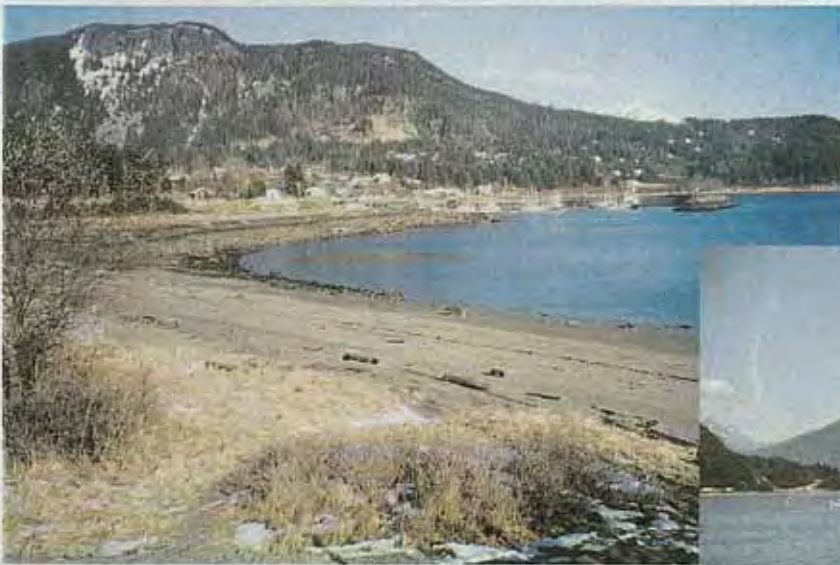


Plan for Public Use and Access in the City of Haines



Prepared for the
City of Haines



Prepared by
Sheinberg Associates

June 2001



A publication funded by the Alaska Coastal Management Program, Office of the Governor, pursuant to National Oceanic and Atmospheric Administration Award No. NA07OZ0107. This publication is funded by a grant from the National Oceanic and Atmospheric Administration administered by the Alaska Office of the Governor, Division of Governmental Coordination. The views expressed herein are those of the author and do not necessarily reflect the views of NOAA or any of its sub-agencies.



Plan for Public Use and Access in the City of Haines



Prepared for the
City of Haines



Prepared by
Sheinberg Associates

June 2001

City of Haines

Haines City Council

Don Otis, Mayor

Thom Andriesen Gregg Richmond

Chip Lende Norm Smith

Douglas Olerud Lynda Walker

Haines Planning Commission

Joanne Waterman, Chair

Greg Brask Bill Joiner

Michael Case Ned Rozbicki

June Haas Annette Smith

Haines City Staff

Vince Hansen, City Administrator

Susan Johnston, City Clerk

Scott Hansen, Administrative Assistant

Robert Venables, Economic Development Director

Michelle Glass, Tourism Coordinator

Thanks are due to: Members of the Haines community who contributed their time to this planning project by responding to the Community Opinion Survey, attending public meetings, and taking the time to share their ideas during interviews; the Haines Tourism Planning Committee, including Chip Lende, Pat Blank, Bill Fletcher, Darsie Beck, Mike Ward, Jan Hill and Joy Adams; Thom Ely of Sockeye Cycles, Dan Egolf of Alaska Nature Tours, the Haines Convention and Visitors Bureau, Vince Hansen and Tom Morphet for donating photographs; the Chilkat Valley News, Eagle Eye and KHNS for providing media coverage of the planning process; Scott Hansen, Bill Joiner, the Haines Borough and Resource Data, Inc., for their various roles in producing the Plan maps; Dan Turner of Haines Borough; Jan Hill and Dave Berry of the Chilkoot Indian Association; Lee Heinmuller of Alaska Indian Arts; Judy Murphy of the Southeast Alaska State Fair; and agency staff Bill Zack, Ron Schonenbach and Bruce Phelps (DNR), Dave Hawes and Reuben Yost (DOTPF), Randy Ericksen (ADFG), and Anne Marie Palmieri (DEC). This plan was printed at Copy Express. My apologies to anyone inadvertently left off of this list of contributors.

Jan Caulfield

Sheinberg Associates

Table of Contents

Topic	page
Introduction	1-1
Key Public Use Areas and Issues.....	1-4
Preparing the Plan	1-5
Community Opinion Survey	1-5
Public Planning Process	1-5
Plan Adoption	1-6
Context for the Plan	1-6
Organization of the Plan	1-7
Portage Cove Waterfront and Fort Seward	2-1
Highlights.....	2-1
Background.....	2-3
Land Status and Land Use Regulation.....	2-6
Land Status.....	2-6
Comprehensive Plan	2-6
Zoning and Land Use Code	2-7
Haines Coastal Management Program.....	2-7
Port Chilkoot/Portage Cove Area Meriting Special Attention	2-8
Issues and Opportunities	2-9
Boat Harbor Expansion.....	2-9
Enhancing Beach and Water Access.....	2-10
North Portage Cove Scenic Viewpoints	2-12
Parking	2-13
Beautification.....	2-14
Tlingit Park	2-14
Fort William Seward	2-15
Goals and Actions	2-16
Ensure Future Public Use.....	2-16
Improve Waterfront Access and Public Use Amenities	2-17
Improve Parking and Beach Road Access	2-18
Upgrade and Beautify Port Chilkoot Dock	2-19
Waterfront Beautification	2-20
Tlingit Park Improvements	2-20
Fort Seward Revitalization	2-21
Chilkat River Beaches	3-1
Highlights.....	3-1
Background.....	3-3
Land Status and Land Use Regulation.....	3-5
Land Status.....	3-5

Topic	page
Zoning	3-5
Haines Coastal Management Program.....	3-6
Northern Southeast Area Plan.....	3-6
Issues and Opportunities	3-6
Natural Character of the Area	3-6
Parking	3-7
Beach Access – Disabled Access.....	3-8
Commercial and Motorized Use	3-9
Protection and Enhancement of Resource Values	3-10
Goals and Actions	3-11
Ensure Future Public Use.....	3-11
Retain Natural Character and Low-Intensity Public Use.....	3-11
Improve Parking.....	3-12
Beach Access – Disabled Access.....	3-12
Commercial and Motorized Use	3-13
Fish and Wildlife Resources	3-13
Community Pathways and Trails.....	4-1
Highlights.....	4-1
Background	4-2
Existing Trails and Community Pathways.....	4-3
Issues and Opportunities	4-4
Trail Maintenance and Infrastructure.....	4-4
New Off-Road Trails	4-5
Community Pathways and Sidewalks.....	4-7
Goals and Actions	4-9
Improve Existing Trail Facilities and Maintenance.....	4-9
Construct New Trail Routes.....	4-9
Community Pathways and Sidewalks.....	4-11
Sawmill Creek and McClellan Flats	5-1
Highlights.....	5-1
Background	5-3
Land Status and Land Use Regulation.....	5-6
Land Status.....	5-6
Zoning and Land Use Code	5-6
Comprehensive Plan	5-7
Haines Coastal Management Program.....	5-7
Issues and Opportunities	5-8
Public Use and Access	5-8
Protection and Enhancement of Resource Values	5-9

Topic	page
Goals and Actions	5-12
Ensure Future Public Use, Where Agreeable to Landowner	5-12
Construct Public Use Trails	5-13
Fish and Wildlife Resources	5-13
Lutak Road Beaches	6-1
Highlights.....	6-1
Background.....	6-2
Land Status and Land Use Regulation.....	6-2
Land Status.....	6-2
Zoning.....	6-3
Haines Coastal Management Program.....	6-3
Northern Southeast Area Plan.....	6-3
Issues and Opportunities	6-5
Improve Parking, Access and Bicycle/Pedestrian Route.....	6-5
Tank Farm Beach Clean Up.....	6-5
Ensuring Future Public Access	6-6
Goals and Actions	6-7
Improve Parking.....	6-7
Disabled Access	6-7
Bike and Pedestrian Corridor.....	6-7
Ensure Future Public Use.....	6-7
Implementation	7-1
Select Priority Areas and Actions	7-1
Implement through City Code and Zoning	7-2
Use Local Financial Resources, When Available.....	7-2
Pursue State Capital Projects Funding.....	7-2
Encourage the Public to Get Involved in Achieving Haines' Goals.....	7-2
Pursue Grants and Technical Assistance – Public and Private Sources	7-3
Provide Active Support for Others' Funding Applications	7-4
Look for Partnerships with Agencies and Private Organizations	7-4
Encourage Landowner Cooperation	7-4

Appendix A: Goals and Actions

Appendix B: Potential Sources of Funding and Technical Assistance

Appendix C: Community Opinion Survey Results



Chapter One

Introduction

The community of Haines offers an extraordinary setting for people to enjoy beautiful scenery, walk and picnic on beaches, catch fish, appreciate history and culture, and recreate in their natural surroundings. Haines residents love their community, in part because it offers these opportunities for them and for their families. Visitors seek out Haines to enjoy these same pastimes.

The City of Haines has prepared a plan for areas used by its residents and visitors for a variety of “public uses” – recreation, fishing, appreciating local history and culture, outdoor education, and other uses.

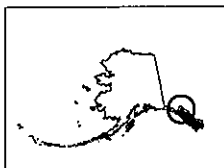
The City of Haines (Figure 1) has prepared a plan for areas within the city limits that are used by its residents and visitors for a variety of “public uses,” including recreation, fishing, hunting and food-gathering, appreciating local history and culture, wildlife viewing, outdoor education, and other uses. Through this *Plan for Public Use and Access in the City of Haines*, the community has:

- Identified lands and waters in the city important for “public uses.”
- Considered what makes it difficult for people to access, fully use or enjoy these areas.
- Determined specific actions the City and others can take to enhance and protect public use areas.
- Researched ways to accomplish priority actions – including identifying likely sources of funding and technical assistance.

This Plan will help ensure that Haines residents can continue to use important public use areas as the community grows and changes. By accomplishing the specific actions outlined in this Plan, the City of Haines will improve its public use infrastructure (such as parking, trail facilities, and paths) and make it more enjoyable for residents and visitors to use these areas. This Plan may also help resolve conflicts by giving management direction on issues that can be contentious, such as public use of private lands, commercial tour use of popular beaches,

Haines, Alaska

0.5 0 0.5 1 Miles



Sheinberg Associates



City of Haines, Alaska

June 2001

Mount Ripinsky

Lutak Inlet

Tank Farm Beach

Nukdik Point

Sawmill Creek
and McClellan Flats

Portage Cove

Fort Seward

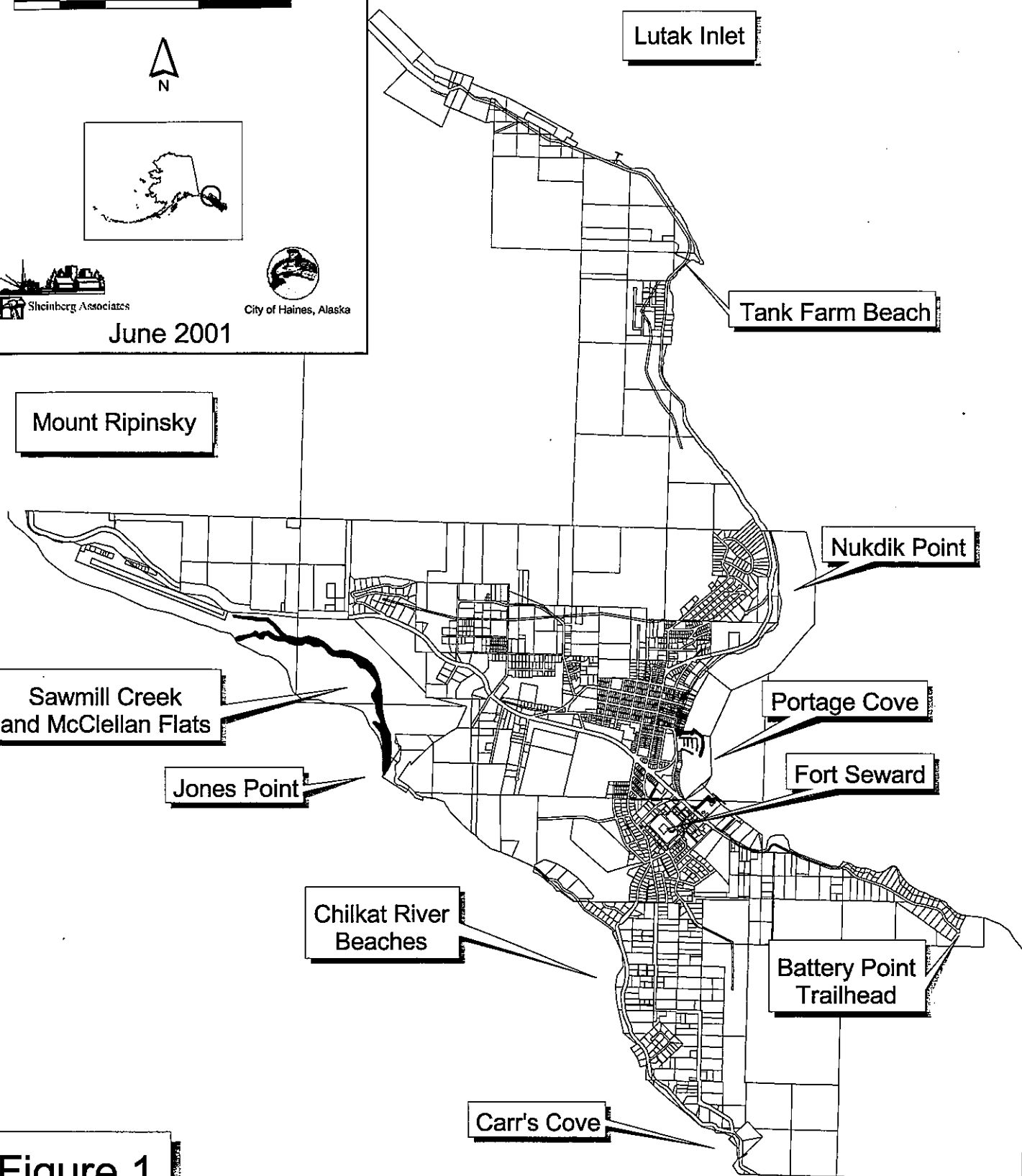
Jones Point

Chilkat River
Beaches

Battery Point
Trailhead

Carr's Cove

Figure 1



Haines seeks to improve beach access, parking, trails and paths – to benefit residents and visitors.

This Plan will also help the City manage commercial use of popular areas, and may make residents more confident that local public uses will be protected.

and managing public uses to ensure that the areas and resources people value are protected.

In addition to making Haines a more enjoyable place to live, this Plan will benefit Haines' tourism economy. Haines is intensifying its efforts to market itself as a "Destination" for tourists – a place where independent travelers spend their vacation time and dollars. Improving and expanding trails, retaining open space near downtown, beautifying the waterfront, and enhancing access for disabled and elderly travelers will all help attract and keep visitors. And, if Haines residents are confident that local public uses are protected, they may be more accepting of new, compatible commercial recreation uses that come to town.

This Plan will serve as a "blueprint" for managing and enhancing popular public use areas in the City of Haines. The City alone, at little or no expense, can accomplish some of the actions recommended in this Plan. Others will benefit from the participation of willing private landowners, community organizations, local businesses, and volunteers – and may require outside funding and technical assistance. The City will serve as a coordinator for "team efforts" to achieve the recommendations in this

Plan, and will have an important role in locating outside funding and technical assistance to assist the community (see Appendix B).

There will be many opportunities for willing private landowners to participate in implementing this Plan. During the planning process, several private landowners indicated their willingness to collaborate with the City of Haines on developing new trails or completing other public use projects.



The community of Haines offers an extraordinary setting for enjoying outdoor recreation.

However, it is important to recognize that public use is not welcome or appropriate on many private lands in Haines. This Plan *does not* require that private landowners welcome or accommodate public use of their private property.

Key Public Use Areas and Issues

People use many areas in the City of Haines for recreation and other public uses. This Plan addresses the following primary public use areas:

- Portage Cove waterfront and Fort William Seward
- Chilkat River beaches (Carr's Cove to Jones Point)
- Community pathways and trails
- Sawmill Creek and McClellan Flats
- Lutak Road beaches

Key issues that emerged during this planning process and are addressed in this Plan include:

- Providing adequate and appropriate infrastructure (such as parking, signs and facilities) at popular public use and access areas.
- Dedicating city lands that are important for public use and access for that purpose.
- Ensuring future public access to important privately owned areas used by the public, through arrangements agreeable to the private landowner.
- Developing and marketing a system of interconnected pathways and trails.
- Providing disabled access to public use areas, pathways and trails.
- Beautifying the Portage Cove waterfront, Fort Seward and other visually prominent areas.
- Recognizing the importance of public use opportunities to the Haines economy.
- Obtaining outside sources of funding and support to accomplish the goals of this Plan.
- Seeking "partnerships" with the Borough, community organizations, School District, private landowners and others to improve and maintain Haines' important public use areas and achieve the goals of this Plan.

Haines residents participated in the planning process through a community opinion survey, a series of public meetings, and individual interviews.

Preparing the Plan

The City's Planning Commission served as the steering committee for preparing this Plan. The Planning Commission hosted six public meetings, discussed the issues and opportunities associated with public use in the City of Haines, and gave policy guidance to Sheinberg Associates (the community planning firm helping with the project).

Community Opinion Survey

To begin the planning process, in December 2000 the City mailed a Community Opinion Survey to Haines residents and property owners.¹ Survey respondents were invited to identify the areas they and their family used for "public uses," list any issues which made it difficult to fully access or enjoy these areas, suggest solutions, and suggest ways in which enhancing public recreation and other uses could benefit the Haines economy. Survey responses are detailed in a January 2000 report by Sheinberg Associates, included in Appendix C.

The Community Opinion Survey was not designed to be a "random" survey. Instead, all city residents and property owners were given the opportunity to respond. For this reason, survey results are not statistically representative of the views of the overall Haines community.

The survey provided a good starting point for the planning process. Public participation during meetings, interviews with property owners and individuals, planning research, and thoughtful discussion and direction by the Haines Planning Commission and City Council built on the information gathered in the survey to create this completed Plan.

Public Planning Process

The planning process was launched at a "kick-off" meeting hosted by the Planning Commission on January 15, 2001. Public meetings were held on March 1, April 5, May 8, June 4 and June 12, to review each of the important public use and access areas, discuss issues and goals, and identify

¹ The survey mailing list of 2,217 individuals was generated from the Haines voter registration list (provided by the State of Alaska, Division of Elections) and property tax roles (provided by the Haines Borough).

realistic steps the City and others can take to maintain and enhance public uses. Public meetings were announced through local newspapers, radio announcements, posters, direct mail to affected property owners and others, and City notices.

The Plan was discussed at Haines Chamber of Commerce luncheons and covered by the local news media. Individual interviews were held with many property owners, people who use public lands in Haines, local community organizations, and government land managers.

Plan Adoption

On June 12, 2001, the Haines Planning Commission voted to recommend that the City Council approve the *Plan for Public Use Areas in the City of Haines*. The Haines City Council approved the Plan on June 20, 2001. The City Council will have the primary role in determining the City's priorities for implementing the Plan.

Context for the Plan

The City of Haines has already adopted plans and policy documents that lay the groundwork for this *Plan for Public Use and Access*, including:

- *City of Haines Comprehensive Plan* (March 2000)
- *Haines Coastal Management Program* (1980; amended 1993 and 2000)
- *Port Chilkoot/Portage Cove Area Meriting Special Attention (AMSA) Plan* (1982)

As these plans were written, Haines residents expressed their support for recreation and other public uses. City officials listened – and adopted goals and policies that set a course for proper management of important public use areas. This *Plan for Public Use and Access in the City of Haines* lists specific actions the City and others can take to achieve expressed by the community during this planning process, and supported by these other existing city plans. The sections of the Haines Comprehensive Plan, Coastal Management Plan and AMSA Plan that are relevant to each important public use area are described in the following chapters.

Organization of the Plan

Chapters Two through Six address the key public use areas and issues listed above. Each chapter analyzes land ownership; existing zoning, land use regulation and city land management plans; and issues that affect how the area is used by the public – and recommends appropriate actions that can be taken to maintain and enhance public use. Chapter Seven describes ways that the City of Haines can implement this Plan to the benefit of its local residents, its economy and its visitors.

Appendix A provides a consolidated list of the goals and actions adopted by the City of Haines to implement this *Plan for Public Use and Access in the City of Haines*. Appendix B gives information about government and private sources of funding and technical assistance to help the community of Haines accomplish the priority actions from this Plan. Appendix C provides the results of the December 2000 Community Opinion Survey that initiated this planning process.



Chapter Two

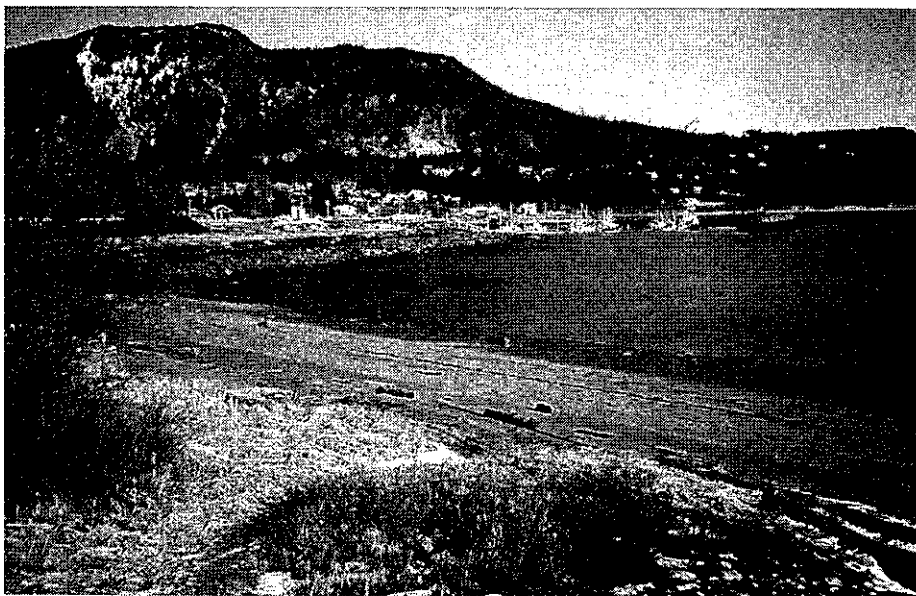
Portage Cove Waterfront And Fort Seward

Highlights

Increasing activity at Portage Cove – particularly the planned boat harbor expansion and increasing tourism use – gives Haines the opportunity to plan for public use of the waterfront and Fort Seward.

The Portage Cove waterfront and Fort William Seward are visual showpieces for the City of Haines. Residents and visitors use these areas to enjoy beach walks and family picnics, view the scenery and appreciate Haines' history. There is increasing activity on the Portage Cove waterfront – particularly the planned expansion of the Haines small boat harbor and increasing tourism use – that has created the impetus and opportunity to evaluate how the waterfront and the Fort are used by the public, and how public use can be enhanced to benefit Haines' residents and the tourism industry.

During this planning process, the public identified the need to secure several primary public use areas on the waterfront and at the Fort for future community use; improve infrastructure for recreation uses at Portage Cove (such as improved parking, disabled access, and waterfront pedestrian paths); and beautify the area.



Portage Cove is an important gateway for waterfront commerce and also offers scenic, sandy open space for public recreation.

It is the goal of the City of Haines to maintain and enhance the use of Portage Cove and Fort Seward by residents and visitors for recreation and other public uses

It is the goal of the City of Haines to maintain and enhance use of Portage Cove and Fort Seward by residents and visitors for recreation and other public uses.

that benefit from access to the waterfront. The City seeks to foster compatibility between public uses and other uses of the waterfront, and to maintain Fort Seward as a valuable National Historic Landmark and community asset.

