dispatch and Law Enforcement Services

The Haines Borough 911 Dispatch Center is part of the Haines Police Department and is the heart of public safety operations in Haines. Dispatchers receive calls from citizens and other agencies over the phone concerning EMS, police and fire emergencies and crimes. The dispatcher on duty determines the priorities of each call and what is required for the situation. They dispatch police officers, ambulances, and fire fighters from HVFD and KVFD, record details of each call and maintain files and complete required paperwork regarding emergency calls. The Dispatch Center is also the point of contact for the Alaska State Troopers and Alaska Parks Ranger. During non-business hours, the Dispatch Center is also the point of contact for the SEARHC Medical Clinic and Lynn Canal Counseling to provide emergency medical and counseling services. Power outages, mudslides and avalanches are just a few of the various types of natural emergencies that are also reported first to the Haines Dispatch Center, who then take the lead role in notifying the proper responders.

The community has five full time dispatch employees who are each trained in Emergency Medical Dispatch protocol. Four of the five dispatchers are currently certified by the State of Alaska as Municipal Correctional officers. Dispatch is a busy place; in 2010, just some of its work included answering 327 911/emergency calls, responding to 15,890 phone calls, dealing with 19,853 radio transmissions, placing 707 after-hours calls to doctors for assistance, and more.

Credit and kudos are due to the dispatch and law enforcement personnel in small communities such as Haines where it can be awkward to run into the person who took a 911 call or responded to a family emergency; the commitment to confidentiality and professionalism of dispatch, law enforcement and medical staff is noted and commended.

The department could benefit from revised record keeping procedures and protocols that would promote efficiency and eliminate duplicate documentation. For example, scanning reports would reduce time and space for hard copy filing.

Law enforcement services within the borough are provided by the Haines Police Department. They investigate crimes and respond to emergencies within the Townsite Service area as well as providing back up and assistance to the Alaska State Troopers and Alaska Park Rangers in areas outside of the Townsite. Haines police officers complete at least 550 hours of Basic Law Enforcement training and serve a one-year probationary period. Officers also receive a minimum of an additional 80 hours of training annually.

The Haines Police Department reaches out to the community through efforts such as its Citizen Ride-Along program, providing free bicycle helmets to Haines youth, offering heightened patrol service of homes while residents are on vacation if requested, and by participating in school and other events. With enhanced 911 capabilities, the department hopes to be able to devote more time to community policing actions including community partnerships and a focus on problem-solving. The Haines Police Department is authorized by code to have a Reserve force of eight volunteers but currently only has one member. The department is working to reinvigorate the Police Reserves program, with goals to:

1. Allow citizens to participate in Law Enforcement functions on a voluntary basis;
2. Promote a spirit of good citizenship and foster good police-community relations;
3. Provide assistance to the Haines Borough Police Department in the enforcement of law and maintenance of peace;
4. Provide an emergency response team of trained officers when called upon; and
5. Provide a trained pool of citizens from which regular officers may be hired;

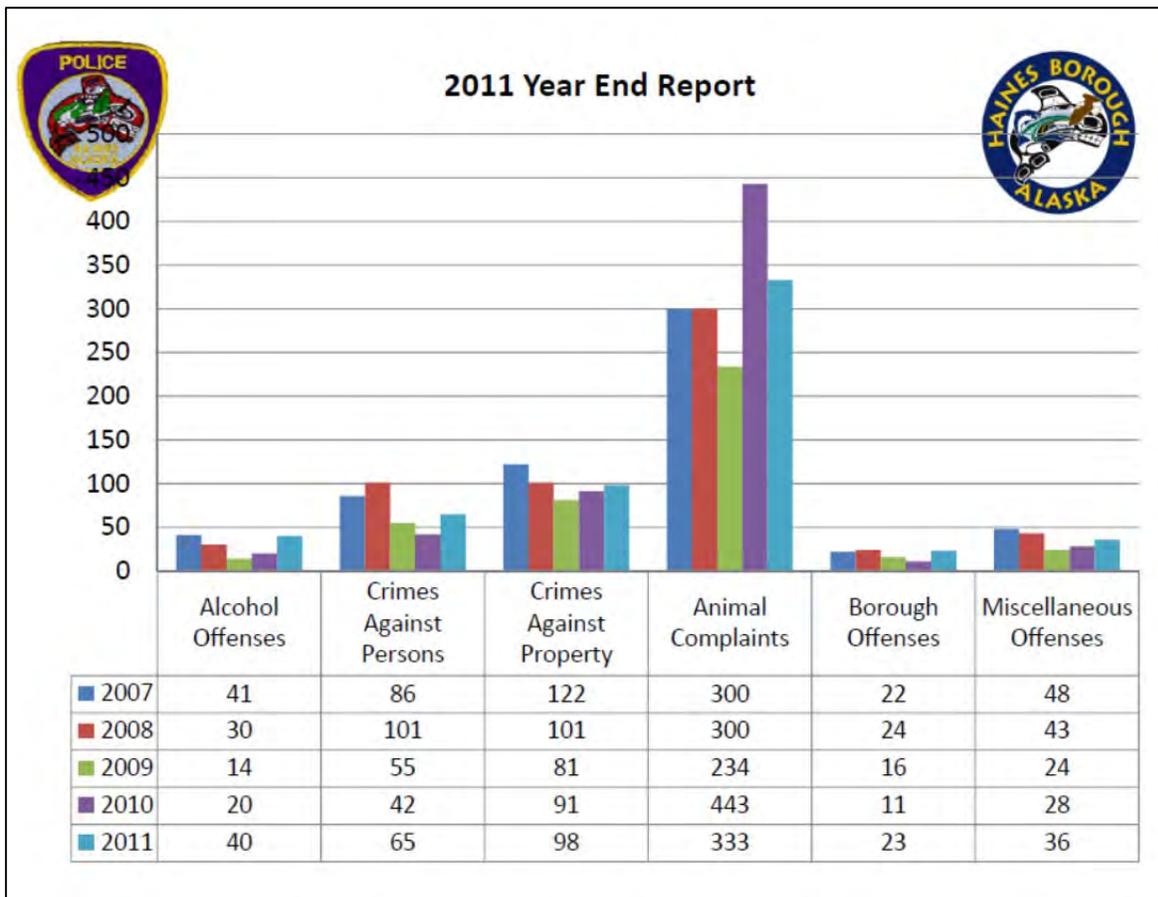
The Haines Police Department has five full time police officers including a Chief of Police, Sergeant and three patrol officers. All officers are certified by the Alaska Police Standards Council and Police Chief Lowe currently holds an advanced certificate.