Specific actions recommended in chapter to enhance public use of the Portage Cove waterfront and Fort Seward – that are complementary to other economic uses of these areas – include:

- Incorporate recreation infrastructure improvements into the design, planning and financing of the Haines boat harbor expansion project.
- Designate additional recreation areas on the waterfront (particularly the sandy beach north of the Port Chilkoot dock), compatible with the new harbor footprint.
- Provide additional beach access points, including disabled access.
- Work toward a continuous waterfront pedestrian path, including views of the working-waterfront and harbor.
- Develop scenic viewpoints on the waterfront.
- Improve parking.
- Beautify the Port Chilkoot Dock and other areas along the waterfront.
- Improve and beautify Tlingit Park.
- Assure future public use of the Fort's parade grounds and improve maintenance of this valuable open green space.

Background

Community development in Haines has historically focused around Portage Cove. However, much of the cove is still undeveloped.

Portage Cove is the City of Haines' gateway to Chilkoot Inlet (Figure 2). The Portage Cove waterfront is the City's access to the Inlet for small boat users, its sandy beach playground, its picture-postcard view shed, and its "greeting point" for many visitors arriving by sea.

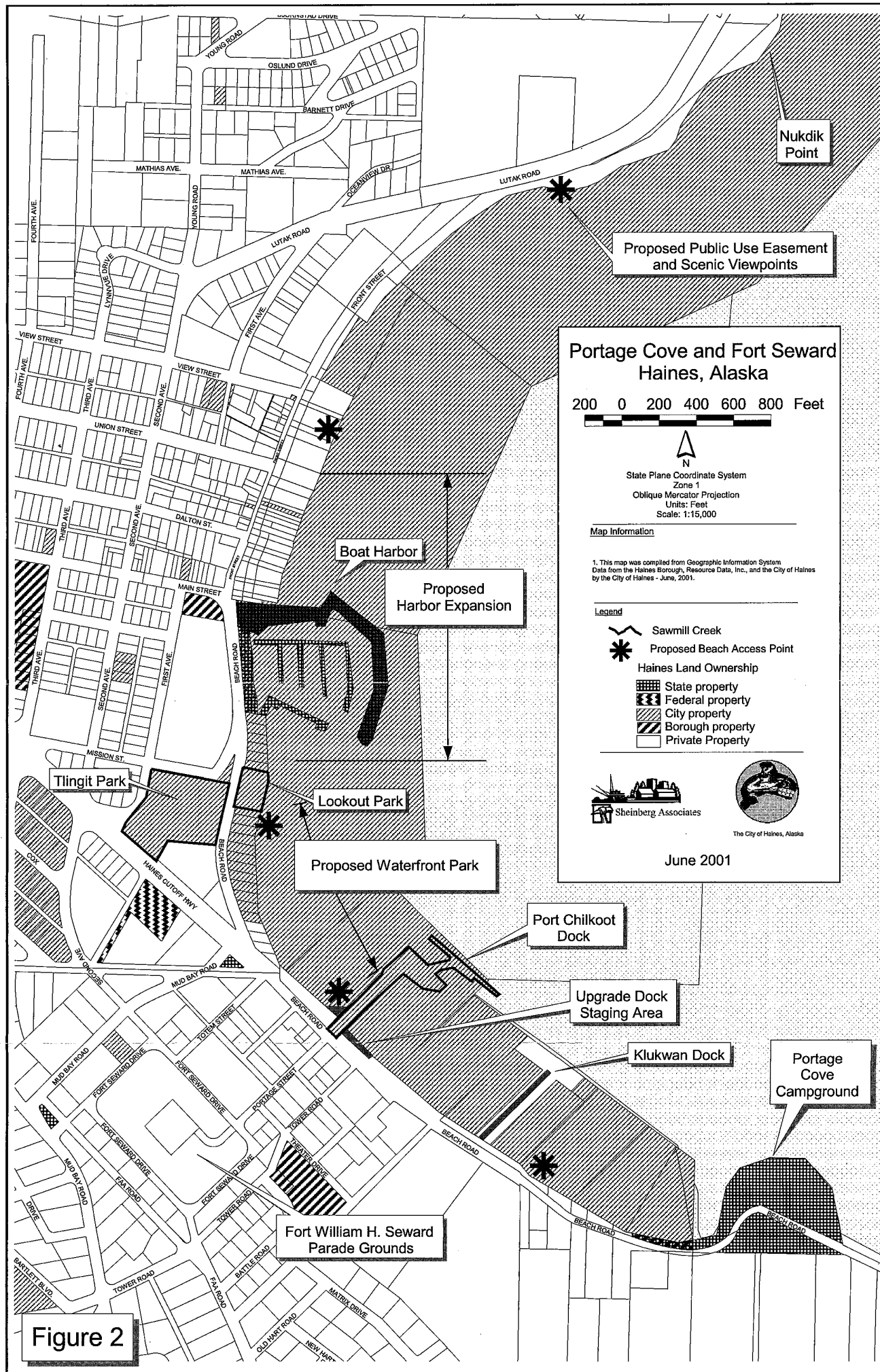
Community development in Haines has historically focused around Portage Cove. However, much of the cove is still undeveloped. The open space adds to the scenic quality of the cove and is valued by residents and visitors. The small boat harbor and adjacent commercial and light industrial development create a working-waterfront and an anchor for the community's economy. Tourism focuses on the Port Chilkoot and Klukwan, Inc., docks. The northern and southern ends of Portage Cove are primarily residential or open space. Cultural and historic sites, including the Deishu Village site, Raven House, Fort William Seward and the historic Portage Cove burial site are located at or near the Portage Cove waterfront.



The city-owned beach north of the Port Chilkoot dock is highly valued by the public for walking, picnicking, swimming and beach play.

Portage Cove is highly valued by Haines residents for beach walking and beach activity, picnicking, fishing access, enjoying the view and natural surroundings, and other public uses. Many people use the waterfront daily to weekly, year-round, though use is highest in the summer months. The city-owned beach north of the cruise ship dock is especially valued because it is

close to the center of town, offers beautiful views, and is a "rare" sandy beach.





Fort William Seward is a National Historic Landmark and a beautiful backdrop for the City of Haines.

Portage Cove is backed by the Fort William H. Seward National Historic Landmark. Fort Seward is the “postcard backdrop” for Haines for visitors arriving by water and is the primary, visually defining element for the city. The Fort is a community asset. It offers valuable

open space, a link to community history, an active cultural and arts center, historic residences and a draw for tourists.

The Fort Seward parade grounds are valued as a rare open, grassy space in town – and a popular spot for community events.

The most important feature of Fort Seward for public use are the parade grounds – which are a rare open, grassy space in town. Residents also value the historic significance of the Fort, and use the Fort for to stroll, bring visitors, play, visit its historic resources, and participate in community events. There is a common sentiment that the Fort is a unique and valuable asset that could be further developed as a source of pride for the community and as a draw for visitors.

There is increasing activity on the Portage Cove waterfront – particularly the planned expansion of the small boat harbor and increasing commercial tourism use – that has created the impetus and opportunity to evaluate how the waterfront and the adjacent Fort are used by the public, and how public use can be enhanced to benefit Haines’ residents and the tourism industry.

Suggestions from the public for ways to improve and ensure future public use of the Portage Cove waterfront and Fort Seward include:

- Improve public access to the beach via accessible walkways, and improved signs.
- Ensure future public use of popular areas.
- Improve parking.

- Upgrade the boat harbor.
- Beautify the waterfront, dock and beach.
- Improve Tlingit Park.
- Provide additional public facilities/restrooms serving waterfront users.
- Improve maintenance of the parade grounds.

Participants in the planning process also recommended that Haines showcase Fort Seward as a unique and significant historic resource, to attract independent and cruise ship travelers – and suggested that more be done to restore and interpret the Fort’s historic resources and to make the Fort an attractive destination for visitors.

Land Status and Land Use Regulation

Areas used by the public along the waterfront include city-owned beaches, the boat harbor, Tlingit and Lookout Parks, and the Tlingit Park cemetery.

Land Status

Land ownership along Portage Cove is illustrated in Figure 2. Areas used by the public along the waterfront include city-owned tidelands and beaches, the small boat harbor, Tlingit Park and Lookout Park, and the Tlingit Park cemetery. Private waterfront lands within Portage Cove are also used informally by the public, including the beaches/tidal pools at the north end of the Cove (near Nukdik Point); beaches along Front Street; privately-owned beaches and upland lots between the “Y” intersection and the Klukwan dock; and the Presbyterian Mission.

Fort William Seward is owned by the Port Chilkoot Company, Alaska Indian Arts, and other private landowners. The parade grounds is owned by Alaska Indian Arts, but is designated for community use.

Comprehensive Plan (March 2000)

The *Haines Comprehensive Plan* recommends development of a Portage Cove waterfront master plan, including a plan to maintain and enhance public access to the waterfront. This *Plan for Public Use and Access* addresses the community’s strong interest in keeping and improving access to important public use areas on the waterfront.

The Haines Comprehensive Plan also includes *many* specific objectives and redevelopment strategies for Fort Seward. It recommends applying land use and architectural design standards within the Fort to maintain its historical and architectural values, maintaining the Fort's National Historic Landmark status, protecting open space and protecting views, providing buffers from incompatible development, addressing traffic and parking congestion, and improving parade ground maintenance.

Zoning and Land Use Code (April 2001)

Portage Cove areas east of Beach Road/Front Street are zoned as "Waterfront," a zoning designation that provides for a mix of residential and waterfront-related light industrial and commercial activity. (More intensive waterfront industrial uses have been directed to a "Waterfront Industrial" zone in the area of the Lutak Dock.) The Portage Cove State Campground is zoned "Recreation." On the upland side of Beach Road, zoning designations include Waterfront (south cove), Commercial (City center) and Single Family Residential (north cove).

Fort Seward is zoned as a "Significant Structures Area." The intent of this zoning district is to preserve the architectural character and historical significance of Fort Seward and conserve the waterfront area for public access and use, while enhancing opportunities for adaptive re-use of Fort structures. The Haines Land Use Code regulates the design and construction of new development or redevelopment, and incorporates the design standards and guidelines developed for Fort Seward in 1998.

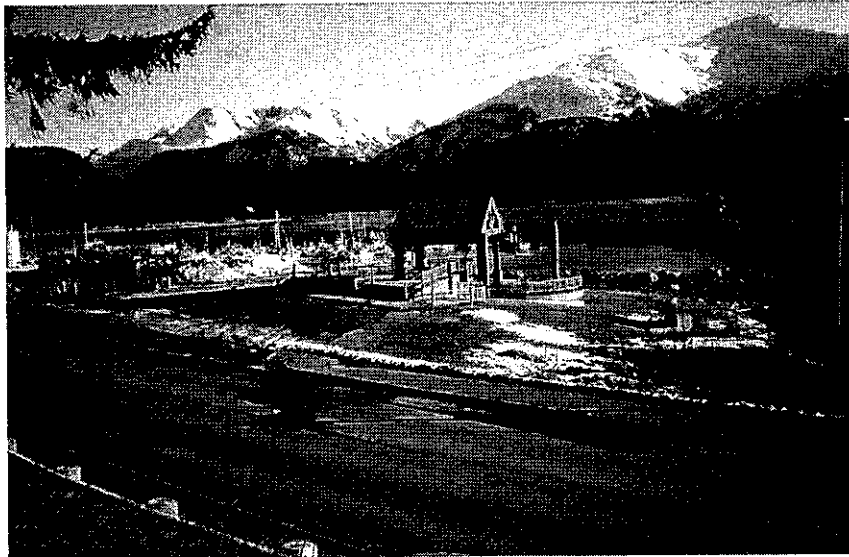
The Haines Coastal Management Program designates Tlingit Park, Lookout Park and much of Portage Cove as "primarily for recreation use."

Haines Coastal Management Program

(1980; amended 1993, 2000)

The *Haines Coastal Management Program* (HCMP) includes regulatory policies that guide land use in Portage Cove and Fort Seward. The HCMP recognizes the importance of developing the Portage Cove waterfront to support the Haines economy – yet also recognizes its importance for community recreation. The HCMP designates Tlingit Park, Lookout Park and much of Portage Cove as "primarily for recreation use" (Policy C-2) and manages adjacent development to "minimize significant adverse impacts to recreation resources and activities,

including access” (Policy C-4). The HCMP also addresses planning for storm hazards along the waterfront (Policy B-4) and protecting shoreline aquatic life, resources and public use values (Policy J-5). The HCMP recognizes the historical significance of Fort Seward, but does not include specific policies addressing public use issues.



Lookout Park was constructed in the 1980's, as recommended in the *Port Chilkoot/Portage Cove AMSA Plan*.

Port Chilkoot/Portage Cove Area Meriting Special Attention (1982)

The City of Haines prepared an “*Area Meriting Special Attention*” (AMSA) Plan for the Portage Cove waterfront and Fort Seward in 1982. The AMSA plan proposed a number of capital improvement projects on public lands to enhance the Portage Cove waterfront.

Several key capital improvements were completed in the 1980's.

Others have not yet been accomplished. Recommended projects included:

- ✓ Tlingit Park Facilities, Retention Wall, Stairs - *Completed*
- ✓ Waterfront sidewalk – *Completed to Port Chilkoot dock*
- ✓ Lookout Park – *Completed*
- ✓ Haines Information Sign – *Completed (needs updating)*
- Tlingit Park Cemetery Restoration – *Not Accomplished*
- Waterfront Park (at sandy beach north of Port Chilkoot dock) – *Not Accomplished*
- Upgrade entry to Port Chilkoot Dock – *More Effort Needed*
- Additional access stairs to beach, information signs and pedestrian lighting – *More Effort Needed*

For Fort Seward, the AMSA plan proposed ways to improve and reuse the historic structures. Private land and building owners would need to endorse and take a lead in accomplishing many of these suggestions, which include:

- ❑ Re-use and in-filling of buildings in the Lower Fort for commercial, visitor-industry, cultural, arts and education uses
- ❑ Research and development of a new major events center
- ❑ Reconstruction of former barracks buildings
- ❑ Development of a barracks promenade and plaza open space
- ❑ Enhancement of Soap Suds Alley open space corridor
- ❑ Additional landscaping
- ❑ Preservation of existing Upper Fort historic buildings in a manner conforming to original architectural character (*addressed in Title 18 of Haines Code*)
- ❑ Development of limited parking areas at each end of the parade ground

The *Port Chilkoot/Portage Cove AMSA* plan also adopted 14 land use policies to guide future development of the Portage Cove waterfront and Fort Seward.

Issues and Opportunities

Boat Harbor Expansion

The biggest issue affecting public use of the Portage Cove waterfront in 2001 is the planning for an expanded boat harbor to serve the City of Haines. The City, Chamber of Commerce, other local organizations and individuals are working with the U.S. Army Corps of Engineers and the Alaska Department of Transportation and Public Facilities (DOTPF) to design and identify financing for an expanded harbor.¹ Preliminary designs for the new harbor generally show an expanded footprint extending from Lookout Park, north along Front Street to approximately Union Street.

¹ A March 2001 study of economic benefit by the Corps concluded that Haines will likely receive federal funding for breakwater construction and dredging. State, city and other funding would be needed for other harbor improvements.

The planned expansion of the Haines boat harbor is the biggest issue affecting public use of the Portage Cove waterfront in 2001.

Purchase of private property would be required, and the city-owned ½-lot near Union Street, which now provides beach access north of the existing harbor, would likely be incorporated into the harbor project.

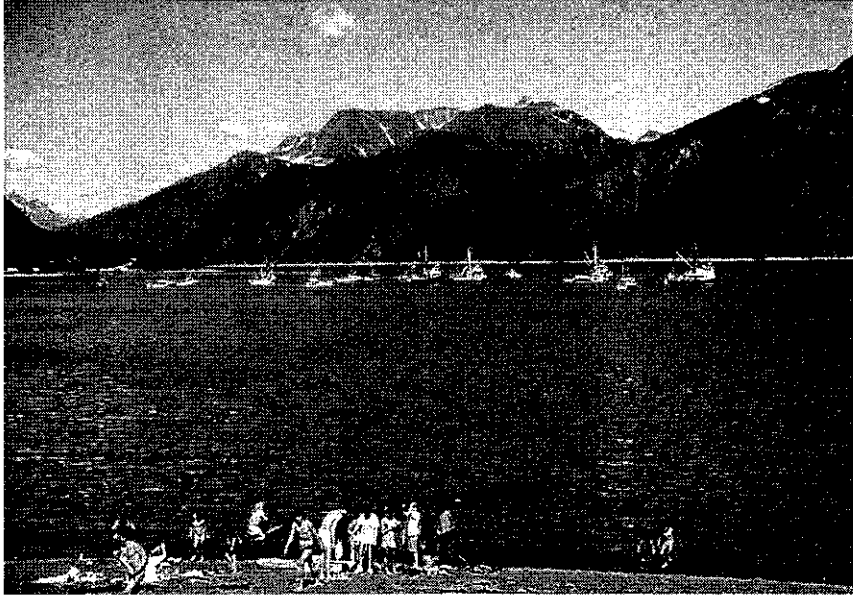
The preferred harbor design and access route has not yet been selected. The final harbor footprint and access route will affect which areas of the Portage Cove waterfront will be available for public use in the future. An expanded footprint may incorporate areas currently used by the public. If the harbor is accessed via Beach Road, the acute “Y” intersection of the Old Haines Highway and Beach Road would need to be reconfigured to a more standard, safer perpendicular design. An alternative access route on an existing, undeveloped right-of-way through Tlingit Park has also been discussed and would affect future use of that park.

Construction of the new harbor may provide an opportunity to improve parking, beach access points, walkways, scenic viewpoints and other public use facilities.

Construction of the harbor may provide an opportunity to enhance *non-harbor* public uses. Parking, walkways, beach access points and restrooms could be incorporated into harbor design and construction to serve “non-harbor” users. However, federal funding would not be available for these types of projects. If mitigation is required to obtain permits for breakwater construction or dredging, mitigation funding may be available for projects that would enhance public waterfront access or use. Excess dredge materials from harbor construction could be available to use as fill for waterfront access or parking projects.

Enhancing Beach and Water Access

Portage Cove Sandy Beach: Maintaining public access to the city-owned sandy beach between Lookout Park and the Port Chilkoot Dock received more comment during this planning process than any other public use and access issue. This beach is close to town, sandy and scenic. It is highly valued for beach walking, picnicking, tide-pooling and enjoying the view. The sandy beach is an important open-space view shed for Fort Seward, and a welcoming natural area for visitors arriving in Haines at Portage Cove docks. This beach area was designated “primarily for recreation use” in the *Haines Coastal Management Program*.



This Plan recommends that the Portage Cove sandy beach be designated as a City Waterfront Park and zoned for "Recreation."

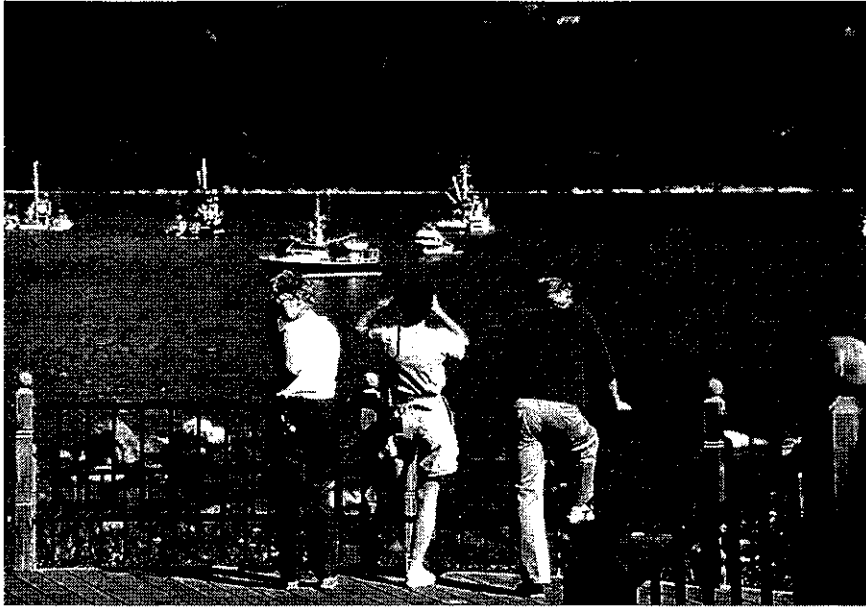
This *Plan for Public Use and Access in the City of Haines* proposes that the city-owned beach and tidelands from Lookout Park to the Port Chilkoot dock be designated a City Waterfront Park, and zoned for "Recreation." Possible facility improvements include new stairs, disabled access, pathways from the dock to Lookout Point, and improved parking and restroom facilities.

The natural quality of the beach is highly valued by the public. Public use

facilities should be designed and located in a way that retains the Portage Cove waterfront's natural resources and scenic values.

The *Haines Coastal Management Program* also designated the city-owned tidelands north of the small boat harbor, and between the Klukwan dock and the Portage Cove State Campground as "primarily for recreational use." However, the existing "Waterfront" zoning is most appropriate for these areas, as it allows for other types of waterfront development (residential, commercial and light industrial) important to the Haines community and economy.

Waterfront Sidewalk/Path: A continuous pedestrian corridor along the Portage Cove waterfront, with occasional seating areas, would allow residents and visitors to enjoy scenic and working-waterfront views, and provide access to public waterfront lands and facilities – such as the small boat harbor and the dock. Many coastal communities have struggled to develop a continuous waterfront path after significant waterfront development has already occurred. In Haines, there is an opportunity to plan for this type of waterfront walkway before much of the waterfront is developed.



A waterfront walk would provide continuous views of the Portage Cove working waterfront and scenery.

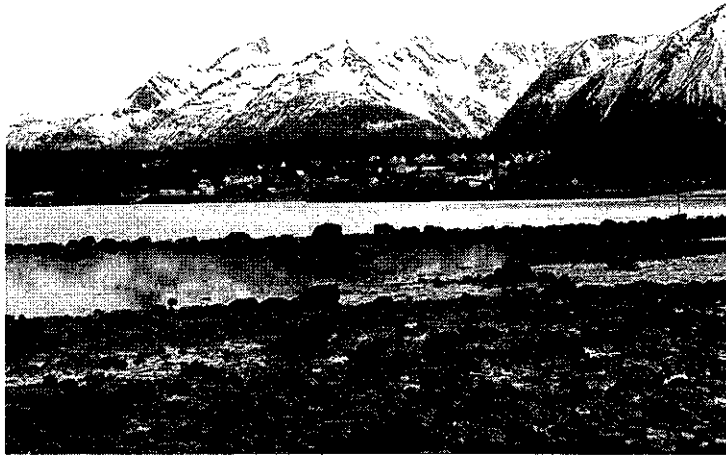
The waterfront pedestrian corridor would likely be a combination of waterside boardwalks and sidewalks, depending upon what is most feasible and acceptable to various landowners. The corridor would likely be developed in stages, as sections of the waterfront are improved, reconstructed, or developed. Private landowners will be encouraged, but not required, to participate in developing the waterfront pedestrian corridor. Safe road crossings and paths

connecting the waterfront pedestrian path to Tlingit Park, downtown and other community facilities and attractions could be provided, with attractive crosswalks and lowered speed limits on Beach Road.

Public Access to Dock and Harbor: Access over the water was also raised as a public access issue. The City of Haines has kept the Port Chilkoot dock closed, except when in use by cruise ships, to reduce risk to public users. However, use of the dock for scenic viewing, walking and fishing would enhance public use of the waterfront. The City should consider opening the dock to the public (during selected days/hours), with appropriate signs regarding risks and the need for safe conduct. The new design for the small boat harbor could also incorporate a walkway where non-harbor users can fish, “harbor watch” or enjoy the scenery without being in the way of harbor activity.

North Portage Cove Scenic Viewpoints

The beach, tidal pools and scenic viewpoints on north Portage Cove near Nukdik Point are popular for public use. These scenic viewpoints are the first view of Haines for many visitors, but they are unimproved and do not have signs welcoming visitors to town or providing information.



Scenic viewpoints near Nukdik Point provide a beautiful first view of Haines for many visitors.

The tidal pools and beaches at this area are scenic and productive.

This area is in private ownership (Figure 2). The owner has not objected to public use of the property and granted an easement for public use to the City of Haines in March 1995. The easement expired June 1, 1998, and the City has not yet asked to renew the easement. This Plan recommends that the City work with the landowner to obtain a long-term easement for use of this area.

Improvements to the scenic viewpoints and installation of signs would also enhance this public use area, if acceptable to the landowner.

Parking

More parking is needed for people recreating at Portage Cove. Parking for beach visitors is limited to spaces at Lookout Park, the small triangular parking lot across Beach Road near the "Y" intersection (at Old Haines Highway), and a few spaces near the Port Chilkoot dock.

More parking is needed for beach users at Portage Cove. Parking could be added when the boat harbor is expanded and harbor access is improved.

In summer seasons when cruise ship visits have been frequent, the waterfront has been crowded with vehicles and parking for beach users has been particularly difficult. The City adopted an ordinance managing commercial tour vehicles in 2001. A reduction in cruise ship visitation will also reduce parking demand in 2001.

However, improvements in public day-use parking are needed to meet current and future demand. Opportunities to construct additional parking could come about in conjunction with the small boat harbor expansion or improvements to the "Y" intersection (see above), through local spending, or through an agreement with DOTPF. Possible locations for additional public parking are listed in the "Goals and Actions" section, below.

DOTPF has informally said they would consider funding reconstruction of Beach Road along Portage Cove, in exchange for the City of Haines assuming future responsibility for maintenance of all of Beach Road. The

project could provide for additional parking, reconstructed sidewalks, beach access, scenic viewpoints, and bicycle and pedestrian amenities along the City's downtown waterfront.



Beautification

Portage Cove is an important gateway to the community of Haines – particularly for visitors arriving by cruise ship or tour day boats. Improving the look of the beaches, uplands and dock staging areas would make the waterfront more welcoming and attractive for visitors and residents alike. Signs, infrastructure improvements, beach cleanups, landscaping and other measures will improve the look of the area.

Further efforts to beautify the waterfront and docks would make them more welcoming and attractive for visitors and residents.

Tlingit Park

A community-based effort to reconstruct the playground at Tlingit Park is underway and will improve the use and attractiveness of this area. The Park was initially constructed using federal Land and Water Conservation Funds (LWCF). Since rehabilitation of existing LWCF-funded projects is a high priority for this grant program, it may be possible to obtain additional LWCF funding in 2002.

Along with the playground upgrade, the community could consider improvements to other Park facilities (e.g., restrooms, signs), creating a stronger visual connection between Tlingit Park and the waterfront, and providing a safer pedestrian crossing of Beach Road to the park. The *Port Chilkoot/Portage Cove AMSA* plan (1982) recommended restoring the adjacent cemetery, which is still in need of this type of care. The City should take the step of dedicating Tlingit Park as a City park by ordinance and zoning it for "Recreation."

Fort William Seward

The public is drawn to Fort Seward because of its historic significance. It is important to preserve and restore the Fort's historic resources to enhance its National Historic Landmark status, retain its value to the Haines community, and make it an attractive destination for visitors. The *Haines Comprehensive Plan*, the *Port Chilkoot/Portage Cove AMSA Plan*, and the Haines Land Use Code already provide a framework of regulations and strategies directed at preserving and restoring Fort Seward. These existing plans and strategies for the Fort have not been "rethought" or restated in this *Plan for Public Use and Access in the City of Haines*. However, this Plan does recommend that the City, Fort owners and others in the community develop a prioritized short-list of strategies that should be undertaken to restore and revitalize the Fort.



Fort Seward's Parade Grounds are highly valued by the public for informal use and community events.

The open, grassy Fort parade grounds are highly valued by the public for informal use and community events. The grounds are also a visual showpiece and form the central organizing structure for the upper Fort. It is important to retain the parade grounds as open space and ensure future public use. Improving maintenance of the parade grounds will enhance the public use of the area, and make the Fort more attractive to residents and visitors.

Goals and Actions

- Goal 2.1** It is the goal of the City of Haines to maintain and enhance use of Portage Cove by residents and visitors for recreation and other public uses that benefit from access to the waterfront.
- Goal 2.2** It is the goal of the City of Haines to foster compatibility between public use and other waterfront uses.
- Goal 2.3** It is the goal of the City of Haines to maintain Fort William Seward as a valuable National Historic Landmark and community asset.

Ensure Future Public Use

Ensure that lands and waters within Portage Cove and Fort Seward that are important for recreation and other public uses will continue to be available for public use in the future.

Action 2.1 Dedicate Waterfront City Park (including Lookout Park)

Dedicate the city-owned lands between Lookout Park and the Port Chilkoot dock as a Waterfront Park, by ordinance (Figure 2). Zone the park for "Recreation" (rather than "Waterfront" zoning). Do not allow commercial use of lands within the Waterfront Park. Obtain a long-term easement or agreement for public access to the waterfront park across the Port Chilkoot Company's uplands north of the Port Chilkoot dock, along Beach Road. (Note: Designation of the park area will need to be compatible with the footprint and design of the expanded small boat harbor and new harbor access routes.)

Action 2.2 Dedicate Tlingit City Park

Dedicate Tlingit Park as a City park by ordinance. Zone this area for "Recreation" (rather than "Commercial" zoning). (Note: Designation of the park area will need to be compatible with the footprint and design of the expanded small boat harbor and new harbor access routes.)

Action 2.3 Ensure Public Access at Scenic Viewpoints Near Nukdik Point

Work with the landowner of the scenic view pullouts and beach along North Portage Cove, near Nukdik Point to reach a mutually acceptable agreement to allow future public use of these areas. Pursue a long-term easement or City acquisition of the property. Zone this area for "Recreation" (rather than "Waterfront" zoning).

Action 2.4 Dedicate Additional Public Beach Access Points on City Land

In addition to the public access points within the Waterfront Park and near Nukdik Point, dedicate public beach access points on City land at the north end of the expanded small boat harbor and southeast of the Klukwan, Inc., dock.

Action 2.5 Secure Fort Seward Parade Ground Use

Work with Alaska Indian Arts to ensure that the Fort Seward parade grounds will remain an open space, available for public use in the future. Examine options such as a perpetual easement, management agreement, rezoning, acquisition or another mechanism to secure public use.

Action 2.6 Fort Seward Parade Ground Maintenance Agreement

Work with Alaska Indian Arts to improve regular maintenance of the Fort Seward parade grounds during the summer season (possibly through a City agreement to maintain the grounds).

Improve Waterfront Access and Public Use Amenities

Provide infrastructure and services to enhance public access to and public use of the Portage Cove waterfront – for the benefit of Haines residents and visitors. Incorporate these amenities into the planned expansion of the Haines small boat harbor and other waterfront redevelopment plans, to the extent feasible.

Action 2.7 Portage Cove Waterfront Pedestrian Path

Work toward development of a continuous pedestrian corridor along the entire Portage Cove waterfront from the Portage Cove campground to Nukdik Point. The pedestrian corridor may be a combination of waterside boardwalks and sidewalks that will provide for enjoyment of scenic and working-waterfront views, and access to public waterfront lands and facilities. Include the waterfront pedestrian corridor in public development and redevelopment projects. As private land development is proposed, encourage landowners to participate in developing or providing an easement for the path, if it is feasible and compatible with their development plans. Install and maintain small viewing platforms with seating along the waterfront pedestrian corridor on public lands.

Action 2.8 Improve Beach Access, including Disabled Access

In coordination with affected private landowners, construct and maintain safe and convenient paths, stairs and/or ramps to access the natural public beach and tidelands at five primary locations, including (from north to south) (Figure 2):

- Public use beach at north Portage Cove, near Nukdik Point
- North of expanded small boat harbor (with kayak/canoe launch)
- Lookout Park
- Sandy beach north of Port Chilkoot dock (including disabled access and hardened beach enjoyment and picnic area)
- Southeast of the Klukwan, Inc., dock

Action 2.9 Retain Natural Path along Portage Cove Beaches

Retain a natural beach path, rather than constructing a developed path, along the waterfront from the Port Chilkoot dock to Lookout Park. Consider removing selected boulders to increase the sandy beach area and/or to create an easier beach path.

Action 2.10 Haines Boat Harbor Boardwalk

Incorporate a public-use boardwalk into the small boat harbor expansion to provide public access over the water for scenic views, “harbor-watching” and fishing.

Action 2.11 Improve Pedestrian Crossings

Install pedestrian crosswalks at all beach-parking areas, Tlingit Park and at boat harbor access points. Install signage to improve crossing safety. Consider reducing the speed limit on Beach Road to improve crossing safety.

Action 2.12 Front Street Bike/Pedestrian Path

When Front Street is reconstructed, incorporate a safe corridor for pedestrian and bicycle use from Main Street to the Lutak Road (Haines Highway).

Action 2.13 Improve Public Restrooms at Waterfront

Incorporate improved restroom facilities open to beach (non-harbor) users in the scope of the expanded small boat harbor and other waterfront redevelopment projects.

Action 2.14 Waterfront Park Picnic Facilities

Install picnic facilities at the Waterfront Park, including tables and trashcans. Maintain and service the Park area.

Action 2.15 Scenic Viewpoints

In cooperation with the private landowner, pave and improve the scenic view pullouts southwest of Nukdik Point.² Install benches for enjoying the view, and signs that welcome visitors to Haines, interpret the view of the City and Portage Cove, and direct visitors to information centers.

Improve Parking and Beach Road Access

Provide safe and convenient parking for day-use of Portage Cove, including proper management of commercial parking to address congestion and segregation from non-commercial users.

Action 2-16 Portage Cove Waterfront Public Parking

Consider the following options for additional non-commercial public parking:

- Provide parking for beach (non-harbor) users in the scope of the expanded small boat harbor.
- Construct parallel public parking along Beach Road, south of Lookout Park, by widening the roadway.

² Pursue during Haines Highway improvements, planned for construction in 2004-5.

- Enlarge the State-owned triangular parking lot at the “Y” intersection, and provide a marked and signed cross walk across Beach Road.
- Incorporate additional parking into the redesign of the “Y” intersection.
- Revise parking rules to allow public parking at the Port Chilkoot dock when cruise ships are not in port.

Action 2-17 Portage Cove Waterfront Commercial Parking

Continue to manage commercial parking through City ordinance to ensure the safe and orderly operation of commercial vehicles and commercial vehicle parking areas.

Action 2-18 Reconstruction of Beach Road and Waterfront Amenities

Discuss with DOTPF the option of using State funding to reconstruct Beach Road to provide improved parking, reconstructed sidewalks, beach access points, lighting, scenic viewpoints, and bicycle and pedestrian amenities along the City’s downtown waterfront.

Upgrade and Beautify Port Chilkoot Dock

Upgrade and enhance public use of the Port Chilkoot dock to make it a more attractive and welcoming gateway to the Haines community and a waterfront asset to Haines residents and visitors.

Action 2-19 Install Signs and Banners

Install signs and attractive banners at the Port Chilkoot dock and along the waterfront to improve aesthetics, welcome visitors, provide essential and interesting information about Haines, and direct visitors to Haines sites-of-interest, etc. Signs could include:

- Welcome to Haines.
- Directional signs – to additional visitor information points, downtown shopping, Fort Seward, Museum, Tlingit Park, Bald Eagle Foundation, Post Office, phones, restrooms, etc.
- Haines map and points of interest.

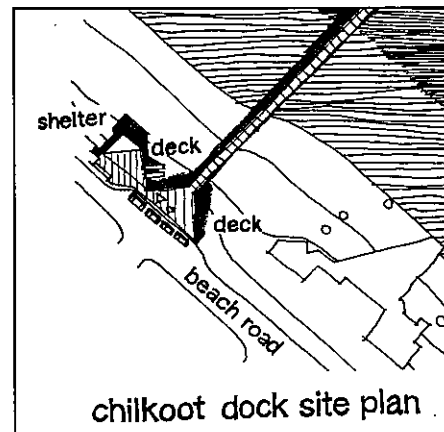
Use a uniform style for public information signs that are small, discrete, and yet informative – without becoming visual clutter on the waterfront.

Action 2-20 Improve Appearance of Port Chilkoot Dock Staging Area

Pave, upgrade the fence, and landscape the staging area at Port Chilkoot Dock. Replace the creosote piling bull rails with attractive building materials.

Action 2-21 Construct Viewing Deck at Port Chilkoot Dock

Construct a wooden deck at the entry to the Port Chilkoot Dock for viewing and seating (graphic from *Port Chilkoot/Portage Cove AMSA Plan, 1982*).



Action 2-22 Reface Dock Staging Area

Reface the front of the fill at the Port Chilkoot dock staging area to improve its appearance from the beach.

Action 2-23 Allow Limited Public Use of Port Chilkoot Dock

Open the Port Chilkoot dock for public use (during selected days/hours), with appropriate signs regarding risks and the need for safe conduct, to allow scenic viewing, walking and fishing. Provide essential life-saving apparatus on the dock.

Waterfront Beautification

Beautify the Portage Cove waterfront and public use areas.

Action 2-24 Clear Vegetation to Maintain Views

Selectively clear scrub trees and bushes along the Portage Cove waterfront to maintain views from sidewalks.

Action 2-25 Remove Beach Debris

Remove large metal debris from beach/tidelands south of Port Chilkoot dock to improve the aesthetics and recreation value of this area. Retain historic wooden dock pilings, unless they present a public safety hazard.

Action 2-26 Aesthetic Facing for Beach Fills

Require upland property owners to stabilize and face any fill placed on the beach side of Beach Road and Front Street with a natural appearing material, such as large boulders or a wooden retaining wall.

Action 2-27 Support Annual Beach Cleanup

Support and assist with annual volunteer beach cleanup and routine maintenance of Portage Cove beach during the summer season.

Action 2-28 Encourage Landscaping/Screening

Encourage use of landscaping to screen less-visually appealing uses from important public and visitor use areas.

Tlingit Park Improvements

Improve the Tlingit Park playground and cemetery for the benefit of local residents and visitors, and to improve awareness of the significance and sanctity of the cemetery.

Action 2-29 Renovate Tlingit Park

Support the grass-roots community effort to renovate the Tlingit Park playground. Assist with application for available grant funds, such as federal Land and Water Conservation Funding.

Action 2-30 Improve Public Restrooms at Tlingit Park

Design and construct new restrooms to serve Tlingit Park and waterfront users.

Action 2-31 Recognize, Interpret and Restore Tlingit Park Cemetery

Designate the Tlingit Park cemetery as a community historic site. Work with native organizations and individuals to develop and pursue a plan for cemetery restoration, including restoration of grave markers, wooden balustrades and seating areas, and proper lighting. Post appropriate signs notifying visitors and Park users of the sanctity of the cemetery and requesting their respectful use; and interpretive signs explaining the cemetery's historical and cultural significance.

Fort Seward Revitalization

Continue to work toward restoration and adaptive re-use of the Fort, with respect for its historic significance, and to enhance its value to the community's cultural life and economy.

Action 2-32 Implement Existing Strategies to Restore and Revitalize Fort Seward

Continue efforts to implement the existing strategies and plans outlined in the *Haines Comprehensive Plan*, the *Port Chilkoot/Portage Cove AMSA Plan*, and the Haines Land Use Code. Develop a prioritized short-list of strategies to undertake as opportunities and funding arise and to identify what steps can be taken to make progress on priority issues.

Action 2-33 Attracting Visitors – Interpreting Fort Seward Resources

Identify steps that can be taken to attract more visitors to the Fort and to improve interpretation of historical and cultural information for public visitors.



Chapter Three

Chilkat River Beaches

Highlights

The Chilkat River beaches are enjoyed by the public for long beach walks, picnicking, watching birds and wildlife, and viewing the scenery.

The Chilkat River beaches are used by the public for long beach walks, picnicking, watching birds and wildlife, and enjoying scenic views. Located on the “quieter side of town,” the Chilkat River beaches are valued for their natural character, the solitude they offer, and their importance for fish and wildlife.

Through this planning process, the public identified the need to retain the beaches’ natural character and low-intensity public use; construct more safe parking; provide a natural route for beach walking the length of the beach, with possible connections to other trails; construct disabled access; and manage commercial use and prohibit motorized use on the beaches.



Chilkat River beaches offer scenic views up Chilkat Inlet.

It is the goal of the City of Haines to manage the Chilkat River beaches and tidelands as a "natural public use area" that retains the natural character of the open space and provides opportunity for low-intensity, dispersed recreation.

It is the goal of the City of Haines to manage the Chilkat River beaches and tidelands as a "natural public use area" that retains the natural character of the open space, provides public access to the beach and water, provides opportunities for low-intensity, dispersed recreation activities focused on enjoyment of the natural environment, and maintains a healthy natural resource environment.

Suggested actions to enhance public use of the Chilkat River beaches include:

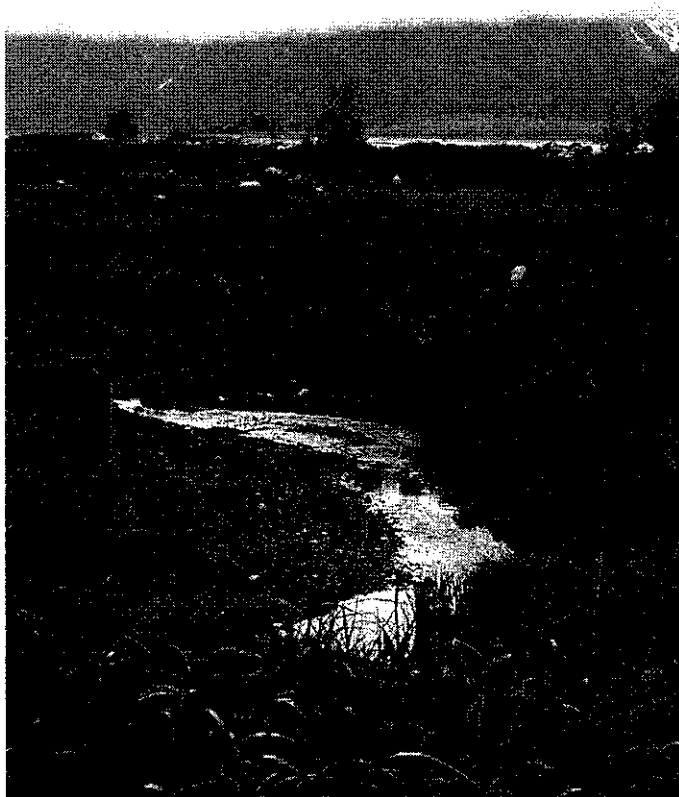
- Manage the beaches as a natural public use area, with facilities limited to those needed for public safety and health, equitable access, resource protection, and to respect private property.
- Construct a trail/viewing area at One Mile Creek and disabled access where feasible.
- Construct several parking pullouts along Mud Bay Road.
- Manage commercial use to ensure it is in keeping with low-intensity public use of the area and retains the beaches' natural resource values.
- Prohibit motorized uses.
- Improve the health of One Mile Creek and protect fish and wildlife resources.



The Chilkat River beaches will be managed as a "natural public use area" that provides opportunity for recreation in a natural environment.

Background

The Chilkat River beaches are appreciated for their natural character and their fish and wildlife habitat value.



One Mile Creek hosts spawning cutthroat trout and offers easy access for viewing fish and stream ecology.

The public enjoys using the Chilkat River beaches from Carr's Cove to Jones Point for long beach walks, picnicking, watching birds and wildlife, and viewing the scenery (Figure 3). Located on the "quieter side of town," these beaches are appreciated for their natural character and their fish and wildlife habitat value. Public use is dispersed and people value the chance for solitude.

One Mile Creek, an anadromous fish stream that crosses the beach and enters the Chilkat River below Mud Bay Road, is host to spawning cutthroat trout. It is an easy place for residents and visitors alike to view the ecology of a fish stream. Waterfowl congregate on the Chilkat River beaches during the spring and fall migration. Residents note that juvenile eagles use the area heavily in the fall, and there are eagle nests in the vicinity.

The Chilkat River beaches were rated the most important area for public use by people who participated in this planning process. Issues raised during the planning process include the need to:

- Retain the beaches' natural character and "lower intensity" of public use.
- Provide more safe parking.
- Improve beach access and disabled access.
- Allow the public to walk a long stretch of beach from Carr's Cove to Jones Point, with a connection to other trails.
- Address the issues of commercial use and motorized use on the beaches.

Sawmill Creek

Jones Point

Fairgrounds

Chilkat River Beaches Haines, Alaska

400 0 400 800 1200 1600 2000 Feet



State Plane Coordinate System
Zone 1
Oblique Mercator Projection
Units: Feet
Scale: 1:30,000

Map Information

1. This map was compiled from Geographic Information System Data from the Haines Borough, Resource Data, and the City of Haines by the City of Haines, June 2001.

Legend

~ One Mile Creek

Haines Land Ownership

- State property
- Federal property
- City property
- Borough property
- Private Property



June 2001

Proposed One Mile Creek
Trail/Viewing Area
and Beach Access

Construct Several Small
Parking Pullouts

Carr's Cove

Proposed Beach Access

Figure 3

Land Status and Land Use Regulation

Land Status

Lands along the Chilkat River between Carr's Cove and Jones Point are owned and managed by a variety of landowners including the State of Alaska, the Port Chilkoot Company, the Haines Borough, private landowners, and Klukwan, Inc. (Figure 3). Tidelands below four residential properties along Mud Bay Road and a private lot in Carr's Cove are privately owned. Along the rest of the beach, the tidelands (below Mean High Tide) are owned by State of Alaska and are open to public use.

The Port Chilkoot Company owns uplands between the Mud Bay/River Road intersection and Jones Point. The Port Chilkoot Company currently allows the public to walk the beaches and intends to develop a conservation easement for this area.

Haines Borough land south of Carr's Cove and near Jones Point is intended for public recreation use. Borough land south of Carr's Cove may be suitable for improved parking and beach access (including disabled access) to the Cove. Borough property near Jones Point offers a possible route for a public trail from the Chilkat River beaches, across the peninsula, toward the Fairgrounds – although the topography is very steep and may not provide a feasible trail route.

Zoning (April 2001)

Public lands along the Chilkat River beaches are zoned for "Recreation." The Recreation zoning district serves the outdoor recreational needs of the community and provides protection for sensitive habitat areas.

Private lands in the area are zoned to allow for a variety of private development. Four private residential lots below Mud Bay Road are zoned "Single Residential." Farther north toward Jones Point, private upland parcels are zoned "Rural Residential" (low-density single residential and low-impact commercial uses); "Rural Mixed Use" (a mix of residential, commercial and light industrial uses); or "Heavy Industrial."

While much of the beach is State-owned and available for public use, there are also private lots that must be respected.

This Plan recommends designating the Chilkat River beaches as “primarily for recreation use” in the Haines Coastal Management Plan.

The public has expressed a strong interest in retaining the natural character of the Chilkat River beaches – with low intensity public use and limited public facilities.

Haines Coastal Management Program

(1980; amended 1993, 2000)

The recreation management policies of the *Haines Coastal Management Program* (HCMP) apply to the Chilkat River beaches. HCMP Policy C-6, “Open Space Areas,” provides that “publicly owned shorelines [and] beaches ... which are vacant and have high recreation, scenic, wildlife...values...shall be considered as *public open space or recreation areas* until such time as other uses are required by the public interest.” The “Goals and Actions” section, below, recommends that the Chilkat River beaches be designated primarily for recreation use in Policy C-2 of the Haines CMP. Once this designation is made, activities and development will be required to “minimize significant adverse impacts to recreation resources and activities, including access” (Policy C-4).

The HCMP also provides for protection of anadromous fish streams and other important fish and wildlife habitat. The “Goals and Actions” section, below, recommends that One Mile Creek be added to the list of anadromous fish habitat management areas in the HCMP (Policy J-4).