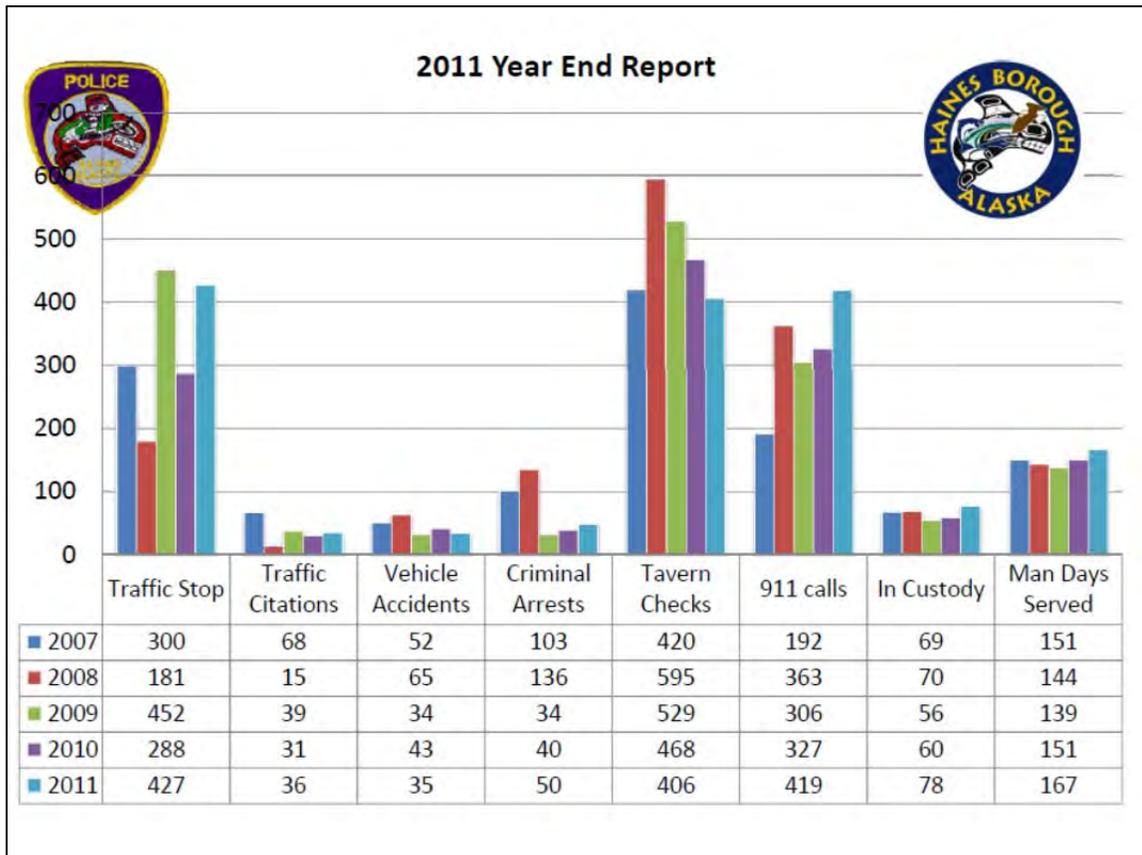
The Haines Police Department also operates a 6-bed community jail under a contract with the State Department of Corrections. In 2010, there were 60 individuals in custody for a total of 151 man days served. These numbers have stayed about the same for the last four years.

Most police service calls in Haines are for complaints regarding traffic offenses or animal complaints involving both domestic and wild animals. The police try to be proactive by conducting traffic patrols and tavern checks on a regular basis. Fortunately, the number of more serious crimes, such as crimes against property and crimes against persons, is much smaller. The number of criminal arrests decreased in 2009 and 2010 compared to the two

years prior. There could be several factors leading to that general decrease. Perhaps having more officers trained and on the street provided a deterrent for people. Data with numbers less than 100 for the year can be affected by a few individuals. Even weather can have a major impact on the number of calls received. It is difficult to point to any single factor or two and say it is responsible for the difference in the annual crime statistics.

The Alaska State Troopers (AST) and Alaska Park Rangers are the lead law enforcement responders in areas outside of the Townsite. Haines Troopers deal with the same types of cases as Haines Police Department. They estimate that the AST call the Haines Police Department for back-up 2-4 times per year on average and note that the working relationship between the two departments is smooth with good policy and procedures in place (pers. Comm, AST J. Bentz).