Northern Southeast Area Plan (pending)

The Alaska Department of Natural Resources (DNR) is writing an Area Plan for state-owned lands in Northern Southeast Alaska, including the state lands along the Chilkat River beaches. Through this *Plan for Public Use and Access*, the City of Haines can give DNR direction regarding how the Haines community would like State-owned beaches and uplands to be managed.

Issues and Opportunities

Natural Character of the Area

The public has expressed a strong interest in retaining the natural character of the Chilkat River beaches – with low intensity public use and limited public facilities. Proposed enhancements to public access and use – such as improving parking, constructing a viewing area, or even connecting the Chilkat River beach trail to a larger trail system in the City of Haines – will very likely increase public use of this area. It will be important to manage the area carefully to

There is simply not enough parking for people using the Chilkat River beaches.

The easiest, least expensive solution may be to create several small parking pullouts along Mud Bay Road.

keep its natural character. This Plan adopts a Management Goal for the Chilkat River beaches that reflects the public's vision for low-intensity use in keeping with the natural character of the area. The "Goals and Actions," below, recommend that facilities be limited to those necessary for public safety and health, equitable access, resource protection, and to respect private property rights.

Parking

There is simply not enough parking for people using the Chilkat River beaches. People park their cars along Mud Bay Road, but State regulation prohibits parking within eight feet of the roadway. It is difficult for people to park safely away from the travel lane and vehicles are occasionally ticketed.

The easiest, least expensive solution may be to create several small parking pullouts within the Mud Bay Road right-of-way. This will provide safe parking at several locations and will disperse the parking and public use. The Alaska Department of Transportation and Public Facilities is willing to work with the City to find suitable sites and to construct the pullouts with waste rock from maintenance activities. The City should consult with neighbors and users of the area to determine the best locations for pullouts, and take the lead on required permitting.



There is not enough space to park safely and legally along Mud Bay Road.

The Haines Borough property south of Carr's Cove could provide a location for a larger parking area. And, while the current landowner at Jones Point is not interested in public use of their land, the Point may be a potential site for parking and a trail terminus in the future. However, larger parking areas would require more funding and more involved design, permitting and construction. Larger parking areas also invite and concentrate public use, may lead to need for additional public facilities (such as restrooms), and create more changes to the natural character of the area.

At One Mile Creek, an accessible boardwalk or path, footbridge, viewing platform and signs would guide the public away from sensitive areas of the creek, protect stream banks, and educate the public about valuable creek resources.



An accessible boardwalk trail at One Mile Creek would protect the sensitive grassy riparian area and improve public access.

Beach Access – Disabled Access

Access to the Chilkat River beaches from Mud Bay Road is relatively easy for able pedestrians, although it is steeper and rockier near Carr's Cove. There is no disabled access. To retain the natural character of the area and to disperse public use, it is recommended that people access the beach from one of several, small parking pullouts and choose their path along the natural beach. Developed access routes and trails are not recommended along most of the beach.

However, there are a few places where developed access or paths may be desirable. The One Mile Creek riparian area is sensitive to disturbance and damage from improper use. The stream banks have been severely damaged by vehicles crossing the creek and people trampling the banks and streamside vegetation.

At One Mile Creek, an accessible boardwalk or path, footbridge, viewing platform and signs would guide the public away from sensitive areas of the creek, protect stream banks, and educate the public about valuable creek resources. A developed viewing area would also provide a focused location for small commercial tours viewing the

beach, and may help concentrate tours in a single location – reducing commercial tour use of other beach areas valued by local users.

Construction of a disabled access trail to Carr's Cove on the Borough property could be pursued to enhance public use of the Cove. There is adequate Borough land to provide for parking and staging for an access trail. However, there are also private lands and tidelands within Carr's Cove that must be respected.

There is strong public interest in being able to walk the entire stretch of beach between Carr's

There is strong public interest in being able to walk the long stretch of natural beach between Carr's Cove and Jones Point.

This Plan recommends allowing dispersed, low-intensity commercial tours that:

- ***are in keeping with the area***
- Management Goal,***
- ***do not cause significant impact to public recreation resources and activities, and***
- ***do not adversely impact the natural resources of the beaches.***

Cove and Jones Point. Along this stretch, most of the beach below Mean High Tide is owned by the State of Alaska and is available for public use. However, there are private tidelands at the four residential properties south of Mud Bay Road and in Carr's Cove. The public should be made aware of this private property and instructed how they can be respectful.

There is also public interest in being able to walk from the Chilkat River beaches around Jones Point to the Sawmill Creek/McClellan Flats, or across the Chilkat Peninsula to the Southeast Alaska State Fairgrounds. These potential trail connections are discussed in Chapter Four, Community Pathways and Trails.

Commercial and Motorized Use

The question of whether the Chilkat River beaches should be used for commercial tours has been intensively discussed in Haines 2000-01, as new zoning for the area was debated and decided. Commercial use to date has included hiking/biking, birding and kayak tours with group sizes under 25 people, offered by only a few companies. There is potential for increased commercial use – which raises the question of how much commercial use can be accommodated, while retaining the values of the area enjoyed by non-commercial users and residents.

In considering its options on this issue, the City considered closing the area to commercial tour use, holding commercial use at current levels, or managing future commercial use to ensure it meets the Management Goal (Goal 3.1) for this important public use area.

This Plan recommends that the City allow low-intensity, dispersed commercial tours that are operated in a manner that: (1) are in keeping with the Management Goal for this area, (2) do not cause significant adverse impacts to public recreation resources and activities, and (3) do not adversely impact the natural resources of the beaches. The City will manage commercial activities through its commercial tour permit authority (Title 5). The City should monitor the individual and cumulative impacts of commercial use and periodically evaluate whether changes in management are required to protect other public uses and resources.



Off-road vehicles have eroded and damaged the stream banks of One Mile creek.

The use of motorized vehicles on the beach is also a concern. People use vehicles to launch boats from shore at Carr's Cove, to snow machine, and to ride off-road. Off-road vehicle use has eroded the beach and damaged environmentally sensitive areas, especially near One Mile Creek. Motorized vehicle use is also disturbing to public users and residents of the area. The "Goals and Actions" section, below, recommends prohibiting motorized vehicles on the beach. Boat launching would no longer be allowed at Carr's Cove (and would be directed to Letnikof Cove) and off-road vehicle use would not be allowed.

Protection and Enhancement of Resource Values

The public is attracted to the Chilkat River beaches because of their natural values, including the fish and wildlife values associated with One Mile Creek.

The stream bank and streambed of One Mile Creek have been damaged by off-road vehicles and trampling. The creek's water is polluted by fecal coliform pollution from failing on-site wastewater disposal systems – raising questions about whether healthy fish populations can be maintained and whether fish from the creek are safe to eat.

The City should take steps to improve the health of the One Mile Creek watershed. The City has already adopted land use controls that require a 25-foot development setback from the creek, and require that development minimize (and mitigate if necessary) impacts on the creek's habitat and water quality. Designation of One Mile Creek as an anadromous fish stream management area in the Haines Coastal Management Program is also recommended (HCMP Policy J-4).

Goals and Actions

Goal 3.1 It is the goal of the City of Haines to manage the Chilkat River beaches and tidelands as a “natural public use area” that (1) retains the natural character of the open space, (2) provides for public access to the beach and water, (3) provides opportunities for low-intensity, dispersed recreation activities focused on enjoyment of the natural environment, and (4) maintains a healthy natural resource environment.

Ensure Future Public Use

Ensure that public lands along the Chilkat River beaches will continue to be available for public recreation use in the future.

Action 3.1 Recreational Use Designation

Designate the Chilkat River beaches between Carr’s Cove and Jones Point, and the Haines Borough lands south of Carr’s Cove and south of Jones Point (between Chilkat River and State Fairgrounds), as “primarily for recreational use,” in the Haines Coastal Management Plan (HCMP Policy C-2). Also, keep the “Recreation” zoning on public lands within this area.

Action 3.2 State of Alaska Land Management

Request that the State of Alaska designate its lands along the Chilkat River beaches for dispersed recreation use, in the Northern Southeast Area Plan for State lands. Retain current “Recreation” zoning of State-owned land.

Action 3.3 Public Use Easements

Encourage willing private landowners to grant public use or conservation easements to secure the public’s future access along the Chilkat River beaches.

Action 3.4 Haines Borough Land Recreation Designation

Request that the Haines Borough formally designate its land south of Carr’s Cove and south of Jones Point for public recreation use.

Retain Natural Character and Low-Intensity Public Use

Manage the Chilkat River beaches in a manner that maintains the natural character and resource values, while allowing dispersed public use.

Action 3.5 Public Use Infrastructure

Provide public use infrastructure that is in keeping with the natural setting and limited to that needed for public safety and health, equitable access, resource protection and to ensure respect for private property.

Improve Parking.

Provide additional safe parking for day-use of the Chilkat River beaches.

Action 3.6 Construct Parking Pullouts

Work with DOTPF, neighboring landowners, and area users to identify several appropriate locations for construction of parking pullouts along Mud Bay Road between Carr's Cove and the River Road intersection. Apply for required permits (City lead); coordinate with DOTPF during construction (DOTPF lead).

Action 3.7 Carr's Cove Parking and Access

Work with the Haines Borough and DOTPF to determine the feasibility of constructing a parking area and improved beach access (including disabled access) on Borough property south of Carr's Cove.

Action 3.8 Prohibit Overnight Parking

Allow only day-use parking in parking pullouts and parking lots.

Beach Access – Disabled Access

Provide public access facilities necessary for disabled access and to protect natural resources of the area.

Action 3.9 Improve Beach and Disabled Access

Construct and maintain safe and convenient stairs and/or ramps to provide general public and disabled access to public beach and tidelands at Carr's Cove and in the vicinity of One Mile Creek.

Action 3.10 One Mile Creek Trail and Viewing Area

Construct a trail, footbridge, and viewpoint and install interpretive signs to manage public use of One Mile Creek and associated sensitive areas and to educate the public about its resources. Coordinate with the Alaska Department of Fish and Game, neighboring property owners, and interested community organizations and members of the public on appropriate location, parking plan, trail and sign design and message, vegetative or other screening to avoid disturbance of fish and wildlife, and other design features.

Action 3.11 Respect for Private Property

Install signs to notify non-commercial public users about private lands and to guide them to routes where they can walk while being respectful of private property. Do not allow commercial tour use of private property.

Action 3.12 Mud Bay Road Bike/Pedestrian Path

Ensure future Mud Bay Road reconstruction incorporates a safe corridor for pedestrian and bicycle use.

Commercial and Motorized Use

Allow public and limited commercial use that is in keeping with the overall Management Goal for this area (see above).

Action 3.13 Manage Commercial Tour Use

Allow low-intensity, dispersed commercial tourism use on public land that is operated in a manner that:

- (1) is in keeping with the Management Goal for this area;
- (2) does not cause significant adverse impacts to public recreation resources and activities, and
- (3) does not adversely impact the natural resources of the beaches.

Use city commercial tour permit authority (Title 5) and other relevant authorities to manage commercial use. Restrict commercial tour use to the State-owned land between the intersection of River Road and Mud Bay Road, and the residential properties on the beach side of Mud Bay Road (see Figure 3). Require safe parking for tour groups. Place conditions on permits, as necessary, to ensure that commercial use meets the Management Goal for this area. Monitor individual and cumulative impacts of commercial use, and evaluate whether changes in management are required to protect public uses and resources.

Action 3.14 Use of Area by Large “Independent” Groups of Visitors

Work with cruise lines and day boat companies to discourage the promotion of use of the Chilkat River beaches by large groups of clients from these ships.

Action 3.15 Prohibit Motorized Use

Prohibit the use of motorized vehicles on the Chilkat River beaches and the use of jet skis on the Chilkat River. Install signs and natural-looking blockades to stop use. Educate the public about the reason for the motorized use closure.

Fish and Wildlife Resources

Protect, enhance and restore One Mile Creek to improve its value for fish and wildlife habitat, public use, and as an aesthetic feature of the Haines landscape. Manage public use to protect fish and wildlife use of the beaches.

Action 3.16 Protect Anadromous Fish Resources

Adopt changes to the Haines Coastal Management Program to incorporate One Mile Creek into the list of State-designated anadromous fish streams (HCMP Policy J-4) and provide special management attention to protect fish habitat and resources (Policy J-5).

Action 3.17 Provide Public Information

Provide public information about One Mile Creek, including the natural resources of the riparian area; how improper public use can impact or damage these natural resources; and opportunities to participate in creek restoration or enhancement projects. If necessary,

post signs informing the public about any public health issues associated with One Mile Creek's water quality.

Action 3.18 Support Stream Cleanups

Support periodic cleanups of One Mile Creek to remove debris. Assist with publicity, removal of large debris from creek, disposal of debris.

Action 3.19 Targeted Pollution Prevention and Restoration Projects

Work with landowners, government agencies, community organizations and others to identify, find funding for, and undertake projects to prevent water pollution and to enhance or restore One Mile Creek's habitat, fish resources and water quality.

Action 3.20 Manage Dog Use to Avoid Wildlife Disturbance

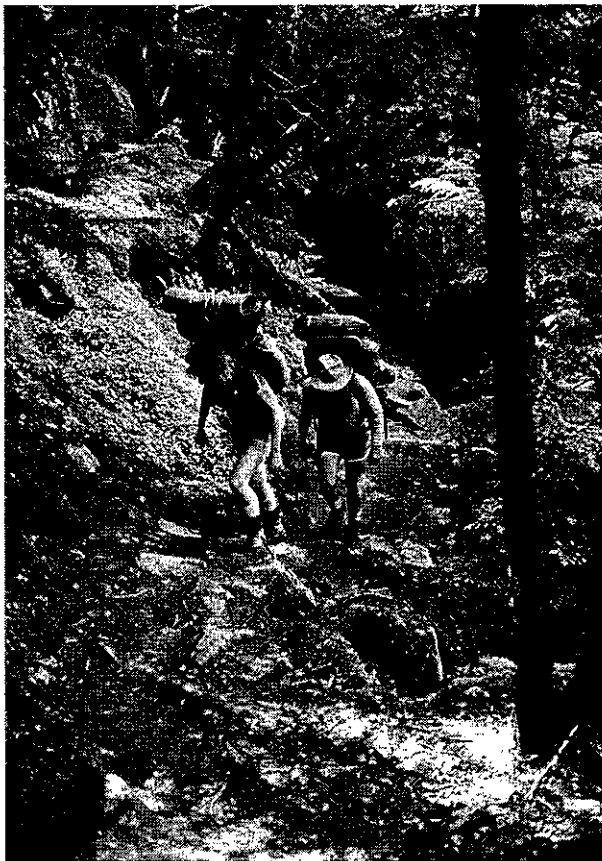
Require that dogs on the beach be on a leash or in control with voice commands. On area signs, inform the public that continual disturbance of migrating waterfowl using the area can impact the health of the birds.

Chapter Four

Community Pathways and Trails

Highlights

Pathways and trails are a community asset – benefiting local residents and attracting visitors to Haines.



Many Haines residents and visitors enjoy hiking to natural areas in and near the City of Haines.

Pathways and trails that link community facilities and access more remote, natural areas benefit local residents by providing safe routes for walking, exercise and other recreation. An attractive and interesting system of trails and paths will also attract and please Haines' visitors. Through this planning process, the Haines community expressed a strong interest in improving existing trail facilities and maintenance, building new off-road trails to natural areas, and constructing new pathways and

sidewalks connecting community facilities and attractions. Many private and public landowners have offered to collaborate with the City to develop new trails to serve Haines residents and visitors.

It is the goal of the City of Haines to seek improvements to existing trails and to develop new trails for the benefit of local residents and Haines visitors. The City also seeks to construct a system of interconnected pathways and sidewalks to connect important community facilities and public use areas.

Specific actions that would enhance Haines' trails and community pathways include:

- Upgrade trailheads, signs, facilities and maintenance of the existing Battery Point and Mount Ripinsky Trails.
- Develop new trails for local residents and to attract visitors.
- Construct new community pathways and sidewalks that connect community facilities and public use areas.

A system of trails and paths that offers a variety of scenery and challenges will be enjoyed by Haines residents and appeal to visitors.

The Chamber of Commerce's "Haines 2005" process highlighted development of new trails and paths as a community priority.

Background

Pathways and trails are community assets – providing safe routes for walking, bicycling, exercise, play and other recreation. Pathways link community facilities and public use areas, offer a low-cost option for getting around, and give children a chance to be more independent, yet safe, as they ride and walk through town. Natural, off-road trails access more remote areas for hiking, skiing, outdoor education, snow machining, hunting, horseback riding, and other uses.

A system of trails and paths that offers a variety of scenery and challenges can also be marketed to attract visitors to Haines. An attractive trail system will encourage independent travelers to spend extra days in Haines to explore, and will provide venues for regional sporting events and training.

This Plan suggests actions to improve existing trails, and develop new trails and community pathways to benefit residents and visitors alike. It implements the *Haines Comprehensive Plan* (March 2000), which calls for an inventory of community trails and a plan for trail improvements. The Chamber of Commerce's "Haines 2005" process also highlighted new trails and paths as a community priority.

As this *Plan for Public Use and Access in the City of Haines* was prepared, the public strongly supported an interconnected system of community pathways and trails in Haines. Specific suggestions included:

- Improving trail facilities (especially trailhead parking and signs) and maintenance on existing popular trails.
- Developing new or extended trails, or "formalizing" routes that people already use – especially developing connections between trails so that people can access many areas easily or enjoy a loop trail.
- Constructing more community pathways and sidewalks that access community facilities, attractions, and trailheads.
- Improving access for disabled users and seniors.

Popular trails in the City of Haines include the Battery Point, Mount Ripinsky and Ripinsky Bluff trails.

Existing Trails and Community Pathways

Existing Off-Road Trails: Popular existing trails within the City of Haines include the Battery Point, Mount Ripinsky and Ripinsky Bluff trails. The Lilly Lake road is also used. These routes are important for hiking, running, skiing and hunting.

The Department of Natural Resources (DNR), Alaska State Parks, manages the Battery Point trail in Chilkat State Park. The approximately two mile easy/moderate trail takes hikers to an open beach and headland, and is used by independent hikers and commercial tour groups. The Battery Point trailhead is located within the road right-of-way in Chilkoot Estates subdivision. Parking and trail signs are minimal.

The Mount Ripinsky trail is in the Chilkat State Forest, managed by DNR. The strenuous trail offers an all day hike to the north peak of Mount Ripinsky (3,650 feet high). The trail is not actively maintained by DNR, although volunteers work with Alaska State Parks staff to maintain the trail periodically. The trailhead is located on a rough one-lane road at the end of Young Road. Parking and trail signs are minimal.



Hikers enjoy the view from the Mount Ripinsky bluffs.

The Ripinsky Bluff trail is accessed near the intersection of Young and Bjornstad Roads. The trail climbs the steep ridge at the front of the hillside and up to the bluffs, primarily on University of Alaska property. The trail is used for the 4th of July Mount Ripinsky run. The trail is a particular asset because it is located close to downtown.

Other trail routes include the Lilly Lake Road, accessing the City's water tank across Bureau of Land Management (BLM) land, and the trail along the historic fuel line alignment.



Haines' cyclists ride along the road shoulders. Separated paths on popular routes would enhance bicycling and improve safety. (c. Sockeye Cycle)

Existing Community Pathways and Sidewalks:

There are sidewalks along many downtown streets and along part of the Portage Cove waterfront. However, sidewalks do not connect many important community facilities, public use areas and neighborhoods. There are no separated bicycle/pedestrian pathways. Bicyclists use the road shoulders, as do pedestrians where there is no sidewalk.

The Alaska Department of Transportation and Public Facilities (DOTPF) prepared a "Haines Pedestrian Study" (2000) that surveyed existing bicycle and pedestrian facilities, and

recommended where new sidewalks should be constructed. The study focused on pedestrian congestion and pedestrian-vehicle conflicts, particularly during tourist season.

The City of Haines considered DOTPF's study in determining its priorities for community pathways and sidewalks, discussed below.

Issues and Opportunities

Trail Maintenance and Infrastructure

Haines trail users who participated in this planning process emphasized the need for improved parking, signs and maintenance of existing popular trails – especially the Battery Point and Mount Ripinsky trails. Alaska State Parks manages and maintains the Battery Point trail, but budget and staffing limit the maintenance they can accomplish. Commercial users assist with maintenance of the Battery Point Trail and are working to improve trailhead parking.

The Mount Ripinsky trail is not actively maintained by the State. Trail enthusiasts volunteer to help maintain and improve Haines' trails.

Haines trail users emphasized the need for improved parking, signs and maintenance of existing trails.



The Battery Point trailhead and other State trailheads should be improved to meet parking demands and to be more welcoming to hikers.

There is strong interest in developing new trails in Haines. Potential routes include:

- *Mid-Chilkat peninsula*
- *Chilkat River beaches natural trail*
- *Sawmill Creek flats*
- *Battery Point trail extension*

The City will need to work closely with DNR to obtain improvements to existing trails on State lands. Community support and in-kind assistance from the City and community organizations may help obtain more adequate funding from the State or grants targeted to specific trail improvements.

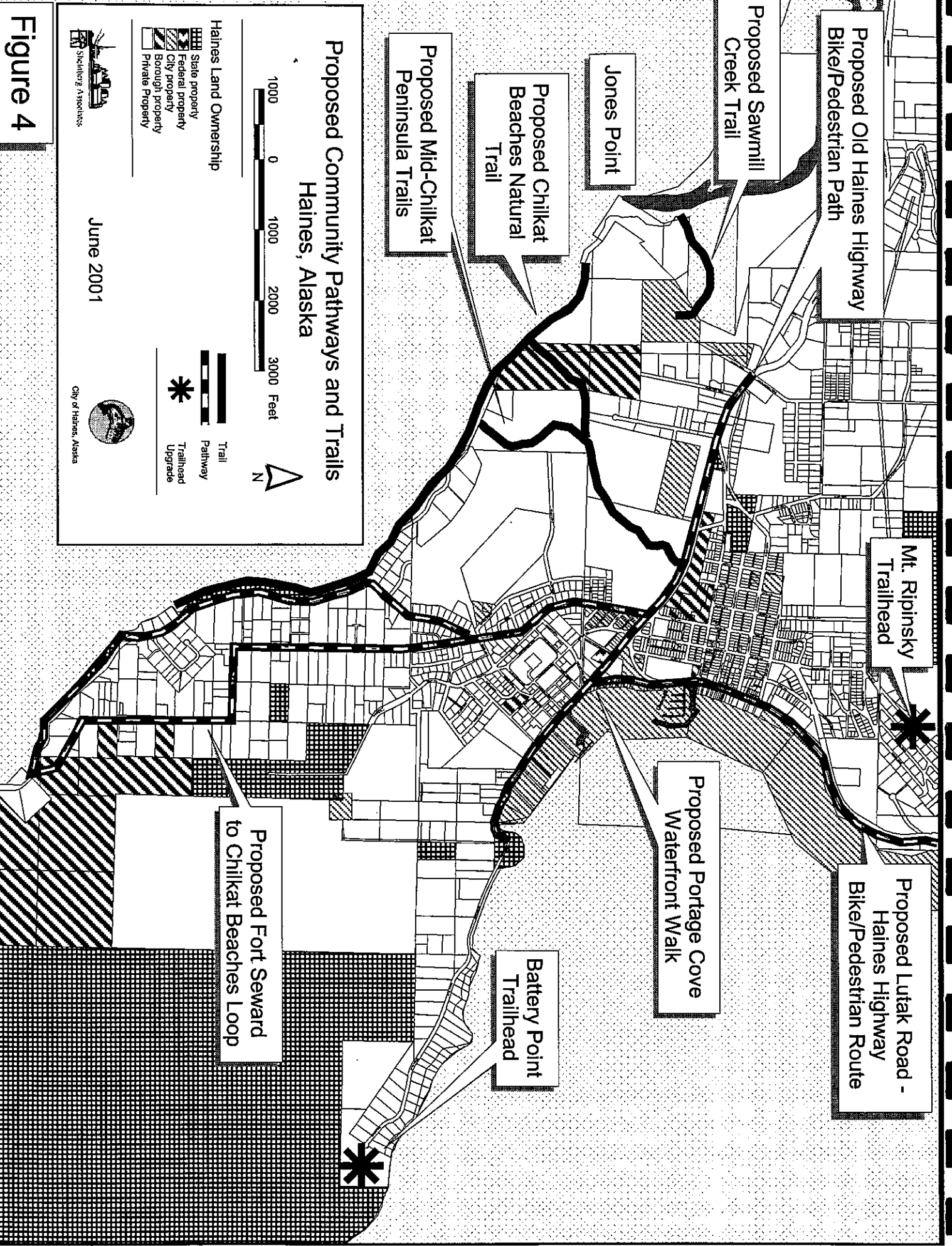
New Off-Road Trails

There is great potential for developing new off-road trails or “formalizing” customary routes in Haines. Connecting the various trail systems, to provide a long and varied route for hikers, will please local users and attract out-of-town

hikers. Since city-owned land is limited in Haines, trails must be developed with the cooperation and enthusiasm of other landowners (State, Haines Borough and private). Specific trail routes to pursue include (Figure 4):

Mid-Chilkat Peninsula trail system: Constructing a system of trails on Chilkoot Indian Association land (at Third Avenue and along the Old Haines Highway), through Southeast Alaska State Fairgrounds, Port Chilkoot land, and Borough recreation land. These landowners have indicated their interest in cooperating on development of a trail system in this area. A portion of this trail system would be suitable for disabled access. It may be possible to connect to a trail route on the Chilkat River beaches, although the topography on the west side of the peninsula (overlooking the River) is very steep.