11.2 Fire, Emergency Medical, and Search and Rescue Services

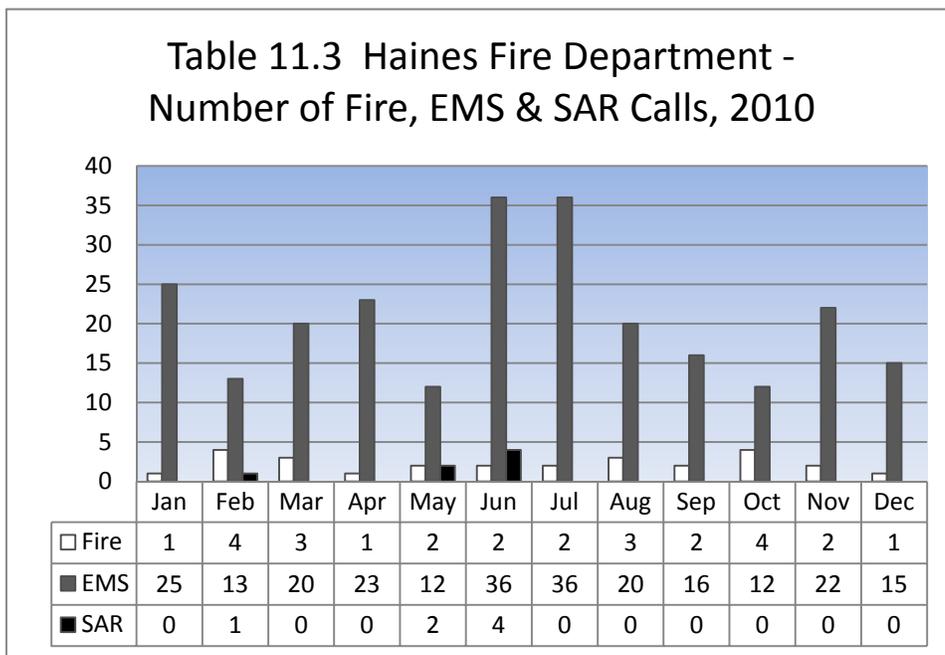
Haines volunteers have gathered together to fight fires since the early 1900's. They pulled homemade hose carts by hand to fight big fires in 1911 at the west end of town and in 1915 on Mt Ripinsky north of town. Every able-bodied fireman, soldier and townspeople fought for several days to protect homes and buildings. The Haines Volunteer Fire Department was a "firefighting only" department until the 1970's when the Emergency Company with ambulance service formed. Search and Rescue (SAR) was added to the list of services in the early 2000's.

Today, the members of the Haines Volunteer Fire Department (HVFD) provide fire protection services using four pumper trucks (built in 2000, 1976, 1970 and 1969) and two 4000 and 3000 gallon tankers. The department has up-to-date SCBA, turnout suits and other equipment as well as oil spill response equipment (department personnel are certified for low level response at the Hazmat awareness level). All equipment is located in the fire hall at the Public Safety building, with some back-up gear stored in an old building just below the Hotel Helsingland. **This building is in poor repair, not sure if it will either be fixed up or abandoned?** Fire hydrants are located in the Townsite Service Area where there is public water utility exists except for a few places where pipe is undersized or water pressure not sufficient.

The HVFD is the primary responder out to 15 mile Haines Highway, beyond this the Klehini Volunteer Fire Department (KVFD) is the first responder. In addition, the Alaska Division of Forestry is available to help fight wildland fires. All three entities have mutual aid agreements, and a mutual aid agreement with the Royal Canadian Mountain Police for assistance across the border is being negotiated. A mutual aid agreement with Klukwan should also be accomplished. HVFD and State personnel periodically train together to practice fighting fires. Including KVFD fire fighters and Klukwan personnel in joint exercises is recommended.

The majority of calls the HVFD receives are for Emergency Response Services (EMS). The department has two fully equipped ambulances - one of which was just received by the community in June 2011 - located at the public safety building. Somewhat unusual is the borough's areawide half percent sales tax that is dedicated for medical services; this ensures funding is available for emergency response equipment and related needs. This also allows the HVFD to provide ambulance and EMS services at no charge to the public.

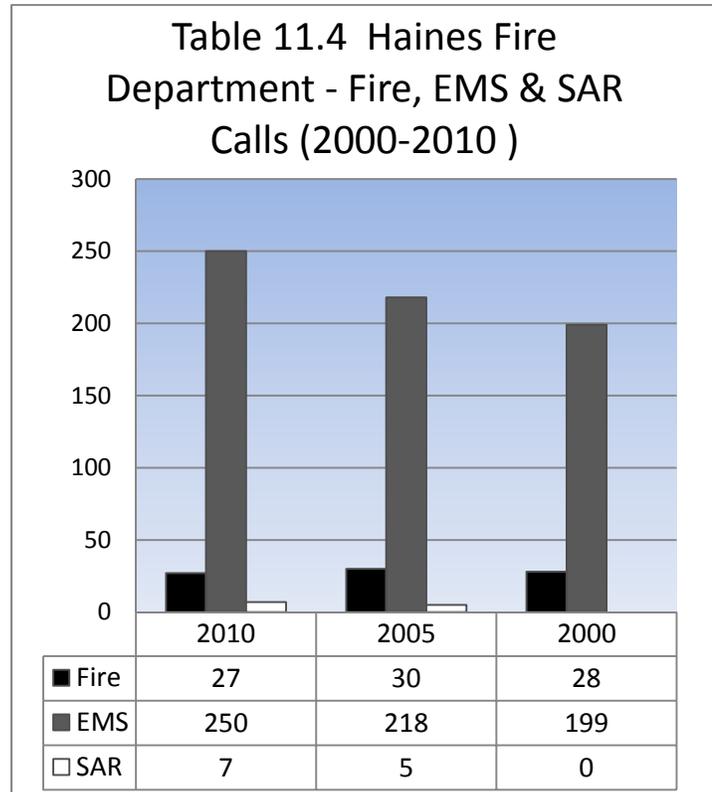
The call volume for fire, EMS and search and rescue varies throughout the year. EMS calls for service typically spike in the spring and summer months as does search and rescue. The number of fire calls has held steady over the last decade while the number of EMS calls has grown about 25% from 199 in 2000 to 250 in 2010.



The HVFD has a fulltime training officer, a fulltime fire/EMS responder, and a fire chief who receives a stipend for compensation. Together they provide training, administrative support and organize community and school outreach. In addition, the department has 35 active volunteers including 9 fire engineers (is this the same as a fire fighter 1?), 12 fire responders, 11 EMS responders, 3 fire & EMS responders. The department maintains an active training program with some type of training many Monday evenings, and a regular "Safety Talk"

Wednesday evenings on KHNS radio. This type of active training and outreach pays off in a high level of community support and good rapport. Volunteers log over 4000 hours of service to the community each year.

Fire protection insurance ratings, issued by the Insurance Services Office (ISO), determine insurance rates for residents and businesses. The rating is based on the availability and training of personnel, capacity of water service, water storage, and firefighting equipment. The ISO rating for the part of town with fire hydrants is Class 5; within 5 miles of the Haines fire station but more than 1000 ft from a hydrant is Class 9; and any area beyond 5 miles from the station is a 10. Haines and Klehini Volunteer Fire Department goals include working to lower the ISO ratings.



The Klehini Volunteer Fire Department is housed in a fire hall built in 1979 on Mosquito Lake Road. New siding was applied to the building in 2010; upgrades to heating system and a new roof are also needed. The KVFD has approximately five emergency trauma technicians, one volunteer trained to fire fighter 1 level and about 14 fire responders. They have a pumper truck, tanker truck and a first responder vehicle that also holds water, all in good condition. The primary water sources during spring-fall are pumping to fill tankers and trucks from the 26-mile pond and Mosquito Lake. In the winter, water can be pumped from the creek at 33-mile roadhouse. There are also two dry hydrants in the area, but these systems need upgraded as current hoses likely are not sized to utilize these sources. The station has a part time fire chief and treasurer that are paid a stipend once a year. Department staff and volunteers have a business meeting and training once per month and a training meeting once per month. Funding to run the Borough’s Klehini Fire Department comes from a 0.97 to 1.0-mill levy that is part of the property taxes collected in fire service areas 1 and 3 (respectively).

| Table 11.3 Klehini Volunteer Fire Department- Calls for Service Robert-any data available? | | | |
|--|------|-----|-----|
| Year | Fire | EMS | SAR |
| 2010 | 0 | | |
| 2005 | | | |
| 2000 | | | |

Like the HVFD, most calls for assistance at KVFD are for Emergency Medical Services; however, while the KVFD has first aid equipment, backboards, braces and similar gear, there is no ambulance at the fire hall. The KVFD does have a 2-person snow machine with a sled for off road emergency response in the winter. An ambulance located here could improve response time in this part of the borough where 14-18% of the population lives (Highway/Mosquito Lake/Covenant Life area- double checking the %)

Search and Rescue (SAR) assistance is also provided at times by the Alaska Mountain Guides, a private business, with personnel trained for remote and climbing rescue. They assist in SAR mountain operations within the Borough when requested by the Alaska State Troopers.

11.2.1 Public Safety Needs and Issues

The Police Department's top dispatch need is an upgrade to the Borough's 911 dispatch system. It is now a simple 2-line phone system, if both lines are busy a caller does not get through. A modern enhanced 911 system provides the location of the caller - which can make a critical difference in emergencies - also allows the dispatcher to connect to the poison control center, transfer calls easily to the appropriate response agency, connects with a language service (for foreign speakers) and more. Enhanced 911 capabilities will also include new computers and radios, and consideration of an E911 surcharge to help pay, along with grants, for equipment.

Maintaining and improving training for all dispatch staff is a priority in order to provide ongoing efficient, professional and courteous service. Ideally all dispatch staff will have formal APSIN training, Alaska Department of Corrections training, NAED EMD dispatch training, supervisor/leadership training, doing ride-alongs and/or cross training with police, EMS, medical, mental health personnel, first aid / CPR / AED training, and customer service training to deal with irate or irrational people.

Because dispatch staff work 8 hour shifts and basically cannot leave their desks, a comfortable work environment is important. To achieve this, Public Safety Building deficiencies must be corrected including making the building secure with all doors locked at night, adding carpeting and ergonomic furniture to the dispatch area. and ensuring heating/cooling systems that work.

The Haines Police Department should begin the Alaska Law Enforcement Agency Accreditation Commission's (ALEAAC) accreditation process to establish and maintain standards that represent current professional law enforcement practices and increase effectiveness and efficiency in the delivery of law enforcement services.

Police are continually working with and enforcing borough codes and thus has a strong interest in changes that will facilitate and ease department work. This includes borough code updates for disorderly conduct, parking, municipal fine collection, and dog ordinances (see actions for more detail).