Chilkat River beach natural trail route: Formalizing an undeveloped beach trail route, with a potential future connection across the Chilkat Peninsula (noted above), or around Jones Point to Sawmill Creek/McCiellan Flats. The State of Alaska owns the tidelands (below Mean High Tide) along this route and has designated this land for public use. However, areas of private uplands and tidelands must be respected (see also Chapter Three, Chilkat River Beaches). Disabled access could be provided along a portion of this route.



Proposed Old Haines Highway
Bike/Pedestrian Path

Proposed Sawmill
Creek Trail

Jones Point

Proposed Chilkat
Beaches Natural
Trail

Proposed Mid-Chilkat
Peninsula Trails

Mt. Ripinsky
Trailhead

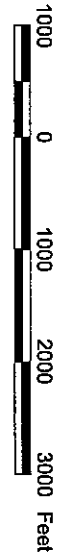
Proposed Portage Cove
Waterfront Walk

Proposed Lutak Road -
Haines Highway
Bike/Pedestrian Route

Battery Point
Trailhead

Proposed Fort Seward
to Chilkat Beaches Loop

Proposed Community Pathways and Trails
Haines, Alaska



Haines Land Ownership

- State property
- Federal property
- City property
- Borough property
- Private Property

Trail
Pathway
Trailhead Upgrade



June 2001

Figure 4

Sawmill Creek/McClellan Flats boardwalk trail:

Constructing a fully accessible boardwalk trail and viewing platforms for appreciation of Sawmill Creek in the McClellan Flats. Several key private landowners have indicated their interest in cooperating with the City on development of a Sawmill Creek trail (see also Chapter Five, Sawmill Creek/McClellan Flats).

Battery Point Trail extension: Extending the Battery Point Trail to create a loop trail, or to connect to Lilly Lake and Mount Riley, on Chilkat State Park land.

“Connect the Peaks:” As a long-term goal, develop a system of trails and pathways to connect Battery Point, Mount Riley, Chilkat River Beaches, Sawmill Flats and Mount Ripinsky (at the Seven Mile trail access).

Government and private grants are available, though competitive, for building new trails, bicycle/pedestrian paths, and sidewalks.

Government and private grants and technical assistance are available, though competitive, for trails planning and construction (see Chapter Seven, Implementation, and Appendix B). Promising sources include DNR’s Recreational Trails Grant Program and Snow machine Grant Program (for trail design and construction), and the National Park Service’s Rivers, Trails and Conservation Assistance Program (for technical assistance). In other small Alaskan communities, municipalities and volunteer efforts have succeeded in obtaining grants to construct and improve trails. Grant requests are more likely to be successful if they have grassroots support and donations of funding or assistance from within the community.

Community Pathways and Sidewalks

There are many places in Haines that would be improved by separated bicycle and pedestrian paths (Figure 4) or new sidewalks. Priority areas for separated bike/pedestrian paths include: along the Old Haines Highway from Third Avenue to McClellan Flats, along the Portage Cove waterfront, and along Mud Bay Road (from Third Avenue) to Small Tracts Road. Developing a continuous pedestrian walkway the length of Portage Cove is also discussed in Chapter Two, Portage Cove Waterfront and Fort Seward.

Priority routes for sidewalks include: along the Old Haines Highway from the waterfront to Third Avenue, along Third Avenue from Deishu Drive to Mud Bay Road, along Union



A separated bicycle/pedestrian path along the Old Haines Highway from the waterfront to Sawmill Road would connect community facilities and natural areas.

Street, on Second Avenue from City Hall to the Fort Seward Parade Grounds, and on Fourth Avenue north of Main Street (for school children use.)

There are opportunities to have community pathways constructed using federal transportation funding administered by DOTPF (see Chapter Seven, Implementation and Appendix B). DOTPF has been told to “work directly with communities [as it plans road construction and reconstruction projects] ... to learn the existing problems [with bicycle and pedestrian safety], and opportunities for improvement from the community’s perspective.”¹

In cases where there is no DOTPF road project planned, the City can apply for federal funding through the “Trail and Recreation Access for Alaska” (TRAAK) program (see Chapter Seven, Implementation, and Appendix B). The TRAAK Program is a competitive grant funding process that can fund projects including bike and pedestrian trails, trailheads, parking pullouts, picnic areas, and basic services for public use areas.

There are also private foundations that provide competitive grants for planning and constructing bicycle and pedestrian pathways.

¹ Memo from Governor Tony Knowles to Commissioner Joe Perkins, DOTPF, June 5, 1995.

Goals and Actions

Goal 4.1 It is the goal of the City of Haines to seek and support improvements to existing trails and to develop new trails for the benefit of local residents and Haines visitors.

Goal 4.2 It is the goal of the City of Haines to seek and support construction of a system of interconnected pathways and sidewalks within the community.

Improve Existing Trail Facilities and Maintenance

Seek improved facilities and maintenance on existing trails.

Action 4.1 State Plan for Trail Improvements

Request that Alaska State Parks prepare a plan for management of Chilkat State Park trails, including trail improvements and extensions, new trail development, maintenance and infrastructure improvements (such as parking and signage).

Action 4.2 State Trailhead Improvements

Request that DNR construct adequate parking, turn-around and signage at the Battery Point and Mount Ripinsky trailheads. Document the current situation and issues raised by inadequate parking and signs. Provide community support for State funding requests or grant applications. Consider whether the City can offer in-kind construction labor and equipment as “match” for grant sources.

Action 4.3 Improve Trail Maintenance

Encourage and support volunteer efforts to maintain existing trails, through in-kind services, seeking or sponsoring out-of-town volunteer efforts, or other means.

Construct New Trail Routes

Develop new or extended off-road trails or routes for hiking, walking, skiing, horseback riding and other uses, for the benefit of Haines residents and visitors.

Action 4.4 Develop New Off-Road Trails

Identify preferred routes, reach agreements with landowners,² develop trail designs, and seek technical assistance and/or funding for construction of new or expanded off-road trails. High priority routes for new trails or natural public use routes, shown on Figure 4, include:

² State law protects landowners who give a conservation easement for recreation protection from liability (AS 34.17.055).

- Across the Chilkat Peninsula
Construct a new trail system connecting through Chilkoot Indian Association land (at Third Avenue along Old Haines Highway), Southeast Alaska State Fairgrounds, Port Chilkoot land, and Haines Borough land overlooking the Chilkat River. Investigate possible trail connection to the Chilkat River beaches.
- Chilkat River beaches
Provide for an undeveloped beach trail route from Carr's Cove, along the Chilkat River beaches – with a potential connection across the Chilkat Peninsula, or around Jones Point to the Sawmill Creek/McClellan flats.
(See Chapter Three, Chilkat River Beaches)
- Sawmill Creek/McClellan Flats trail system
Construct a boardwalk trail system along Sawmill Creek in the McClellan Flats, accessed from the City of Haines land on Sawmill Road and connecting with State public use land near the Chilkat River (See Chapter Five, Sawmill Creek and McClellan Flats).
- Battery Point Trail Extension
Extend the trail on Chilkat State Park land to develop a loop trail, or connect to Lilly Lake and Mount Riley trails.
- Tank Farm Pipeline Right-of-Way Trail Route
Work with landowners to determine if a trail route can be established along the tank farm pipeline ROW through easements and route improvements.

Action 4.5 Public Facilities to Serve Trails

Provide public facilities (such as signs, parking and restrooms) at trail access points, as necessary to serve trail users.

Action 4.6 Public Use Easements

Encourage public and private property owners to provide easements and/or pathways through their property to link to community trails.

Action 4.7 Support Other Organizations in Developing New Trails

Support development of trails by other community entities, when appropriate and feasible.

Action 4.8 Off-Road Vehicle Use Areas

Work with the Haines Borough, State of Alaska and off-road vehicle users to identify appropriate locations for off-road vehicle use that will be compatible with adjacent land uses and not cause damage to important natural resources.

Community Pathways and Sidewalks

Develop a system of community pathways that link public facilities, schools, park sites, residential areas, and other areas used by residents and visitors – and that serve a variety of users, including disabled and elderly users.

Action 4.9 Construct New Community Pathways and Sidewalks

Identify preferred routes, reach agreements with landowners, develop designs, and seek technical assistance and/or funding for construction of new community pathways and sidewalks. Priority routes include:

- Old Haines Highway – from Third Avenue to Sawmill Creek/McClellan Flats
Construct a bicycle/pedestrian path along the Old Haines Highway from Third Avenue to Sawmill Road (connecting to the sidewalk from the Portage Cove waterfront to Third Avenue). This route would connect the cruise ship dock, Portage Cove waterfront beaches, Tlingit Park, Bald Eagle Foundation, City Hall, High School, pool, Fairgrounds, Oslund Park ball fields, and the McClellan Flats. This path would particularly serve community youth and visitors.
- Portage Cove Waterfront Walk
Provide a continuous route for pedestrians the length of the Portage Cove waterfront, from the Portage Cove campground to Nukdik Point. The continuous corridor may be a combination of waterside walkways, roadside sidewalks, separated bike/pedestrian path, or beach walk – but would allow pedestrians to enjoy walking the length of the waterfront and enjoy scenic and working-waterfront views.
- Mud Bay Road (from Third Avenue) to Small Tracts Road
Connect downtown path system and sidewalks to Small Tracts residential area and Chilkat River public use areas.
- Sidewalk routes:
 - Old Haines Highway – complete sidewalk from the waterfront to Third Avenue
 - Third Avenue – extend sidewalk from Deishu Drive to Mud Bay Road
 - Union Street
 - Second Avenue – from City Hall to the Fort Seward Parade Grounds
 - Fourth Avenue north of Main Street (for school children use)

Action 4.10 Public Use Easements

Encourage public and private property owners to provide easements and/or pathways through their property to link to community pathways.

Action 4.11 Support Other Organizations in Developing Pathways

Support development of community pathways by other community entities, when appropriate and feasible.



Chapter Five

Sawmill Creek and McClellan Flats

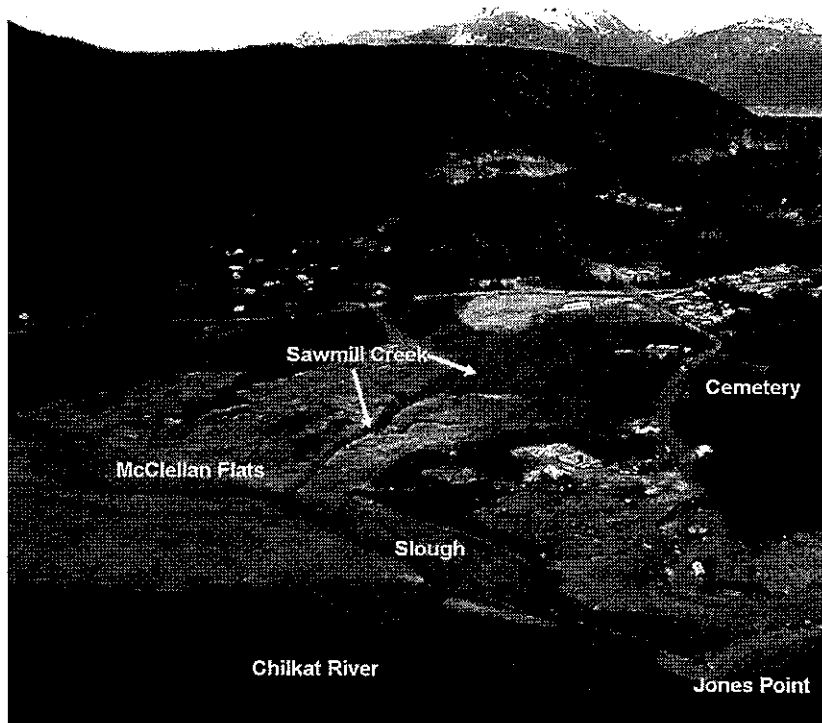
Highlights

Natural areas along Sawmill Creek and in McClellan Flats support fish and wildlife and are used for hiking, skiing, outdoor education, and other public uses.

The Sawmill Creek watershed encompasses most of the community of Haines – flowing from the slopes of Mount Ripinsky, across the McClellan Flats, and into the Chilkat River. Much of the creek has been developed. However, the natural areas along the creek and in the Flats provide important fish and wildlife habitat and attract public use for hiking, skiing, hunting and outdoor education. Sawmill Creek provides spawning and rearing habitat for coho salmon, cutthroat trout and Dolly Varden char.

Much of the Sawmill Creek riparian corridor and McClellan Flats is in private ownership. Management of the creek requires careful balancing of the rights and needs of private landowners with protection of public resources. Several private landowners have indicated their willingness to work with the City of Haines to provide additional public access to the Sawmill Creek stream corridor and the McClellan Flats. Others have indicated that they would not allow public use of their land.

During this planning process, the public identified the following needs related to enhancing public use of this area: provide additional public access to the Sawmill Creek corridor and McClellan Flats through agreements with



Sawmill Creek crosses the McClellan Flats en route to the Chilkat River.

It is the City's goal to facilitate increased public use of the Sawmill Creek corridor and McClellan Flats -- when that use is acceptable to private landowners.

private landowners, improve parking, build an accessible trail, and protect the Flats from damage caused by off-road vehicle use.

It is the goal of the City of Haines to facilitate increased public use of the Sawmill Creek corridor and McClellan Flats for recreation, outdoor education, and other low-intensity public uses, in a manner that is acceptable to private landowners. The City of Haines also has a goal of working to improve the health of Sawmill Creek and the viability of its public fish and wildlife resources.

Specific actions recommended to enhance the public use of the Sawmill Creek corridor and McClellan Flats include:

- Work with private landowners to determine which areas are appropriate and feasible for public use.
- Provide access to the Flats via city-owned land on Sawmill Road.
- Construct an accessible boardwalk trail along Sawmill Creek on the Flats.
- Prohibit off-road vehicle use that could damage wetland vegetation.
- Encourage and support a community effort to enhance and restore Sawmill Creek and its fish and wildlife resources.



McClellan Flats is appreciated for its scenic open space.

Background

Sawmill Creek provides habitat for coho salmon, cutthroat trout and Dolly Varden char.

Sawmill Creek is an anadromous fish stream that flows through Haines from the slopes of Mount Ripinsky, across the broad McClellan Flats, and into the Chilkat River. Much of the creek's watershed has been developed for community use. However, undeveloped areas of the Sawmill Creek watershed attract considerable public interest and use – and provide important habitat for fish and wildlife that people value. This Plan focuses on the less developed areas of the Sawmill Creek corridor that attract public use – especially where the creek flows through Chilkoot Indian Association (CIA) land along the Old Haines Highway, and where it crosses the McClellan Flats west of Sawmill Road, enroute to the Chilkat River (Figure 5).



Sawmill Creek carries storm water drainage from the developed areas of Haines, in addition to providing important fish and wildlife habitat.

Sawmill Creek provides spawning and rearing habitat for coho salmon, cutthroat trout and Dolly Varden char. The creek and wetlands provide habitat for moose, birds and other wildlife. Sawmill Creek also provides storm water drainage and is a naturally attractive feature of many Haines neighborhoods. Since 1986, Sawmill Creek has been considered by the Alaska Department of Environmental Conservation (DEC) to be “at risk” from excessive litter and debris in the creek – although more recent stream cleanups have helped improve the situation.

The public uses the Sawmill Creek/McClellan Flats for hunting, fish and wildlife viewing, snow machine and off-road vehicle use, skiing, outdoor education, and enjoying the view and open space. The Sawmill Creek corridor owned by the Chilkoot Indian Association across from Haines High School is highly valued for outdoor education.



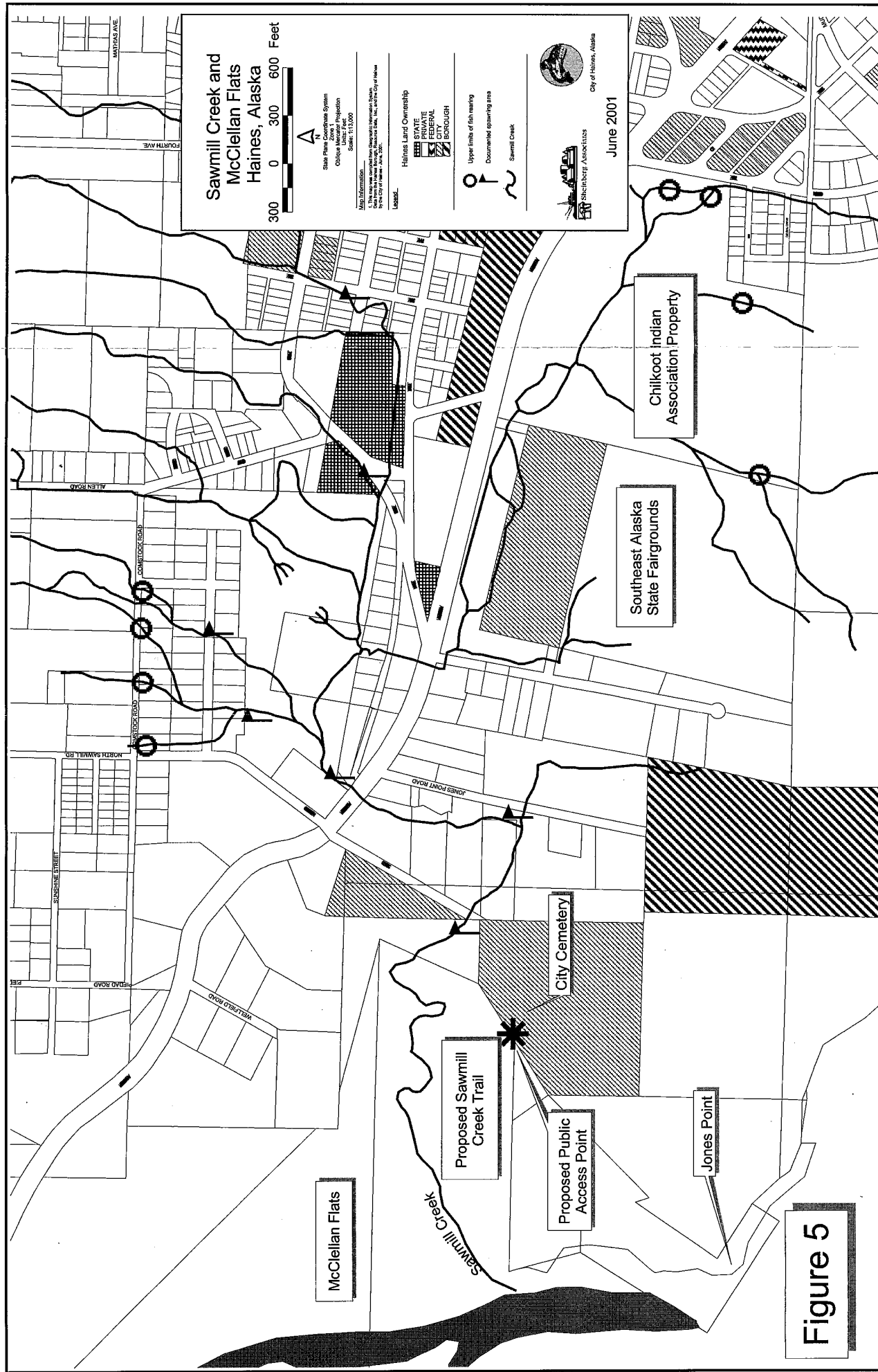


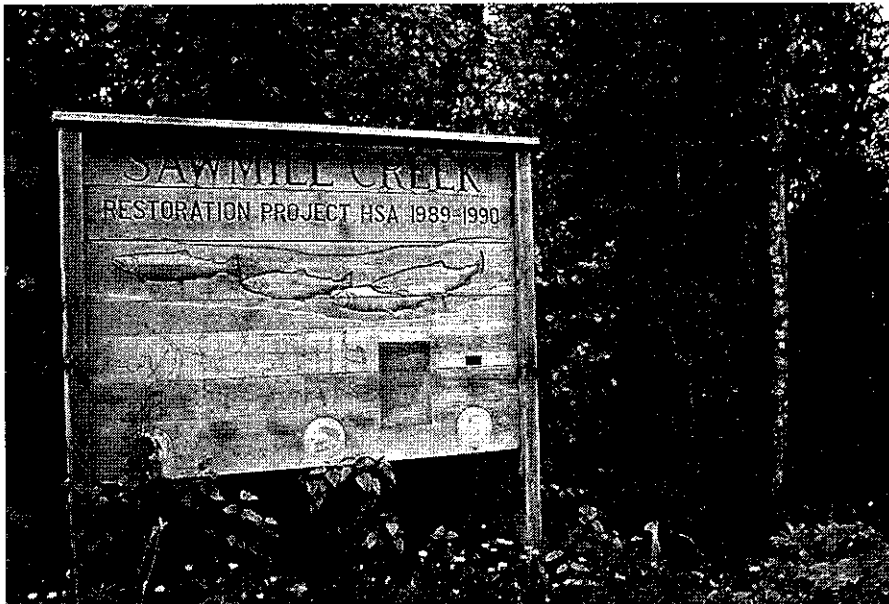
Figure 5

Sawmill Creek's water and fish are public resources. However, much of the creek flows through private lands. Management of the creek requires careful balancing of the rights and needs of private landowners with protection of public resources.

Participants in this planning process suggested a variety of ways to enhance public use of the Sawmill Creek corridor and McClellan Flats. It will be essential to work closely with private landowners to determine which actions are feasible and appropriate. The following suggestions were made:

Haines residents identified improving Sawmill Creek as a high priority during the Chamber of Commerce's "Haines 2005" process.

- Ensure public access through easements or agreements with private landowners.
- Improve public access on the McClellan Flats; with an accessible walkway possibly connected to a community trail system.
- Provide parking at a public access point at the Flats.
- Control off-road vehicles to protect wetlands from damage.
- Control litter and debris.



Community organizations in Haines have worked together on stream cleanups and restoration projects to improve the health of Sawmill Creek.