A program to deal with disposal of junk and/or abandoned vehicles is needed in Haines. Currently, tow companies will not move these vehicles because they are unable to recoup costs for moving and storage. The Borough could identify (and acquire if not owned) a parcel of land for use as a storage lot for junk vehicles, and, identify funding options to periodically tow and secure junk vehicles in the storage lot until a scrap barge can remove them. This could cost approximately \$500 per vehicle thorough removal, though some of the cost might be offset by selling the scrap metal.

A significant amount of both Haines Police and Alaska State Trooper/Wildlife Officer time is spent dealing with bear-related calls. Requiring bear-proof garbage containers and a coordinated education and outreach program could reduce bear-human interactions and free up public safety personnel for other duties.

The Klehini fire station provides equipment and personnel to aid with emergency response out the Haines Highway. Haines VFD emergency response beyond the townsite could be quicker if there were substations with equipment caches in places in Mud Bay and possibly at Lutak.

Some fire response apparatus is at or nearing the end of its design life and needs replaced. **Can we be more specific about equipment needs for next 10 years here?**

11.3 Implementation Plan

Over the next 20 years the Haines Borough, its citizens, businesses, local organizations and others will systematically work to accomplish the public safety objectives and actions listed.

Sheinberg needs to update objectives and actions

| Objective and Actions (listed in random order in this draft) | Timeframe to Accomplish | | | |
|--|-------------------------|-----|-------|----------|
| | 1-2 | 3-5 | 6-10+ | on-going |
| Objective PS-1. Focus on community outreach and community policing programs to reduce crime, enhance safety, target local community problems (e.g. alcohol and drug issues), and enhance public image and relationship of police force and community. | X | | | X |
| Action: Reinstate the police reserve program. | X | | | X |
| Action: Target youth alcohol abuse in Haines. Form a task force with police department, Lynn Canal Counseling Services, SEARHC, School District, interested community members, State HSS, and others to identify and prioritize programs to implement in community. One program to investigate are youth courts, which exist in Juneau, Sitka, Ketchikan and Wrangell. | X | | | X |

| Objective and Actions (listed in random order in this draft) | | Timeframe to Accomplish | | | |
|--|---|-------------------------|-----|-------|----------|
| | | 1-2 | 3-5 | 6-10+ | on-going |
| | Establish baseline data so there is a metric against which to track progress. | | | | |
| | Action: Target domestic violence in Haines. Partner with SEARHC, Governor’s Office, AWARE Shelter, Council on Domestic Violence, and others to provide outreach, education, support, and legal advocacy, and to reduce domestic violence in Haines. | X | | | X |
| Objective PS-2. Reduce Haines Police and State Trooper time dealing with bear issues while simultaneously reducing bear-human interactions. | | | | | |
| | Action: Implement a bear trash ordinance and education program to reduce ‘problem bears’ and bear-human incidents and interactions. | X | | | X |
| | Action: Team with ADF&G, ADNR, Takshanuk Watershed Council, Haines Sanitation and others to fund and develop garbage bear outreach and education program. | | | | |
| | Action: Install bear proof garbage containers at all municipal, public and commercial buildings | X | | | X |
| Objective PS-3. Protect Borough public safety employees and volunteers responding to incidents within the all parts of the borough, in Klukwan (where responders occasionally volunteer) and across the Canadian border. | | | | | |
| | Action: Ensure ordinances and mutual aid agreements are in place. | | | | |
| Objective PS-4. Acquire and install an enhanced 911 system. | | | | | |
| | Action: Pursue grant opportunities and review E911 surcharge to pay for enhanced 911 response system. | X | | | |
| | Action: Implement house numbering system in Townsite to facilitate faster emergency response. | X | | | |
| | Action: Obtain new radios for emergency response personnel. Federal FCC requirements take effect January 1, 2013 will require emergency services move to “narrow band” radios. | X | | | |
| Objective PS-5. Stay current on maintenance for public safety buildings and equipment. | | | | | |
| | Action: Public Safety Building repairs and maintenance needs include: 1) replace and relocate heating system (boiler, zone valves), 2) repair walls and paint, 3) install new carpet throughout, 4) light fixtures need replaced w/T-8, | X | | | |

| Objective and Actions (listed in random order in this draft) | | Timeframe to Accomplish | | | |
|--|--|-------------------------|-----|-------|----------|
| | | 1-2 | 3-5 | 6-10+ | on-going |
| | 5) install exterior security doors, and 6) water system pipes need replaced. | | | | |
| | Action: Haines Police Department facility needs are to 1) install steel entry doors throughout for the safety and security of dispatchers, 2) replace toilet/plumbing fixtures for jail cells, 3) replace ramp access, man doors and roll up doors, and 4) replace the morgue Why? | | | | |
| | Action: Haines Fire Hall needs are _____ AI?/Scott? | | | | |
| | Action: Klehini Valley fire hall needs are 1) upgrade heating system, 2) acquire an ambulance, 3) new roof, and 4) equipment testing and upgrades to allow use of the two dry hydrants located at _____ ? Robert? | | | | |
| Objective PS-6. Periodically review public safety related portions of the Haines Borough code and update as needed. | | | | | |
| | Action: Update Disorderly Conduct section of code in order to add a local charging option for incidents that don't rise to the level of a state criminal offense. | | | | |
| | Action: Update Parking section of code in order to effectively enforce borough parking regulations. | | | | |
| | Action: Update Municipal Fines collection section of code in order to provide a means of adjudicating borough offenses without having to go through the Alaska state courts. | | | | |
| | action: update dog ordinances and section of code in order to make enforcement a simpler process and eliminate misdemeanor offenses. | | | | |
| Objective PS-7. Plan and budget for routine and unexpected equipment needs. | | | | | |
| | Action; Maintain an adequately funded equipment reserve account for both planned and unexpected equipment needs. | | | | |
| | Action: Police department facility needs are 1) a sally port (a secure area where patrol cars can bring prisoners in and out of the police station), 2) more storage space where and for what, and added office space for _____. | | | | |
| | Action: Fire department needs are _____ | | | | |
| Objective PS-8. Identify land for a future emergency response substation in the Mud Bay and Lutak vicinity to improve response time to these parts of the borough. | | | | | |