Protecting Sawmill Creek's resources and health is also a community priority. The Chamber of Commerce's "Haines 2005" process highlighted protection and enhancement of Sawmill Creek as a high priority community project for Haines. There are many opportunities for people to work together to improve the health and attractiveness of the creek, while still meeting the economic development needs of individual landowners and the community.

Land Status and Land Use Regulations

Most of the McClellan Flats is in private ownership. Many private landowners have obtained, or in the process of obtaining accreted lands from the State of Alaska.

The City of Haines will also be pursuing its accretion rights to add to its lands along Sawmill Road.

Land Status

Most of the McClellan Flats, west of Sawmill Road and south of the Haines Highway, is in private land ownership (Figure 5). Many private landowners in the Flats have obtained or are in the process of obtaining accreted land from the State of Alaska, to add to their original land holdings. One privately owned accretion parcel in the middle of McClellan Flats extends to the banks of the Chilkat River.¹ Other accretion parcels end at the tidally influenced slough that drains the Flats from the west.² The State of Alaska is expected to retain some land between the slough and the banks of the Chilkat River, just west of the mouth of Sawmill Creek. This State land would be available for public use.

The City of Haines owns property along Sawmill Road, adjacent to the McClellan Flats, across from the Jones Point cemetery (Figure 5).³ The City is expected to acquire additional land on the west side of Sawmill Road, which has accreted to USS 1255. However, this accretion parcel does not abut the State owned land near the Chilkat River that is open for public use. An agreement with a private landowner will be required to allow the public to access the State public use property.

East of the Flats, the Chilkoot Indian Association owns the undeveloped Sawmill Creek corridor along the south side of the Haines Highway, between Third Avenue and West Fair Drive. CIA manages this property as a “natural area.” The CIA plans to construct an accessible boardwalk trail, as an extension of the existing short outdoor education trail across from the High School. Between West Fair Drive and Sawmill Road, the creek flows through a number of small private parcels.

Zoning and Land Use Code (April 2001)

The McClellan Flats has two zoning designations. Privately-owned lands at the northeast section of the flats

¹ Alaska State Land Survey (ASLS) 91-227.

² ASLS 95-15; and pending accretions to Lot 6, Tracts A&B, and to Lot 1.

³ U.S. Survey 1255

(along Haines Highway), and at the southeast section (at end of Sawmill Road) are zoned "Heavy Industrial." This zoning designation provides for and protects productive heavy industry. The remainder of the area is zoned "Rural Mixed Use." This zoning district will allow for a broad mixture of residential, commercial and light industrial uses.

The Sawmill Creek corridor owned by CIA is zoned "Commercial" between Third Avenue and Fair Drive, and "Light Industrial/Commercial" between Fair Drive and West Fair Drive.

The Haines Land Use Code regulates development that might impact Sawmill Creek. The Land Use Code (Title 18) requires a development setback of 25 feet from Sawmill Creek, unless a variance is granted. The Code also allows the City to require a reclamation or landscaping plan within 100 feet of Sawmill Creek to control dust, soil erosion, water runoff and siltation.

Comprehensive Plan (March 2000)

The *Haines Comprehensive Plan* indicates that the City will "initiate or support efforts to enhance the scenic, habitat and resource values" of Sawmill Creek.

Haines Coastal Management Program

(1980; amended 1993, 2000)

The *Haines Coastal Management Program* (CMP) requires that proposed development be managed to protect the fish and wildlife values of Sawmill Creek. Proposed development must not increase flood hazard, must protect fish and wildlife within 50-feet of the creek, maintain fish passage and stream flow, prevent stream bank erosion, and mitigate impacts to wetlands and fish habitat.

The City of Haines drafted a *Sawmill Creek Wetlands Management Plan* in June 1994. The draft plan includes valuable background information about Sawmill Creek's resources, but was never completed.

Issues and Opportunities

Trails, viewing platforms, interpretive information and ski routes would please local residents and attract visitors – particularly if connected to downtown or other natural areas by paths.

Several private landowners have said they are willing to work with the City to develop a boardwalk trail system along Sawmill Creek on McClellan Flats.

Public Use and Access

Public use of the Sawmill Creek/McClellan Flats area is limited by the lack of trails and facilities, and the fact that most of the Flats is private land. The area has great potential for public recreation, disabled access, youth outdoor education, and other uses. Its proximity to town, its scenic beauty, its fish and wildlife values and the fact that it is a large flat, open space all make it extremely attractive for year-round public use. Trails, viewing platforms, interpretive information and ski routes would please local residents and attract visitors, particularly if they were connected by pathway to downtown or other natural areas. Commercial tours focusing on fish ecology, migratory birds, post-glacial succession and large wildlife would be drawn to the Flats.

Public use of the private lands on McClellan Flats has occurred informally in the past. However, not all landowners welcome this use – and some of the use has been damaging to the Flats' resources. The City must work closely with private landowners to determine in which areas of the Flats public use is welcome, and what types of enhancements to public use are compatible with the landowners' visions and plans for their properties.

The City of Haines' land on Sawmill Road can serve as an access point for public use on the McClellan Flats. The City should immediately pursue its accretion rights, and reserve and zone its land for recreational access in anticipation of eventual development of a boardwalk or trail.

The city parcel is not large enough for construction of a trail system and it is not adjacent to the State-owned land that is available for public use between the slough and the Chilkat River. During this planning process, several private landowners indicated their willingness to work with the City to develop a boardwalk trail system along Sawmill Creek on the Flats. The City should work with these private landowners to agree on a trail route and design. A year-round trail route along Sawmill Creek, that connects with State public use land near the Chilkat River or offers a potential connection around Jones Point would be a high

priority. On some private lands, a year-round route might not be compatible with private use, but seasonal use by the public might be acceptable (for example, winter cross-country ski use may be compatible with a proposed golf course on McClellan Flats).



Chilkoot Indian Association land along the Old Haines Highway is a valuable outdoor classroom for Haines students.

The Chilkoot Indian Association encourages public use of the Sawmill Creek corridor. The CIA and Haines High School worked together to construct a wetlands trail in 1994, which is used for outdoor education. CIA has applied for funding from the Bureau of Indian Affairs for additional accessible trail construction, and there may be opportunities to extend this boardwalk further along the creek and/or connect it with a larger system of community pathways and trails.

An additional area along Sawmill Creek with potential for public use for outdoor education is at Sixth Avenue, near Union Street. The City of Haines has received initial funding from the National Fish and Wildlife Foundation to begin to restore a portion of the stream. The project would include procuring an easement on private property, stream restoration, trail and viewing platforms, a new culvert and a fish ladder.

Protection and Enhancement of Resource Values

The public is attracted to Sawmill Creek and the McClellan Flats because of their natural values. To keep and enhance this type of public use, the creek and its fish and wildlife populations must be healthy.

As the community of Haines has developed, Sawmill Creek has experienced impacts typical of other urban watersheds, including damage to stream banks and loss of streamside

As the community of Haines has developed, Sawmill Creek has been impacted.



Off-road vehicle use on the McClellan Flats has damaged natural vegetation and marred the scenic beauty of this area.

There is state and federal grant funding available for community-sponsored stream restoration projects.

The City has adopted land use controls to protect Sawmill Creek – including a 25-foot development setback from the creek.

vegetation, filling of wetlands, water quality degradation, perched or undersized culverts, dewatering of the creek, dumping of debris, and other impacts. The use of off-road motorized vehicles on McClellan Flats has also damaged the wetlands vegetation and Sawmill Creek's banks and habitat.

However, there is still a significant opportunity to maintain and enhance Sawmill Creek's water quality, habitat productivity, flood control, and scenic values. Communities across the country are engaging in successful citizen-led watershed management and restoration programs that improve their urban

creeks, while balancing environmental considerations with needed community and economic development. Restoring urban creeks brings money to town, and local contractors and suppliers benefit from working with the City, community organizations and volunteers on watershed restoration projects. There are significant public and private grant funds available to support urban stream restoration (See Chapter Seven, Implementation, and Appendix B).

Typical steps for improving urban watershed health include:

- Adopting land use controls to protect existing creek values.
- Taking steps to control the drainage of runoff water into the creek.
- Targeted restoration and enhancement projects.
- Community education and involvement in creek stewardship projects.

Haines has taken some significant steps in the past decade to improve the creek's health. The City has adopted land use controls (Title 18) that require a 25-foot development setback from the creek, and require that development

Past efforts to improve Sawmill Creek have included stream cleanups, culvert replacements and restoration of sections of the stream.

minimize (and mitigate if necessary) impacts on the creek's habitat and water quality.

Volunteers have cleared debris from Sawmill Creek during three major cleanup efforts (1989, 1990, 1995). Culverts have been replaced at Fair Drive, under the Haines Highway, and at Allen Road and Union Street. A section of the creek along Union Street (south of Allen Road) has been rerouted away from the highway by the private landowner to separate it from the roadside ditch.

Most recently, the City of Haines received a grant from the National Fish and Wildlife Foundation to replace a culvert and restore Sawmill Creek near the City Shop on Sixth Avenue. Additional creek and restoration enhancements that could be undertaken are discussed in more detail in the following section.



Volunteers have helped clean and restore Sawmill Creek.

Goals and Actions

- Goal 5.1** It is the goal of the City of Haines to facilitate increased use of the Sawmill Creek corridor and McClellan Flats area for recreation, outdoor education, and other low-intensity public uses, in a manner that is acceptable to private landowners.
- Goal 5.2** It is the goal of the City of Haines to improve the health of Sawmill Creek and the viability of its public fish and wildlife resources.

Ensure Future Public Use, Where Agreeable to Landowners

Secure lands to provide for public recreation use and access to the Sawmill Creek/McClellan Flats.

Action 5.1 Public Access Point at City land on Sawmill Road

Complete the process for obtaining accreted City land along Sawmill Road adjacent to McClellan Flats (accretion to USS 1255). Designate this City land as “primarily for recreational use,” in the Haines Coastal Management Plan (HCMP Policy C-2), and reserve as a potential future access point for a public use trail.⁴ Zone this city land for “Recreation” in Title 18 of the City Land Use Code.

Action 5.2 Recreation Designation of State of Alaska Land

Request that the State of Alaska designate its lands within the Sawmill Creek/McClellan Flats for dispersed recreation use in the Northern Southeast Alaska Area Plan. Zone this State-owned land as “Recreation” in Title 18 of the Haines Land Use Code.

Action 5.3 Public Trail Route and Use Areas

Work with willing private landowners to select a route for a year round public boardwalk trail system on Sawmill Creek/McClellan Flats that is compatible with their plans for their lands. In areas where a year round developed trail is not appropriate, investigate opportunities for winter seasonal or other public use that would be acceptable to the landowner. Secure public easements, management agreements, dedication of land for public use (for tax purposes), or other methods to secure the route(s) and areas for public use.

⁴ HCMP Policy C-2, Recreational Use Designation, lists areas within the City that are designated primarily for recreational use. Policy C-4, Conflicts with Recreation Use, states, “Activities which conflict with recreational uses in designated areas shall be conducted in a manner which minimizes significant adverse impacts to recreation resources and activities, including access.”

Construct Public Use Trails

Provide developed trails and undeveloped public use “routes” to allow low-intensity public use of the Sawmill Creek/McClellan Flats areas, in cooperation with private landowners.

Action 5.4 Accessible Trail and Signs

Develop an accessible boardwalk trail, viewing platforms and interpretive signs on Sawmill Creek/McClellan Flats for education, recreation, disabled users, and visitor use. (As noted above, this project would require the agreement and cooperation of private landowners along the trail route.)

Action 5.5 Trail Connection Around Jones Point

Work with private landowners toward future development of a trail connection between the Sawmill Creek/McClellan Flats, around Jones Point, to the Chilkat River beaches south of Jones Point.

Action 5.6 Chilkoot Indian Association Trail

Support Chilkoot Indian Association (CIA) efforts to construct an accessible boardwalk system within its property across from the High School. Work with CIA to extend this boardwalk trail further along Sawmill Creek between East and West Fair Drives.

Action 5.7 Sixth Avenue Stream Restoration and Fish Ecology Trail

Construct a fish ecology trail at Sixth Avenue, near Union Street, for use by local schools, residents and Haines visitors. The project will include acquiring a trail easement, stream restoration, culvert replacement, and construction of a fish ladder.

Fish and Wildlife Resources

Encourage and support a broad-based community effort to enhance and restore Sawmill Creek to improve its value for public use, fish and wildlife habitat, flood control, and as an aesthetic feature of the Haines landscape – while recognizing the economic development needs of the community and private landowners.

Action 5.8 Targeted Pollution Prevention and Restoration Projects

Work with landowners, government agencies, community organizations and others to identify, find funding for, and undertake projects to prevent water pollution and to enhance or restore the creek. Examples of projects include:

- Reroute creek where necessary to separate the creek from the roadside drainage ditches (e.g., along Union Street at DOTPF maintenance yard).
- Replace undersized culverts at several locations, including: Sixth Avenue, DOT maintenance yard, Comstock Road and vicinity, Sawmill Road, and Union Street.
- Identify and provide controls for sources of significant surface water drainage directly into the creek.
- Provide sewer service to address failing septic systems.

Action 5.9 Prohibit Off-Road Vehicle Use on Sawmill Creek/McClellan Flats

Prohibit the use of motorized vehicles off of roads or paths designated for their use on Sawmill Creek/McClellan Flats. Allow snow-machine use if there is sufficient snow cover to protect the vegetation from damage, and if there is landowner consent. In cooperation with private landowners, install signs and natural-looking blockades to stop off-road vehicle use. Educate the public about the reason for the motorized use closure.

Action 5.10 Support Stream Cleanups

Support periodic cleanups of Sawmill Creek to remove debris. Assist with publicity, removal of large debris from creek, disposal of debris.

Action 5.11: Public Information

Provide public information about the Sawmill Creek watershed and the McClellan Flats, including where public use is allowed, and where it is not; the natural resources of the area; how improper public use can impact or damage these natural resources; and opportunities to participate in creek restoration or enhancement projects.

Chapter Six

Lutak Road Beaches

Highlights

The Lutak Road accesses the popular sandy beach at the tank farm and scenic viewpoints – and could be developed as a coastal pedestrian and bicycle route.

Haines residents and visitors enjoy using publicly owned beaches along Lutak Road – particularly the tank farm beach and other public beaches south of Tanani Point. Lutak Road also accesses many scenic viewpoints and could be developed as a scenic coastal bicycle and pedestrian route.

Public use of the public use areas along Lutak Road will be enhanced by:

- Additional parking pullouts and scenic viewpoints.
- Disabled access to popular beaches.
- Coastal pedestrian/bike corridor.
- Ensuring future recreation use of popular beaches.

It is the goal of the City of Haines to enhance safe public use of the Lutak Road corridor and the public beaches it accesses. When the highway is reconstructed by the State of Alaska in 2005, federal transportation enhancements funding can be used to enhance public use of this area. The City of Haines will work closely with the State to ensure

that the highway reconstruction project incorporates improved parking, scenic viewpoints, disabled access, and a safe pedestrian/bike corridor along the highway route.

The City will also work with current and future landowners of the tank farm beach to ensure that public use is acknowledged and allowed at this popular sandy beach.



Tank Farm beach near Tanani Point, along Lutak Road.

Beaches along Lutak Road are used for walking, fishing, picnicking, gathering seaweed, and fish and wildlife viewing. Their south-facing aspect makes them accessible and enjoyable in inclement weather.

Public use would be improved by more parking, improved beach and disabled access, and development of a pedestrian/bike route.

Background

The Lutak Road provides essential transportation access from the City of Haines, north to the Lutak Dock, the Alaska Marine Highway System (AMHS) ferry terminal, waterfront industrial/commercial property, and residences.¹ The highway also accesses areas used by the public for recreation and other public uses. Haines residents and visitors use the highway and its pullouts to access beaches, to enjoy scenic views, and to wait for the next ferry. The highway is used for walking and bicycling, but the road shoulders are not wide enough to encourage this use.

Beaches along the Lutak Road – especially the “tank farm beach” at Tanani Bay – are used for walking, fishing, picnicking, gathering seaweed and local foods, and fish and wildlife viewing. These beaches are valued for their south-facing aspect, which makes them accessible and enjoyable in inclement weather, and for the scenic views they offer.

Suggestions from the public for ways to improve and ensure future public use of areas accessed by the Lutak Road include:

- Improve day-use parking and scenic pull-offs.
- Restrict or ban overnight parking.
- Provide disabled access to beach areas.
- Construct a coastal pedestrian/bike trail along the highway route.
- Ensure that recreation use of public lands is allowed in the future.

Land Status and Land Use Regulation

Land Status

Lands along the Lutak Road are owned by a variety of landowners including the State of Alaska, Haines Borough, private landowners, and the federal government (Figure 6). The State of Alaska owns and manages the highway right-

¹ Locally called the “Lutak Road,” the highway accessing Lutak Inlet north of Haines is called the “Haines Highway” by the State of Alaska Department of Transportation and Public Facilities.

of-way and the tidelands below Mean High Tide (MHT).² The federal government owns the tank farm site, including the tank farm beach (above MHT). There are several private lots on the beach side of the highway.

Zoning (April 2001)

The Lutak Road waterfront is zoned primarily as “Waterfront,” a zoning designation that provides for a mix of residential and waterfront-related light industrial and commercial activity compatible with the existing character of adjacent properties. More intensive water-dependent and water-related industrial uses will occur in the “Waterfront Industrial” zone in the area of the Lutak Dock.

Haines Coastal Management Program

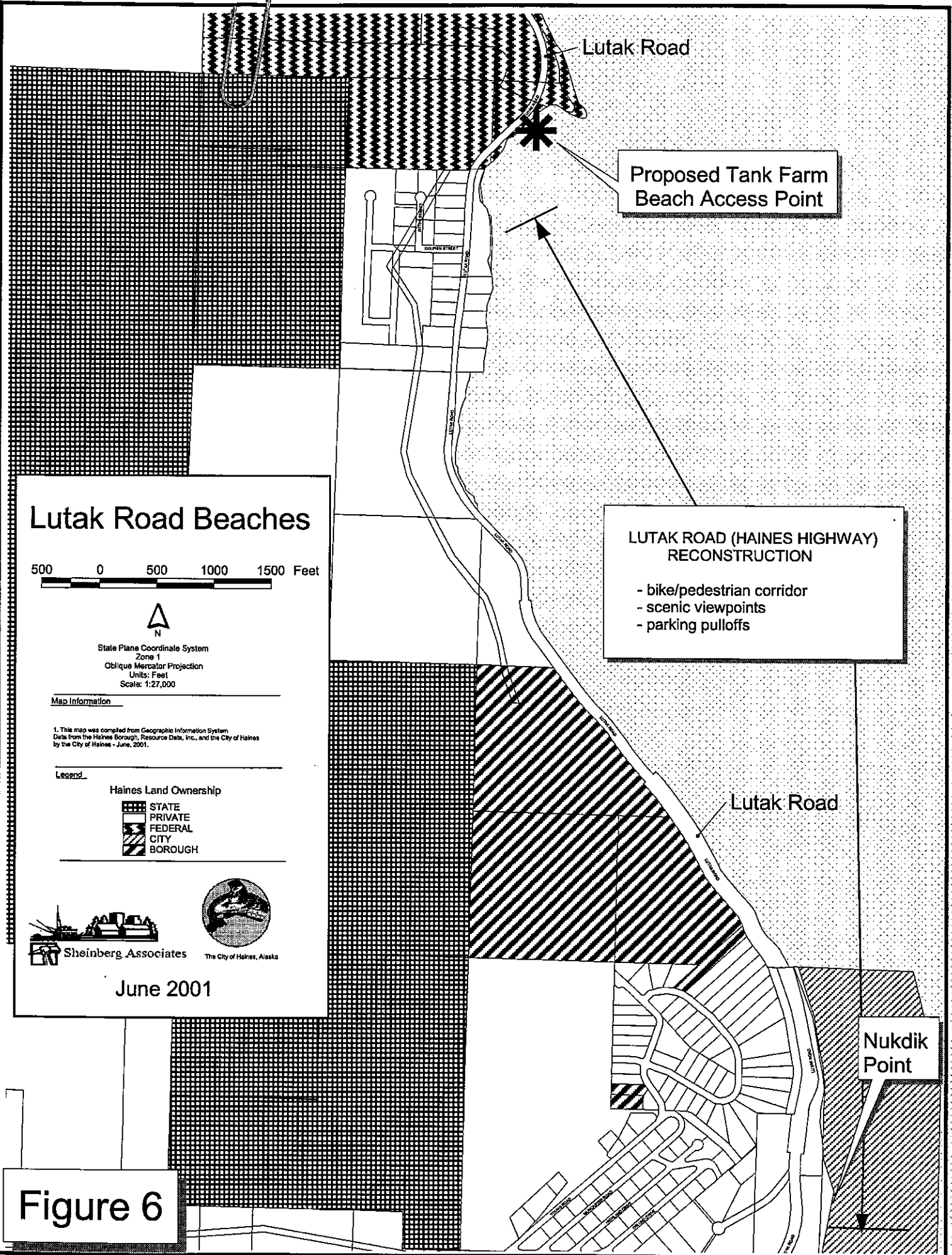
(1980; amended 1993, 2000)

The recreation management policies of the *Haines Coastal Management Program* (HCMP) apply to the beaches along Lutak Road. HCMP Policy C-6, “Open Space Areas,” provides that “publicly owned shorelines [and] beaches ... which are vacant and have high recreation, scenic, wildlife... values... shall be considered as *public open space or recreation areas* until such time as other uses are required by the public interest.” The “Goals and Actions” section, below, recommends that the tank farm beach be designated primarily for recreation use in Policy C-2 of the Haines CMP. Once this designation is made, activities and development would be required to “minimize significant adverse impacts to recreation resources and activities, including access” at the tank farm beach (Policy C-4).

Northern Southeast Area Plan (pending)

The Alaska Department of Natural Resources (DNR) is writing an Area Plan for state-owned lands in Northern Southeast Alaska, including the state tidelands along Lutak Road. Through this *Plan for Public Use and Access*, the City of Haines can give DNR direction regarding how the Haines community would like State-owned beaches and uplands to be managed.

² The State owns the tidelands below MHT in the area in T30S, R59E, north of Section 26 (near Nukdik Point). The City of Haines owns the tidelands in Section 26.



Lutak Road

Proposed Tank Farm Beach Access Point

Lutak Road Beaches

500 0 500 1000 1500 Feet



State Plane Coordinate System
Zone 1
Oblique Mercator Projection
Units: Feet
Scale: 1:27,000

Map Information

1. This map was compiled from Geographic Information System Data from the Haines Borough, Resource Data, Inc., and the City of Haines by the City of Haines - June, 2001.

Legend

Haines Land Ownership

- STATE
- PRIVATE
- FEDERAL
- CITY
- BOROUGH



June 2001

LUTAK ROAD (HAINES HIGHWAY) RECONSTRUCTION

- bike/pedestrian corridor
- scenic viewpoints
- parking pulloffs

Lutak Road

Nukdik Point

Figure 6

Issues and Opportunities

Improve Parking, Public Access and Bicycle/Pedestrian Route

The public has identified a need for more day-use parking, improved scenic viewpoints, disabled access, and a safe bicycle/pedestrian corridor on Lutak Road. The Alaska



The existing Lutak Road shoulder is not wide enough to encourage pedestrian or bicycle use.



Scenic pullouts could be improved to provide more safe parking and beach access points.

Department of Transportation and Public Facilities (DOTPF) is planning to reconstruct the highway from the ferry terminal through downtown Haines in federal fiscal year 2005.

The City will work closely with DOTPF to ensure that the highway reconstruction project incorporates improved parking, scenic viewpoints, disabled access, and a safe pedestrian/bike corridor along the highway route.

The project will be eligible for federal highway funding and transportation enhancement funds through "TEA-21" to pay for these types of enhancements (see Chapter Seven, Implementation, and Appendix B). DOTPF expects to begin design of the highway reconstruction project late in 2001.³

Tank Farm Beach Clean Up

During this planning process, several people questioned whether the beach at the Department of the Army tank farm site on Lutak Inlet is safe for public use. The tank farm beach is considered to be safe for public recreation.⁴

³ DOTPF's initial design vision is to construct two 12-foot vehicle lanes, with paved 8-foot shoulders for bicycle and pedestrian use, along the Lutak Road (Haines Highway) from the ferry terminal to downtown Haines.

⁴ Anne Marie Palmieri, Alaska Department of Environmental Conservation, Feb. 15 and May 23, 2001, pers. comm.

The tank farm, which stored fuel from 1955-1971, is now being cleaned up by the Department of the Army. A local Restoration Advisory Board, made up of members of the Haines community, has been advising the Army on the cleanup since 1997. Sampling is underway for soil, ground water and surface water hydrocarbon contamination. The primary area of contamination is north of Tanani Point and cleanup efforts planned for 2001 will focus on this area. However, the Army is sampling water seeping into Tanani Bay at the tank farm beach for contamination, will continue to monitor the site and will plan its clean-up to address any pollution sources connected to the tank farm beach seep.

Ensuring future public access to the tank farm beach and other public beaches on Lutak Road is a priority.

Ensuring Future Public Access

The public uses the federally owned tank farm beach, as well as smaller beaches and tidelands managed by the State of Alaska. Ensuring public access to these areas in the future was identified as a priority for this planning process.

The Department of the Army will retain the tank farm site until it is cleaned to the level determined by the Army and the Alaska Department of Environmental Conservation. The land will then be transferred to the federal Bureau of



The sandy tank farm beach offers a southern exposure and is popular for beach walking, shore fishing and picnics.

Land Management (BLM). BLM will determine whether the property will be retained in federal ownership, or offered to another entity. The property could also be given to another entity through special federal legislation, instead of through the BLM land disposal process. The City of Haines has expressed its interest in acquiring the tank farm property once cleanup is completed. If the land is instead given to another party, the City will need to actively

work with that landowner to ensure continued public use of the tank farm beach.

Goals and Actions

Goal 6.1 It is the goal of the City of Haines to maintain and enhance safe public use of the scenic Lutak Road corridor and public beaches along the road, north of the City of Haines.

Improve Parking

Provide safe and convenient parking for day-use of the beaches along the Lutak Road.

Action 6.1 Parking and Scenic Viewpoints

Request that DOTPF construct larger scenic pullouts to provide safe day-use access to beaches along the Lutak Road when the highway is reconstructed.

Action 6.2 Restrict Overnight Parking

Restrict parking on highway pullouts to 12 hours, to accommodate day-use and vehicles waiting for a ferry, but to restrict camping. Install signs to notify users.

Disabled Access

Provide for disabled access at the tank farm beach.

Action 6.3 Provide Disabled Access at Tank Farm Beach

Construct disabled access path, disabled parking, and hardened beach enjoyment and picnic area at tank farm beach.

Bike and Pedestrian Corridor

Encourage and support development of safe corridors for pedestrian and bicycle traffic on the Lutak Road.

Action 6.4 Construct Pedestrian/Bicycle Corridor

Request that DOTPF construct a safe corridor for pedestrian and bicycle traffic between downtown Haines and the AMHS ferry terminal, when the Lutak Road (Haines Highway) is reconstructed.

Ensure Future Public Use

Ensure that the tank farm beach and other public beach areas along the Lutak Road north of the City of Haines will continue to be available and safe for public use in the future.

Action 6.5 Public Use of Tank Farm Beach

Work with the Department of the Army to secure a formal agreement allowing public access to and use of the tank farm beach.

Action 6.6 City Acquisition of Tank Farm Beach

Continue to request that the tank farm beach be conveyed to the City of Haines by BLM following the tank farm site cleanup. If the City is not able to acquire this land, work with the new landowner to secure public access to the tank farm beach and to encourage their cooperation in enhancing public use and access to this site.

Action 6.7 Recreational Use Designation and Zoning

Designate the "tank farm beach" as "primarily for recreational use," in the Haines Coastal Management Plan (HCMP Policy C-2). Zone this area for "Recreation" in Title 18 of the Land Use Code.

Action 6.8 State of Alaska Land Management

Request that the State of Alaska designate its lands along the Lutak Road, between Nukdik Point and the tank farm beach, for dispersed recreation use in the Northern Southeast Area Plan for State lands.

Action 6.9 Tank Farm Cleanup

Support and advocate for the expeditious cleanup of the tank farm site by the Department of the Army. Participate actively in the Restoration Advisory Board. Encourage the Department of the Army to install signs to inform the public about the safety of this beach and the current monitoring and cleanup program.

Chapter Seven

Implementation

The City should develop a “Priority List” of actions that the community would like to achieve to enhance popular public use areas in Haines.

This *Plan for Public Use and Access Areas in the City of Haines* includes a wide-ranging list of suggested actions to maintain and enhance public use areas, and access to these areas (see Appendix A). This chapter describes many of the tools and potential funding sources that can be used by the City and by others to implement this Plan – making use of local capabilities, as well as outside funding and support.

Select Priority Areas and Actions

The City Council, with public involvement and the advice of the Planning Commission and the Tourism Planning Committee, can develop a “Priority List” of the top priority short-term and long-term actions from the Plan that the community would like to achieve. A “work plan” should be developed for each action that describes:

- Who will be involved in the project? (Find willing parties and set up a “team.”)
- Schedule for accomplishing the action.
- Steps to accomplish the action, such as City code changes, a grant request, or other initiatives.
- Any financial implications for the City or others.
- Other sources of funding and technical assistance.

The list of priority actions could be reviewed every six months to evaluate progress and to add new actions as others are accomplished.

The City of Haines could also consider establishing an Advisory Board to “champion” improvements to public use and access in the City of Haines – or could give the Planning Commission this role. The Board or Commission could take responsibility for making progress on the City’s highest priority actions, pursue outside funding or technical assistance, and coordinate with willing “partners” and volunteers in Haines.

Changes to zoning and the Haines Coastal Management Plan are recommended to implement the Plan.

Local funding will need to be supplemented with funding from the State of Alaska, and government and private grant sources to accomplish priority projects.

Implement through City Code and Zoning

Zoning and municipal land use regulation are the most common tools used to guide and control land use. Changes to the City of Haines' land use code and zoning can be made to implement the actions and strategies outlined in this Plan. Changes to the Haines Coastal Management Plan will also be recommended to implement elements of this Plan.

Use Local Financial Resources, When Available

Many of the recommended actions in this Plan will require funding – to construct new public access on the waterfront, to provide disabled access, or to build new trails. Local funding may be needed to accomplish these projects or to leverage or “match” grants from government agencies or private foundations. Possible sources of local funding for public use and access improvements include City sales tax funds intended for tourism, the hotel taxes and tour taxes collected by the Haines Borough to address tourism issues, and the City's Capital Improvements Program (CIP) budget.

Pursue State Capital Projects Funding

The City of Haines may be successful in obtaining capital projects funding from the State of Alaska Legislature to accomplish actions listed in this Plan. Constructing public use and access improvements provides jobs in the community, as well as boosting the tourism economy, and may be supported by the local delegation and Legislature.

Encourage the Public to Get Involved in Achieving Haines' Goals

A town of Haines' size and character relies on community involvement, volunteers and enthusiasm to get things done. Many of the goals and actions included in this Plan can't be accomplished by City government alone – but could be accomplished by a team made up of the city, community organizations, landowners, and/or volunteers. Willing landowners can make a new trail route possible. Willing volunteers can help clean up and beautify sections of Sawmill Creek or the Portage Cove waterfront, or lend expertise with project design or grant writing. Willing businesses can donate supplies, equipment and expertise for construction projects and maintenance.

The City's most important role may be as a coordinator – looking for funding, assistance and local partnerships to accomplish the actions in this Plan.

The City's most important role may be as a coordinator – looking for possible grant sources or other opportunities to accomplish the goals of this Plan – and asking for help from individuals and user groups, commercial tour providers, the Chamber of Commerce, the Women's Club, local contractors, the Haines Borough, private landowners, and others. Outside funding groups (government and private) prefer to fund projects that have grassroots community backing. Many funding sources also require "local match" – involving local cash or contributions of labor or materials from within the community.

Pursue Grants and Technical Assistance – Public and Private Sources

The City of Haines will need to take full advantage of outside funding sources and technical support to plan for, acquire, develop, and maintain public use areas, facilities, and trails. Funds and assistance are available from a variety of State and federal government programs and from private foundations. A listing of potential government and private programs that could help Haines achieve its public use and access goals and actions is provided in Appendix B.

Grant support is competitive. There is a periodic opportunity to apply for support – in some cases once each year, in others every few years. The amount of funding available for grants varies. Applications for funds or technical assistance are most successful when they are:

- Actively supported by the local government and an involved public.
- Included in an adopted City plan, supported by the City Council.
- Supported by committed local partners.
- Clear in the final product or result.
- Responsive to the intent and specific criteria of the grant program.
- Accompanied by local contributions of funding, in-kind contributions, on-going maintenance commitment, and/or other resources.

Teaming with state agencies – such as the Department of Transportation and Public Facilities and the Department of Natural Resources – will help the City accomplish priority projects.

The City will collaborate with landowners who would like to help enhance public use and access in Haines.

Provide Active Support for Others' Funding Applications

The City can accomplish its goals for public use and access areas by supporting the efforts of other organizations in obtaining funding or assistance. For example, the Chilkoot Indian Association has applied for funding from the Bureau of Indian Affairs to construct an accessible boardwalk trail system on its 73-acre property along the Old Haines Highway at Third Avenue. Local government support will give a grant application more credence and weight with funding agencies and private foundations.

Look for Partnerships with Agencies and Private Organizations

Partnerships with government agencies and other organizations may be the key to accomplishing certain projects. For example, the City can accomplish some of its goals by working with the Alaska Department of Natural Resources (DNR) to ensure that State land management plans incorporate and implement the community's desires for public use of State-owned lands – such as providing for appropriate management of commercial tour use on State lands. Likewise, the City and the Alaska Department of Transportation and Public Facilities (DOTPF) could partner to construct simple parking pullouts along Mud Bay Road using waste rock from maintenance activity.

Encourage Landowner Cooperation

Landowners who support the actions outlined in this Plan can help accomplish them in a number of ways – including designating an area for “community purposes” to obtain tax relief, providing an easement for recreation use, agreeing to let the City acquire property needed for public use through purchase or trade, or participating in construction of infrastructure that benefits public use. Landowners who donate a conservation easement for recreational, environmental, cultural or other purposes receive local property tax and federal income tax benefits. Property owners in Alaska who grant a recreational conservation easement across their property are immune from tort liability.¹

¹ AS 34.17.055

Appendix A

Goals and Actions

Appendix A provides a consolidated list of the goals and actions adopted by the City of Haines to implement this *Plan for Public Use and Access in the City of Haines*. These goals and actions are drawn from Chapters Two through Six of this Plan.

Topic	Page
Portage Cove and Fort Seward	A-1
Chilkat River Beaches.....	A-6
Community Pathways and Trails.....	A-10
Sawmill Creek and McClellan Flats	A-13
Lutak Road Beaches	A-15

Portage Cove and Fort Seward

- Goal 2.1** It is the goal of the City of Haines to maintain and enhance use of Portage Cove by residents and visitors for recreation and other public uses that benefit from access to the waterfront.
- Goal 2.2** It is the goal of the City of Haines to foster compatibility between public use and other waterfront uses.
- Goal 2.3** It is the goal of the City of Haines to maintain Fort William Seward as a valuable National Historic Landmark and community asset.

Ensure Future Public Use

Ensure that lands and waters within Portage Cove and Fort Seward that are important for recreation and other public uses will continue to be available for public use in the future.

Action 2.1 Dedicate Waterfront City Park (including Lookout Park)

Dedicate the city-owned lands between Lookout Park and the Port Chilkoot dock as a Waterfront Park, by ordinance (Figure 2). Zone the park for "Recreation" (rather than "Waterfront" zoning). Do not allow commercial use of lands within the Waterfront Park. Obtain a long-term easement or agreement for public access to the waterfront park across the Port Chilkoot Company's uplands north of the Port Chilkoot dock, along Beach Road. (Note: Designation of the park area will need to be compatible with the footprint and design of the expanded small boat harbor and new harbor access routes.)

Action 2.2 Dedicate Tlingit City Park

Dedicate Tlingit Park as a City park by ordinance. Zone this area for "Recreation" (rather than "Commercial" zoning). (Note: Designation of the park area will need to be compatible with the footprint and design of the expanded small boat harbor and new harbor access routes.)

Action 2.3 Ensure Public Access at Scenic Viewpoints Near Nukdik Point

Work with the landowner of the scenic view pullouts and beach along North Portage Cove, near Nukdik Point to reach a mutually acceptable agreement to allow future public use of these areas. Pursue a long-term easement or City acquisition of the property. Zone this area for "Recreation" (rather than "Waterfront" zoning).

Action 2.4 Dedicate Additional Public Beach Access Points on City Land

In addition to the public access points within the Waterfront Park and near Nukdik Point, dedicate public beach access points on City land at the north end of the expanded small boat harbor and southeast of the Klukwan, Inc., dock.

Action 2.5 Secure Fort Seward Parade Ground Use

Work with Alaska Indian Arts to ensure that the Fort Seward parade grounds will remain an open space, available for public use in the future. Examine options such as a perpetual easement, management agreement, rezoning, acquisition or another mechanism to secure public use.

Action 2.6 Fort Seward Parade Ground Maintenance Agreement

Work with Alaska Indian Arts to improve regular maintenance of the Fort Seward parade grounds during the summer season (possibly through a City agreement to maintain the grounds).

Improve Waterfront Access and Public Use Amenities

Provide infrastructure and services to enhance public access to and public use of the Portage Cove waterfront – for the benefit of Haines residents and visitors. Incorporate these amenities into the planned expansion of the Haines small boat harbor and other waterfront redevelopment plans, to the extent feasible.

Action 2.7 Portage Cove Waterfront Pedestrian Path

Work toward development of a continuous pedestrian corridor along the entire Portage Cove waterfront from the Portage Cove campground to Nukdik Point. The pedestrian corridor may be a combination of waterside boardwalks and sidewalks that will provide for enjoyment of scenic and working-waterfront views, and access to public waterfront lands and facilities. Include the waterfront pedestrian corridor in public development and redevelopment projects. As private land development is proposed, encourage landowners to participate in developing or providing an easement for the path, if it is feasible and compatible with their development plans. Install and maintain small viewing platforms with seating along the waterfront pedestrian corridor on public lands.

Action 2.8 Improve Beach Access, including Disabled Access

In coordination with affected private landowners, construct and maintain safe and convenient paths, stairs and/or ramps to access the natural public beach and tidelands at five primary locations, including (from north to south) (Figure 2):

- Public use beach at north Portage Cove, near Nukdik Point
- North of expanded small boat harbor (with kayak/canoe launch)
- Lookout Park
- Sandy beach north of Port Chilkoot dock (including disabled access and hardened beach enjoyment and picnic area)
- Southeast of the Klukwan, Inc., dock

Action 2.9 Retain Natural Path along Portage Cove Beaches

Retain a natural beach path, rather than constructing a developed path, along the waterfront from the Port Chilkoot dock to Lookout Park. Consider removing selected boulders to increase the sandy beach area and/or to create an easier beach path.

Action 2.10 Haines Boat Harbor Boardwalk

Incorporate a public-use boardwalk into the small boat harbor expansion to provide public access over the water for scenic views, "harbor-watching" and fishing.

Action 2.11 Improve Pedestrian Crossings

Install pedestrian crosswalks at all beach-parking areas, Tlingit Park and at boat harbor access points. Install signage to improve crossing safety. Consider reducing the speed limit on Beach Road to improve crossing safety.

Action 2.12 Front Street Bike/Pedestrian Path

When Front Street is reconstructed, incorporate a safe corridor for pedestrian and bicycle use from Main Street to the Lütak Road (Haines Highway).

Action 2.13 Improve Public Restrooms at Waterfront

Incorporate improved restroom facilities open to beach (non-harbor) users in the scope of the expanded small boat harbor and other waterfront redevelopment projects.

Action 2.14 Waterfront Park Picnic Facilities

Install picnic facilities at the Waterfront Park, including tables and trashcans. Maintain and service the Park area.

Action 2.15 Scenic Viewpoints

In cooperation with the private landowner, pave and improve the scenic view pullouts southwest of Nukdik Point. Install benches for enjoying the view, and signs that welcome visitors to Haines, interpret the view of the City and Portage Cove, and direct visitors to information centers.

Improve Parking and Beach Road Access

Provide safe and convenient parking for day-use of Portage Cove, including proper management of commercial parking to address congestion and segregation from non-commercial users.

Action 2-16 Portage Cove Waterfront Public Parking

Consider the following options for additional non-commercial public parking:

- Provide parking for beach (non-harbor) users in the scope of the expanded small boat harbor.
- Construct parallel public parking along Beach Road, south of Lookout Park, by widening the roadway.
- Enlarge the State-owned triangular parking lot at the “Y” intersection, and provide a marked and signed cross walk across Beach Road.
- Incorporate additional parking into the redesign of the “Y” intersection.
- Revise parking rules to allow public parking at the Port Chilkoot dock when cruise ships are not in port.

Action 2-17 Portage Cove Waterfront Commercial Parking

Continue to manage commercial parking through City ordinance to ensure the safe and orderly operation of commercial vehicles and commercial vehicle parking areas.

Action 2-18 Reconstruction of Beach Road and Waterfront Amenities

Discuss with DOTPF the option of using State funding to reconstruct Beach Road to provide improved parking, reconstructed sidewalks, beach access points, lighting, scenic viewpoints, and bicycle and pedestrian amenities along the City’s downtown waterfront.

Upgrade and Beautify Port Chilkoot Dock

Upgrade and enhance public use of the Port Chilkoot dock to make it a more attractive and welcoming gateway to the Haines community and a waterfront asset to Haines residents and visitors.

Action 2-19 Install Signs and Banners

Install signs and attractive banners at the Port Chilkoot dock and along the waterfront to improve aesthetics, welcome visitors, provide essential and interesting information about Haines, and direct visitors to Haines sites-of-interest, etc. Signs could include:

- Welcome to Haines.
- Directional signs – to additional visitor information points, downtown shopping, Fort Seward, Museum, Tlingit Park, Bald Eagle Foundation, Post Office, phones, restrooms, etc.
- Haines map and points of interest.

Use a uniform style for public information signs that are small, discrete, and yet informative – without becoming visual clutter on the waterfront.

Action 2-20 Improve Appearance of Port Chilkoot Dock Staging Area

Pave, upgrade the fence, and landscape the staging area at Port Chilkoot Dock. Replace the creosote piling bull rails with attractive building materials.

Action 2-21 Construct Viewing Deck at Port Chilkoot Dock

Construct a wooden deck at the entry to the Port Chilkoot Dock for viewing and seating.

Action 2-22 Reface Dock Staging Area

Reface the front of the fill at the Port Chilkoot dock staging area to improve its appearance from the beach.

Action 2-23 Allow Limited Public Use of Port Chilkoot Dock

Open the Port Chilkoot dock for public use (during selected days/hours), with appropriate signs regarding risks and the need for safe conduct, to allow scenic viewing, walking and fishing. Provide essential life-saving apparatus on the dock.

Waterfront Beautification

Beautify the Portage Cove waterfront and public use areas.

Action 2-24 Clear Vegetation to Maintain Views

Selectively clear scrub trees and bushes along the Portage Cove waterfront to maintain views from sidewalks.

Action 2-25 Remove Beach Debris

Remove large metal debris from beach/tidelands south of Port Chilkoot dock to improve the aesthetics and recreation value of this area. (Retain historic wooden dock pilings, unless they present a public safety hazard.)

Action 2-26 Aesthetic Facing for Beach Fills

Require upland property owners to stabilize and face any fill placed on the beach side of Beach Road and Front Street with a natural appearing material, such as large boulders or a wooden retaining wall.

Action 2-27 Support Annual Beach Cleanup

Support and assist with annual volunteer beach cleanup and routine maintenance of Portage Cove beach during the summer season.

Action 2-28 Encourage Landscaping/Screening

Encourage use of landscaping to screen less-visually appealing uses from important public and visitor use areas.

Tlingit Park Improvements

Improve the Tlingit Park playground and cemetery for the benefit of local residents and visitors, and to improve awareness of the significance and sanctity of the cemetery.

Action 2-29 Renovate Tlingit Park

Support the grass-roots community effort to renovate the Tlingit Park playground. Assist with application for available grant funds, such as federal Land and Water Conservation Funding.

Action 2-30 Improve Public Restrooms at Tlingit Park

Design and construct new restrooms to serve Tlingit Park and waterfront users.

Action 2-31 Recognize, Interpret and Restore Tlingit Park Cemetery

Designate the Tlingit Park cemetery as a community historic site. Work with native organizations and individuals to develop and pursue a plan for cemetery restoration, including restoration of grave markers, wooden balustrades and seating areas, and proper lighting. Post appropriate signs notifying visitors and Park users of the sanctity of the cemetery and requesting their respectful use; and interpretive signs explaining the cemetery's historical and cultural significance.

Fort Seward Revitalization

Continue to work toward restoration and adaptive re-use of the Fort, with respect for its historic significance, and to enhance its value to the community's cultural life and economy.

Action 2-32 Implement Existing Strategies to Restore and Revitalize Fort Seward

Continue efforts to implement the existing strategies and plans outlined in the *Haines Comprehensive Plan*, the *Port Chilkoot/Portage Cove AMSA Plan*, and the Haines Land Use Code. Develop a prioritized short-list of strategies to undertake as opportunities and funding arise and to identify what steps can be taken to make progress on priority issues.

Action 2-33 Attracting Visitors – Interpreting Fort Seward Resources

Identify steps that can be taken to attract more visitors to the Fort and to improve interpretation of historical and cultural information for public visitors.

Chilkat River Beaches

Goal 3.1 It is the goal of the City of Haines to manage the Chilkat River beaches and tidelands as a “natural public use area” that (1) retains the natural character of the open space, (2) provides for public access to the beach and water, (3) provides opportunities for low-intensity, dispersed recreation activities focused on enjoyment of the natural environment, and (4) maintains a healthy natural resource environment.

Ensure Future Public Use

Ensure that public lands along the Chilkat River beaches will continue to be available for public recreation use in the future.

Action 3.1 Recreational Use Designation

Designate the Chilkat River beaches between Carr's Cove and Jones Point, and the Haines Borough lands south of Carr's Cove and south of Jones Point (between Chilkat River and State Fairgrounds), as "primarily for recreational use," in the Haines Coastal Management Plan (HCMP Policy C-2). Also, keep the "Recreation" zoning on public lands within this area.

Action 3.2 State of Alaska Land Management

Request that the State of Alaska designate its lands along the Chilkat River beaches for dispersed recreation use, in the Northern Southeast Area Plan for State lands. Retain current "Recreation" zoning of State-owned land.

Action 3.3 Public Use Easements

Encourage willing private landowners to grant public use or conservation easements to secure the public's future access along the Chilkat River beaches.

Action 3.4 Haines Borough Land Recreation Designation

Request that the Haines Borough formally designate its land south of Carr's Cove and south of Jones Point for public recreation use.

Retain Natural Character and Low-Intensity Public Use

Manage the Chilkat River beaches in a manner that maintains the natural character and resource values, while allowing dispersed public use.

Action 3.5 Public Use Infrastructure

Provide public use infrastructure that is in keeping with the natural setting and limited to that needed for public safety and health, equitable access, resource protection and to ensure respect for private property.

Improve Parking.

Provide additional safe parking for day-use of the Chilkat River beaches.

Action 3.6 Construct Parking Pullouts

Work with DOTPF, neighboring landowners, and area users to identify several appropriate locations for construction of parking pullouts along Mud Bay Road between Carr's Cove and the River Road intersection. Apply for required permits (City lead); coordinate with DOTPF during construction (DOTPF lead).