| Objective and Actions (listed in random order in this draft) | | Timeframe to Accomplish | | | |
|--|---|-------------------------|-----|-------|----------|
| | | 1-2 | 3-5 | 6-10+ | on-going |
| | Action: Designate the land in Comprehensive Plan for this purpose. Acquire control of land (lease, purchase) if needed. | | | | |
| | Add objective/actions about junk cars (here &/or in solid waste section) | | | | |
| | | | | | |

12 Public Services

GOAL

Continue to provide or support adequate and cost effective services to enable residential living, economic opportunity and add to the quality of life.

This chapter is still under development

Editing of materials in here and addition of missing material is needed, as well as implementation plan. Most interviews and data has been gathered, the writing has not been completed yet.

A large variety of facilities and organizations in Haines offer services and together create a rich and vibrant civic life. Festivals, community celebrations, sports events and derbies all contribute to Haines's quality of life. This chapter reviews the facilities (library, museum, Chilkat Center) that the Haines Borough offers, as well as highlighting a few other key services offered by the Chilkoot Indian Association tribal government and _____. The many civic groups, organizations, and non-profits in the community make happen. Available health care is also a service, and is addressed in this plan in Chapter 6 – Economic Development, as it is closely linked to economic opportunity in Haines.

Cultural and Civic

Library

Museum

Chilkat center

CIA

Seniors

Families

12.1 Haines Borough Public Library

Haines residents have long valued the resources, opportunities and civic life that a public library provides. The first Haines Public Library was started by the Haines Women's Club in 1928 in a 12' X 12' building at the Alaska Steamship Office. The current Borough Administration Building started out in 1957 as the public library. In 1996, the Library Board, staff, Friends of the Library

and community volunteers began grassroots fundraising to raise funds for a new library facility that would meet the expanding needs and interests of the community. Voters supported a revenue bond in an advisory vote in 1998. Major grants from USDA Rural Development, the Denali Commission, Rasmuson Foundation, Murdock Charitable Trust and Paul G. Allen Foundations were received. These grants, along with generous donations from corporations, local businesses, and many individuals provided the \$2.5 million needed for the project. These donors shared the vision that a new library would improve the quality of life in the community and were instrumental in the successful fundraising campaign. A grand opening for the beautiful new Haines Public Library, was held in January 2003. It truly functions as a community hub today.

The Library serves as a regular meeting place for many groups and organizations throughout the Chilkat Valley. A sense of the community that the library in Haines fosters is seen by looking at a sampling of the 2011 classes and workshops offered:

- Summer Reading Finale!
- Get That Goat Wool Ready!
- Free Carving Class!
- Get That Grant!
- Paint a Mural for the Fair!
- Hard Smoke Salmon!
- Learn How To Be A Scribe!
- Free Computer Classes!
- Film Screening
- Jilkaak Kwaan Dancers!
- Community Matters
- Alive Tomorrow
- LEED-certified Architects-how to make your building more energy efficient
- Earth Day Fair
- A Bird's Eye View of the Intertidal Zone
- in Northern Lynn Canal!
- Local Artist Workshop Series-for High School Students
- More Than Fry Bread!
- Japan Cultural Day!
- Last Thursday – Culture Days! Learn about Tlingit Beading: history, design, tradition and make something to take home
- Last Thursday - Cultural Days! Listen to stories and songs from Tommy Jimmie Jr., who grew up in Haines, Klukwan, Juneau and Sitka. He has performed all over the world, including Norway
- Mango Party!

Library services include having a wide variety of materials (books, magazines, DVDs etc) for all ages; computer use and internet access; interlibrary loan services; used book sale through Friends of the Library; providing a place where community public notices, government documents, and tax forms are available; and making meeting rooms available for use by educational, civic, cultural and governmental groups.

Use of the library has jumped significantly since the new library was finished (2003) as the numbers on Table X show. This speaks to the library's ability to give people what they want; the library continues to grow and change to meet the needs of its users. The annual number of library visits doesn't show the seasonal change. Library staff occasionally do "door counts" and see an increase in library use at the beginning of April when seasonal workers arrive and then a

bump up again in the summer due to visitor use. There are currently 209 visitor card registrations who each pay a fee to allow one year of library use.

To better serve the community the Haines Borough Public Library, Haines School Library and the Sheldon Museum and Cultural Center formed a partnership in 1989 to improve library services. By sharing resources and working together to build collections, increasing access to information through use of technology and planning joint programs all are able to provide library services in a more cost-effective manner.

Library staff includes one fulltime director and 10 part time personnel. Friends of the Library volunteers are integral too and currently number about 60 (this counts family or group membership as 1).

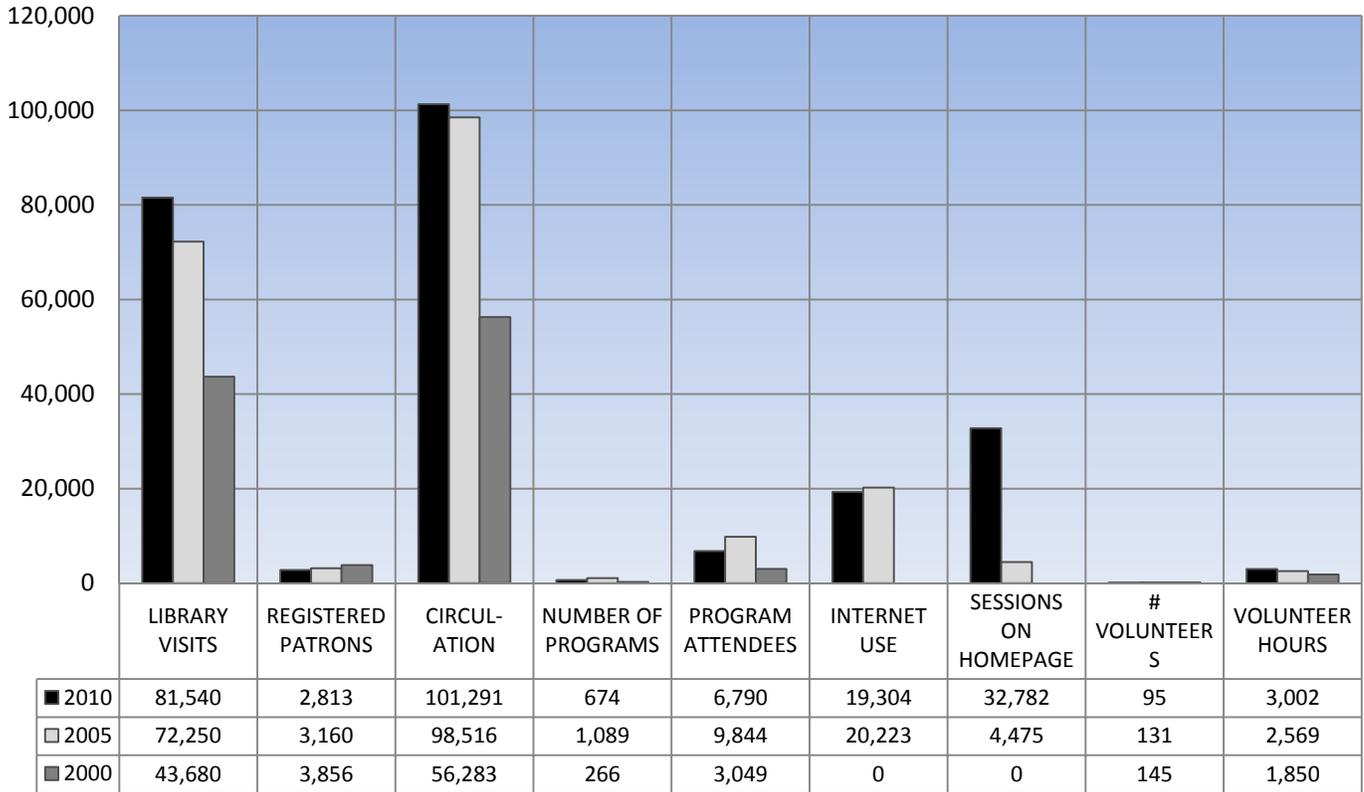
Staff are proud of the Haines Borough Public Library's numerous national awards, such as:

- The American Library Association 2003 Marshall Cavendish Excellence in Library Programming Award for the Dragonfly Project
- Best Small Library in America Award in 2005
- In 2007, the Guardians of Language, Memory and Lifeways National Tribal Archives, Libraries & Museums Conference Award for the Dragonfly Project
- In 2010, 2nd Place award in the national *America, The Story of Us* competition for the Tlingit Tribe as part of America's Past Exhibition
- Being rated a 5 Star Library three years in a row from Library Journal's Index of Public Library Service for circulation, annual visits, program attendance and
- Four highly competitive Enhancement Grants, awarded through the Institute of Museum and Library Service's Native American Library Services Program.

Staff are particularly proud of the children's programs which foster love of language and stories and encourage reading from a very early age. This is a good support to families and the school culture as well. Recently, we were listing our children's programs for a visitor, and the response was, "Wow, no wonder you're the Best Small Library!"

Library staff is dedicated and enthusiastic and "keeps on keeping on," making it all happen while creating a welcoming and positive atmosphere. The Library has had several successful partnerships for grants, programs including a continuing partnership with the Chilkoot Indian Association that has allowed the library to compete for grants at the national level through the Institute of Museum and Library Service's Native American Library Services Program.

Haines Public Library Use



"Bragging Points" - The Building - local involvement on all levels made the new building project come together. It remains the "hub of the community"

Ownership - Local library users feel a real sense of ownership in THEIR library, which is seen in the large number of volunteers we have.

Circulation - the number of items loaned in a course of a year is unprecedented for a community this size (40.5 per capita)

Concerns and Opportunities

To continue to provide excellent service to the community for the next 10-20 years the biggest issue is securing stable funding. This concern of current Board members (some of whom have been on the library board for 30 years), is important to stabilize programming and services and maintain professional staff. Now, ___% of the library's annual operating budget comes from grant or 'soft' funds. Normal annual operating expenses should come from the Borough operating budget. Grant funds would then be used for special projects, programs, and improvements.

This Plan's 20 year populations forecast predicts about Currently short on workspace and storage space. Oftentimes, programs reach the capacity of the Community Room. To continue to meet and exceed the needs and demands, the space issue will need to be look at.

12.2 Sheldon Museum

Current Conditions

The James and Elsie Nolan Center opened in 2004 and houses the Wrangell Museum, the visitor center and the convention center. The building construction and most of the operating costs are funded through the James and Elsie Nolan Foundation. The Nolan Center is managed by the Borough, with guidance from a volunteer board of directors. The Center is located on Outer Drive on the Wrangell waterfront and is a hub for community cultural and civic activities.

The Wrangell Museum includes a gift shop, archiving room, climate controlled collections room, intake area, restoration room and an office for the director. The museum features exhibits on the natural environment, native culture, fur trade, gold rush, the Wrangell Institute and the local military presence with exhibits that are changed annually. Collection highlights are the native basket collection and over 7,000 photos. The museum has a large collection and many items are in storage either at the Nolan Center or in a substandard storage space below the school gym.

Museum employees include a director/curator, part-time position in the gift shop and an occasional helper. Funding to operate the museum is provided through the James and Elsie Nolan Trust Fund. Additional revenue is generated from the gift shop sales and admission fees. A Rasmusen Foundation grant is providing funding for staff to scan and catalogue the museum's photo collection. This work, to be completed by August 2010, will result in a database providing efficient access to the collection for staff and visitors. Programs and services provided by the museum include topical research, a photo duplication service and other speaker presentations. Annual visitation for the museum is from 6,500 to 10,500.

The Nolan Center also houses the convention center and visitor center. Related facilities include a 20-seat theatre, classroom, lobby area which can be used for displays and receptions, community space with a 200-person capacity, kitchen, office space and separate storage building for tables and chairs. The civic center has a full time director and a part-time employee.

The visitor center supports the Wrangell Convention and Visitors Bureau by answering phone calls, mailing the vacation planner and attending trade shows to promote Wrangell. In the summer, space is provided for a USFS employee, maps and displays that providing information on the area's natural environment and recreation opportunities.

A range of functions are held in the convention center including conferences, meetings, private wedding and birthday parties, borough functions, community events and lectures. The center also hosts a series of first run movies, with profits going to the high school. The facility regularly draws a number of events and meetings to the community. Table 4-15 in the Economic Development chapter gives more detail, but since it opened in 2004 just under 300 events have been hosted, of which 60 were out-of-town meetings or gatherings.

Concerns and Opportunities

Collection management is a priority for the Museum. All items in storage need to be assessed to determine if they should remain in the collection. The museum's entire collection needs to be re-catalogued; someone could be hired on a two-year contract to carry out this work. Items stored below the school gym need to be moved to a permanent location with controlled environment.

Visitation numbers and revenue at the Nolan Center are higher when cruise ships stop in Wrangell. When large cruise ships visited, the civic center generated approximately \$10,000 in revenue by serving lunch to visitors. Revenue from both museum admissions and the gift shop are lower when cruise ship traffic is down (see Table 4-15).

The civic center generates revenue by renting space for events. Revenue for the first four years of operation averaged about \$35,000 annually. Revenues were down in 2009 (closer to

\$30,000) due to a combination of travel budget cuts by state and federal governments and the national recession. The civic center can accommodate events with 200 people, but large events with out of town participants is limited because there are only 80 rooms in hotels and bed and breakfasts in Wrangell. Targeting marketing of the civic center to groups of between 50 and 70 may work in increase bookings.

Haines Assisted Living Home

Haines Assisted Living offers personalized assistance with the activities of daily living, supportive services and compassionate care in a professionally managed, carefully designed, group setting. It's the perfect alternative for seniors who can no longer live on their own at home, yet don't need 24-hour, complex medical supervision.

Haines Assisted Living is the ideal solution for seniors who need some help with daily activities, such as bathing, dressing and medication reminders. We focus on wellness and keeping residents as independent as possible by providing a tailored plan of assistance. Our residents enjoy private living suites, delicious meals, are engaged in daily social activities, with personalized assistance and care and are provided transportation when needed.

For Haines elders, Haines Assisted Living is an option to stay in the Haines community instead of relocating for like services. For other elders, Haines is a welcoming small-town community. Not only is the Chilkat Valley a stunningly beautiful landscape, it is a thriving and caring community. The staff of Haines Assisted Living is dedicated to helping our residents maintain their place and sense of belonging in our community.

St. Lucy's Senior Living is currently under construction adjacent to HAL

St. Lucy's will offer five independent living apartments to low-income seniors who do not need assistance with activities of daily living. These apartments will be available in early Spring of 2011. To get on the waiting list for one of these apartments, complete the

Facility & Services



- Trained staff available 24 hours a day.
- Daily visits by a licensed nurse as needed.
- Three delicious, well-balanced meals are served daily with an emphasis on nutrition and organically grown, locally harvested foods including wild salmon, halibut, and game meat, when available.

- Snacks available throughout the day and tea at three.
- Resident gatherings with staff for input on meals, care, programs, and events.
- Scheduled resident and family meetings.
- Daily physical fitness, creative, social, and learning opportunities <!--[endif]-->
-

Social programs like our once a month ice cream social open to families and community members.

- Rides to the hair salons or other appointments.
- Scheduled group trips to the Chilkat Center for the Arts for concerts or plays.
- Weekly housekeeping and daily trash removal (we compost and recycle).
- Weekly personal laundry (except dry-cleaning).
- Maintenance of building and grounds.

12.3 Implementation Plan

Civic, Cultural and Historic

Senior Living and Services

Families

Appendix A - 2011 Community Opinion Survey