Action 3.7 Carr's Cove Parking and Access

Work with the Haines Borough and DOTPF to determine the feasibility of constructing a parking area and improved beach access (including disabled access) on Borough property south of Carr's Cove.

Action 3.8 Prohibit Overnight Parking

Allow only day-use parking in parking pullouts and parking lots.

Beach Access – Disabled Access

Provide public access facilities necessary for disabled access and to protect natural resources of the area.

Action 3.9 Improve Beach and Disabled Access

Construct and maintain safe and convenient stairs and/or ramps to provide general public and disabled access to public beach and tidelands at Carr's Cove and in the vicinity of One Mile Creek.

Action 3.10 One Mile Creek Trail and Viewing Area

Construct a trail, footbridge, and viewpoint and install interpretive signs to manage public use of One Mile Creek and associated sensitive areas and to educate the public about its resources. Coordinate with the Alaska Department of Fish and Game, neighboring property owners, and interested community organizations and members of the public on appropriate location, parking plan, trail and sign design and message, vegetative or other screening to avoid disturbance of fish and wildlife, and other design features.

Action 3.11 Respect for Private Property

Install signs to notify non-commercial public users about private lands and to guide them to routes where they can walk while being respectful of private property. Do not allow commercial tour use of private property.

Action 3.12 Mud Bay Road Bike/Pedestrian Path

Ensure future Mud Bay Road reconstruction incorporates a safe corridor for pedestrian and bicycle use.

Commercial and Motorized Use

Allow public and limited commercial use that is in keeping with the overall Management Goal for this area (see above).

Action 3.13 Manage Commercial Tour Use

Allow low-intensity, dispersed commercial tourism use on public land that is operated in a manner that: (1) is in keeping with the Management Goal for this area; (2) does not cause significant adverse impacts to public recreation resources and activities, and (3) does not adversely impact the natural resources of the beaches.

Use city commercial tour permit authority (Title 5) and other relevant authorities to manage commercial use. Restrict commercial tour use to the State-owned land between the intersection of River Road and Mud Bay Road, and the residential properties on the beach side of Mud Bay Road (see Figure 3). Require safe parking for tour groups. Place conditions on permits, as necessary, to ensure that commercial use meets the Management Goal for this area. Monitor individual and cumulative impacts of commercial use, and evaluate whether changes in management are required to protect public uses and resources.

Action 3.14 Use of Area by Large “Independent” Groups of Visitors

Work with cruise lines and day boat companies to discourage the promotion of use of the Chilkat River beaches by large groups of clients from these ships.

Action 3.15 Prohibit Motorized Use

Prohibit the use of motorized vehicles on the Chilkat River beaches and the use of jet skis on the Chilkat River. Install signs and natural-looking blockades to stop use. Educate the public about the reason for the motorized use closure.

Fish and Wildlife Resources

Protect, enhance and restore One Mile Creek to improve its value for fish and wildlife habitat, public use, and as an aesthetic feature of the Haines landscape. Manage public use to protect fish and wildlife use of the beaches.

Action 3.16 Protect Anadromous Fish Resources

Adopt changes to the Haines Coastal Management Program to incorporate One Mile Creek into the list of State-designated anadromous fish streams (HCMP Policy J-4) and provide special management attention to protect fish habitat and resources (Policy J-5).

Action 3.17 Provide Public Information

Provide public information about One Mile Creek, including the natural resources of the riparian area; how improper public use can impact or damage these natural resources; and opportunities to participate in creek restoration or enhancement projects. If necessary, post signs informing the public about any public health issues associated with One Mile Creek’s water quality.

Action 3.18 Support Stream Cleanups

Support periodic cleanups of One Mile Creek to remove debris. Assist with publicity, removal of large debris from creek, disposal of debris.

Action 3.19 Targeted Pollution Prevention and Restoration Projects

Work with landowners, government agencies, community organizations and others to identify, find funding for, and undertake projects to prevent water pollution and to enhance or restore One Mile Creek’s habitat, fish resources and water quality.

Action 3.20 Manage Dog Use to Avoid Wildlife Disturbance

Require that dogs on the beach be on a leash or in control with voice commands. On area signs, inform the public that continual disturbance of migrating waterfowl using the area can impact the health of the birds.

Community Pathways and Trails

Goal 4.1 It is the goal of the City of Haines to seek and support improvements to existing trails and to develop new trails for the benefit of local residents and Haines visitors.

Goal 4.2 It is the goal of the City of Haines to seek and support construction of a system of interconnected pathways and sidewalks within the community.

Improve Existing Trail Facilities and Maintenance
Seek improved facilities and maintenance on existing trails.

Action 4.1 State Plan for Trail Improvements

Request that Alaska State Parks prepare a plan for management of Chilkat State Park trails, including trail improvements and extensions, new trail development, maintenance and infrastructure improvements (such as parking and signage).

Action 4.2 State Trailhead Improvements

Request that DNR construct adequate parking, turn-around and signage at the Battery Point and Mount Ripinsky trailheads. Document the current situation and issues raised by inadequate parking and signs. Provide community support for State funding requests or grant applications. Consider whether the City can offer in-kind construction labor and equipment as "match" for grant sources.

Action 4.3 Improve Trail Maintenance

Encourage and support volunteer efforts to maintain existing trails, through in-kind services, seeking or sponsoring out-of-town volunteer efforts, or other means.

Construct New Trail Routes

Develop new or extended off-road trails or routes for hiking, walking, skiing, horseback riding and other uses, for the benefit of Haines residents and visitors.

Action 4.4 Develop New Off-Road Trails

Identify preferred routes, reach agreements with landowners,¹ develop trail designs, and seek technical assistance and/or funding for construction of new or expanded off-road trails. High priority routes for new trails or natural public use routes, shown on Figure 4, include:

- Across the Chilkat Peninsula
Construct a new trail system connecting through Chilkoot Indian Association land (at Third Avenue along Old Haines Highway), Southeast Alaska State Fairgrounds, Port Chilkoot land, and Haines Borough land overlooking the Chilkat River. Investigate possible trail connection to the Chilkat River beaches.
- Chilkat River beaches
Provide for an undeveloped beach trail route from Carr's Cove, along the Chilkat River beaches – with a potential connection across the Chilkat Peninsula, or around Jones Point to the Sawmill Creek/McClellan flats.
(See Chapter Three, Chilkat River Beaches)
- Sawmill Creek/McClellan Flats trail system
Construct a boardwalk trail system along Sawmill Creek in the McClellan Flats, accessed from the City of Haines land on Sawmill Road and connecting with State public use land near the Chilkat River (See Chapter Five, Sawmill Creek and McClellan Flats).
- Battery Point Trail Extension
Extend the trail on Chilkat State Park land to develop a loop trail, or connect to Lilly Lake and Mount Riley trails.
- Tank Farm Pipeline Right-of-Way Trail Route
Work with landowners to determine if a trail route can be established along the tank farm pipeline ROW through easements and route improvements.

Action 4.5 Public Facilities to Serve Trails

Provide public facilities (such as signs, parking and restrooms) at trail access points, as necessary to serve trail users.

Action 4.6 Public Use Easements

Encourage public and private property owners to provide easements and/or pathways through their property to link to community trails.

¹ State law protects landowners who give a conservation easement for recreation protection from liability (AS 34.17.055).

Action 4.7 Support Other Organizations in Developing New Trails

Support development of trails by other community entities, when appropriate and feasible.

Action 4.8 Off-Road Vehicle Use Areas

Work with the Haines Borough, State of Alaska and off-road vehicle users to identify appropriate locations for off-road vehicle use that will be compatible with adjacent land uses and not cause damage to important natural resources.

Community Pathways and Sidewalks

Develop a system of community pathways that link public facilities, schools, park sites, residential areas, and other areas used by residents and visitors – and that serve a variety of users, including disabled and elderly users.

Action 4.9 Construct New Community Pathways and Sidewalks

Identify preferred routes, reach agreements with landowners, develop designs, and seek technical assistance and/or funding for construction of new community pathways and sidewalks. Priority routes include:

- **Old Haines Highway – from Third Avenue to Sawmill Creek/McClellan Flats**
Construct a bicycle/pedestrian path along the Old Haines Highway from Third Avenue to Sawmill Road (connecting to the sidewalk from the Portage Cove waterfront to Third Avenue). This route would connect the cruise ship dock, Portage Cove waterfront beaches, Tlingit Park, Bald Eagle Foundation, City Hall, High School, pool, Fairgrounds, Oslund Park ball fields, and the McClellan Flats. This path would particularly serve community youth and visitors.
- **Portage Cove Waterfront Walk**
Provide a continuous route for pedestrians the length of the Portage Cove waterfront, from the Portage Cove campground to Nukdik Point. The continuous corridor may be a combination of waterside walkways, roadside sidewalks, separated bike/pedestrian path, or beach walk – but would allow pedestrians to enjoy walking the length of the waterfront and enjoy scenic and working-waterfront views.
- **Mud Bay Road (from Third Avenue) to Small Tracts Road**
Connect downtown path system and sidewalks to Small Tracts residential area and Chilkat River public use areas.

- **Sidewalk routes:**
 - Old Haines Highway – complete sidewalk from the waterfront to Third Avenue
 - Third Avenue – extend sidewalk from Deishu Drive to Mud Bay Road
 - Union Street
 - Second Avenue – from City Hall to the Fort Seward Parade Grounds
 - Fourth Avenue north of Main Street (for school children use)

Action 4.10 Public Use Easements

Encourage public and private property owners to provide easements and/or pathways through their property to link to community pathways.

Action 4.11 Support Other Organizations in Developing Pathways

Support development of community pathways by other community entities, when appropriate and feasible.

Sawmill Creek and McClellan Flats

Goal 5.1 It is the goal of the City of Haines to facilitate increased use of the Sawmill Creek corridor and McClellan Flats area for recreation, outdoor education, and other low-intensity public uses, in a manner that is acceptable to private landowners.

Goal 5.2 It is the goal of the City of Haines to improve the health of Sawmill Creek and the viability of its public fish and wildlife resources.

Ensure Future Public Use, Where Agreeable to Landowners

Secure lands to provide for public recreation use and access to the Sawmill Creek/McClellan Flats.

Action 5.1 Public Access Point at City land on Sawmill Road

Complete the process for obtaining accreted City land along Sawmill Road adjacent to McClellan Flats (accretion to USS 1255). Designate this City land as “primarily for recreational use,” in the Haines Coastal Management Plan (HCMP Policy C-2), and reserve as a potential future access point for a public use trail. Zone this city land for “Recreation” in Title 18 of the City Land Use Code.

Action 5.2 Recreation Designation of State of Alaska Land

Request that the State of Alaska designate its lands within the Sawmill Creek/McClellan Flats for dispersed recreation use in the Northern Southeast Alaska Area Plan. Zone this State-owned land as "Recreation" in Title 18 of the Haines Land Use Code.

Action 5.3 Public Trail Route and Use Areas

Work with willing private landowners to select a route for a year round public boardwalk trail system on Sawmill Creek/McClellan Flats that is compatible with their plans for their lands. In areas where a year round developed trail is not appropriate, investigate opportunities for winter seasonal or other public use that would be acceptable to the landowner. Secure public easements, management agreements, dedication of land for public use (for tax purposes), or other methods to secure the route(s) and areas for public use.

Construct Public Use Trails

Provide developed trails and undeveloped public use "routes" to allow low-intensity public use of the Sawmill Creek/McClellan Flats areas, in cooperation with private landowners.

Action 5.4 Accessible Trail and Signs

Develop an accessible boardwalk trail, viewing platforms and interpretive signs on Sawmill Creek/McClellan Flats for education, recreation, disabled users, and visitor use. (As noted above, this project would require the agreement and cooperation of private landowners along the trail route.)

Action 5.5 Trail Connection Around Jones Point

Work with private landowners toward future development of a trail connection between the Sawmill Creek/McClellan Flats, around Jones Point, to the Chilkat River beaches south of Jones Point.

Action 5.6 Chilkoot Indian Association Trail

Support Chilkoot Indian Association (CIA) efforts to construct an accessible boardwalk system within its property across from the High School. Work with CIA to extend this boardwalk trail further along Sawmill Creek between East and West Fair Drives.

Action 5.7 Sixth Avenue Stream Restoration and Fish Ecology Trail

Construct a fish ecology trail at Sixth Avenue, near Union Street, for use by local schools, residents and Haines visitors. The project will include acquiring a trail easement, stream restoration, culvert replacement, and construction of a fish ladder.

Fish and Wildlife Resources

Encourage and support a broad-based community effort to enhance and restore Sawmill Creek to improve its value for public use, fish and wildlife habitat, flood control, and as an aesthetic feature of the Haines landscape – while recognizing the economic development needs of the community and private landowners.

Action 5.8 Targeted Pollution Prevention and Restoration Projects

Work with landowners, government agencies, community organizations and others to identify, find funding for, and undertake projects to prevent water pollution and to enhance or restore the creek. Examples of projects include:

- Reroute creek where necessary to separate the creek from the roadside drainage ditches (e.g., along Union Street at DOTPF maintenance yard).
- Replace undersized culverts at several locations, including: Sixth Avenue, DOT maintenance yard, Comstock Road and vicinity, Sawmill Road, and Union Street.
- Identify and provide controls for sources of significant surface water drainage directly into the creek.
- Provide sewer service to address failing septic systems.

Action 5.9 Prohibit Off-Road Vehicle Use on Sawmill Creek/McClellan Flats

Prohibit the use of motorized vehicles off of roads or paths designated for their use on Sawmill Creek/McClellan Flats. Allow snow-machine use if there is sufficient snow cover to protect the vegetation from damage, and if there is landowner consent. In cooperation with private landowners, install signs and natural-looking blockades to stop off-road vehicle use. Educate the public about the reason for the motorized use closure.

Action 5.10 Support Stream Cleanups

Support periodic cleanups of Sawmill Creek to remove debris. Assist with publicity, removal of large debris from creek, disposal of debris.

Action 5.11 Public Information

Provide public information about the Sawmill Creek watershed and the McClellan Flats, including where public use is allowed, and where it is not; the natural resources of the area; how improper public use can impact or damage these natural resources; and opportunities to participate in creek restoration or enhancement projects.

Lutak Road Beaches

Goal 6.1 It is the goal of the City of Haines to maintain and enhance safe public use of the scenic Lutak Road corridor and public beaches along the road, north of the City of Haines.

Improve Parking

Provide safe and convenient parking for day-use beaches along the Lutak Road.

Action 6.1 Parking and Scenic Viewpoints

Request that DOTPF construct larger scenic pullouts to provide safe day-use access to beaches along the Lutak Road when the highway is reconstructed.

Action 6.2 Restrict Overnight Parking

Restrict parking on highway pullouts to 12-hours, to accommodate day-use and vehicles waiting for a ferry, but to restrict camping. Install signs to notify users.

Disabled Access

Provide for disabled access at the tank farm beach.

Action 6.3 Provide Disabled Access at Tank Farm Beach

Construct disabled access path, disabled parking, and hardened beach enjoyment and picnic area at tank farm beach.

Bike and Pedestrian Corridor

Encourage and support development of safe corridors for pedestrian and bicycle traffic on the Lutak Road.

Action 6.4 Construct Pedestrian/Bicycle Corridor

Request that DOTPF construct a safe corridor for pedestrian and bicycle traffic between downtown Haines and the AMHS ferry terminal, when the Lutak Road (Haines Highway) is reconstructed.

Ensure Future Public Use

Ensure that the tank farm beach and other public beach areas along the Lutak Road north of the City of Haines will continue to be available and safe for public use in the future.

Action 6.5 Public Use of Tank Farm Beach

Work with the Department of the Army to secure a formal agreement allowing public access to and use of the tank farm beach.

Action 6.6 City Acquisition of Tank Farm Beach

Continue to request that the tank farm beach be conveyed to the City of Haines by BLM following the tank farm site cleanup. If the City is not able to acquire this land, work with the new landowner to secure public access to the tank farm beach and to encourage their cooperation in enhancing public use and access to this site.

Action 6.7 Recreational Use Designation and Zoning

Designate the "tank farm beach" as "primarily for recreational use," in the Haines Coastal Management Plan (HCMP Policy C-2). Zone this area for "Recreation" in Title 18 of the Land Use Code.

Action 6.8 State of Alaska Land Management

Request that the State of Alaska designate its lands along the Lutak Inlet beaches, between Nukdik Point and the tank farm beach, for dispersed recreation use in the Northern Southeast Area Plan for State lands.

Action 6.9 Tank Farm Cleanup

Support and advocate for the expeditious cleanup of the tank farm site by the Department of the Army. Participate actively in the Restoration Advisory Board. Encourage the Department of the Army to install signs to inform the public about the safety of this beach and the current monitoring and cleanup program.

Appendix B

Potential Sources of Funding and Technical Assistance

Government Programs

Transportation Equity Act for the 21st Century – “TEA-21”

Key Topics**Bicycle paths****Pedestrian paths****Scenic viewpoints****Parking****Disabled Access**

The Transportation Equity Act (TEA-21) authorizes federal funds for transportation projects and related transportation enhancements as part of the federal-aid highway program. The Statewide Transportation Improvement Program (STIP) identifies TEA-21 funding for specific projects, including enhancements, and is assembled by the state Department of Transportation and Public Facilities. The STIP lists surface transportation improvements – primarily highway but also including transit, bicycle, pedestrian

facilities and transportation enhancements – for a three-year period.

TEA-21 places a strong emphasis on incorporating safe bicycle and pedestrian routes along highway corridors (during road construction and reconstruction projects). In addition, “enhancements” related to surface transportation, including separated paths, trailheads, waysides and scenic overlooks, are eligible for TEA-21 funding. Within Alaska, these types of improvements receive special emphasis through the “Trails and Recreation Access for Alaska” (TRAAK) Program of the STIP. This program encourages projects where the sponsor is actively involved and maintains the completed improvement. Sponsors may contribute funding, in-kind labor, materials or equipment.

The City of Haines has identified a number of areas where community pathways, pull-offs, or scenic viewpoints associated with roads should be developed or improved.

TEA-21 funding for these types of proposals can be pursued in two different ways:

1. When DOTPF is planning to construct or reconstruct a road, it is the State of Alaska’s policy to accommodate bicyclists and pedestrians.¹ There is also an opportunity to incorporate other transportation enhancements (such as scenic viewpoints) as these projects are built.
2. The City can nominate a project for TEA-21 funding through the STIP.

¹ Memo from Governor Tony Knowles to Commissioner Joe Perkins, DOTPF, June 5, 1995, directs DOTPF to give “pedestrian and bicyclists’ needs ... full consideration on all transportation projects”

In the first instance, the City should contact DOTPF early and work closely with them as they design a road construction or reconstruction project. Governor Knowles has directed DOTPF to “work directly with communities and neighborhoods to learn the existing problems [with bicycle and pedestrian safety], and opportunities for improvement from the community’s perspective.” The City can give local input on the best way to accommodate and encourage safe public use of the road corridor. Local involvement is completed when a review package is sent to local government for concurrence prior to construction.

In the second instance, the STIP includes a nomination process for proposals that are independent of active DOTPF projects. The process is open to all, with local governments such as the City of Haines among the most active participants. The STIP process is competitive, and it typically takes two to four years to obtain funding for the most highly-ranked projects.

The next opportunity to nominate projects for the STIP will be July-October 2001. An invitation to nominate projects will be sent directly to the City of Haines by DOTPF. It is critical that the City of Haines nominate projects at this time to be evaluated through the ranking process. If highly ranked, these projects would be scheduled in the STIP during federal fiscal years 2004-2006.

Contact:

David Hawes
Alaska Department of Transportation and Public Facilities
Southeast Region Planning
(907) 465-1775
TRAAK web site: www.dot.state.ak.us/traak
STIP web site: www.dot.state.ak.us/external/state_wide/planning/transplan

Recreational Trails Grant Program

Key Topics

Trail construction
Trail facilities
Parking
Signs
Disabled access

Provides funding for trail construction, maintenance, environmental protection, or safety education programs related to trail use. The grant program is administered by the Department of Natural Resources (DNR), Alaska State Parks. The program offers federal funding, and requires a 20 percent local match. Applicants can request up to \$30,000 per application.

Funding is available for motorized trails, non-motorized trails, “diversified” trails (both types of users), and safety/education projects. Competition is heaviest for non-motorized trail funding. Funding can be used for construction of new trails, maintenance or restoration of existing trails, trailside and trailhead facilities, trail signs, and acquiring easements or title to property. Grant funds may not be used for sidewalks or paths along roads that could be funded as part of a roadway project or a stand-alone TEA-21 TRAAK project (see section above).

The next opportunity to apply for Recreational Trails Grant funding will be October 15, 2001. An application will be sent directly to the City of Haines by DNR.

Contact:

Ron Crenshaw
Alaska Department of Natural Resources
Division of Parks and Outdoor Recreation
(907) 269-8704
Ron_Crenshaw@dnr.state.ak.us
www.dnr.state.ak.us/parks

Snowmobile Trail Grants Program

Key Topics Snow Machine Trails

Provides grants to develop and maintain snowmobile trails and trailheads, and for safety and education programs. Grants are available for easement acquisition, equipment rental or purchase, and construction or maintenance of trails and trail related

facilities. Matching funds are required for trail development grants. No match is required for safety and education grants.

Contact:

Jim Renkert
Alaska State Parks
(907) 269-8699
Jim_Renkert@dnr.state.ak.us
www.dnr.state.ak.us/parks

Land and Water Conservation Fund (LWCF)

Key Topics Parks Park equipment Picnic areas Wildlife viewing
--

Provides federal funding for acquisition and development of parks and open space, including playgrounds, picnic areas, open space and wildlife viewing areas. LWCF grants must be "matched" by an equal amount of non-federal funding, donations, in-kind services, or other local match (a 1:1 match requirement). The minimum grant amount is \$100,000; the maximum is \$385,000. Rehabilitation of existing high demand facilities, trails, and community parks/playgrounds are high priorities for this funding.

The next opportunity to apply for LWCF funding is March 15, 2001. An application package will be sent directly to the City of Haines.

Contact:

Joy Bryan-Dolsby
Alaska Department of Natural Resources
Division of Parks and Outdoor Recreation
(907)269-8692
Joy_Bryan-Dolsby@dnr.state.ak.us
www.dnr.state.ak.us/parks

National Park Service – Rivers, Trails and Conservation Assistance Program

Key Topics
Trail planning
Trail design
Funding sources

The National Park Service (NPS) offers technical assistance to local communities and nonprofit organizations for trails planning and development through the Rivers, Trails, and Conservation Assistance (RTCA) program. Assistance is free of charge, and can vary from one-time consultations to carrying-out complete trail, greenway, stream, watershed, and/or open

space projects. The RTCA does not provide funding, but can help identify outside funding sources.

Contact:

Jack Mosby
National Park Service
River, Trail and Conservation Assistance Program
(907)271-1713
www.ncrc.nps.gov/rtca/rtca-pr.htm

Natural Resource Conservation Service – Wildlife Habitat Incentives Program

Key Topics
Fish and wildlife
Stream restoration

The Wildlife Habitat Incentives Program (WHIP) funded by the Natural Resource Conservation Service (NRCS) provides financial incentives to develop habitat for fish and wildlife on private lands. Participants agree to implement a wildlife habitat development plan and NRCS agrees to provide cost-share

assistance for the initial implementation of wildlife habitat development practices. NRCS and program participants enter into a cost-share agreement for wildlife habitat development.

Contact:

www.nrcs.usda.gov

Natural Resource Conservation Service – Small Watershed Program

Key Topics
Stream restoration
Watershed management
Flood and erosion control

The NRCS' Small Watershed Program works through local government sponsors and helps participants solve natural resource and related economic problems on a watershed basis. Projects include watershed protection, flood prevention, erosion and sediment control, water supply, water quality, fish and wildlife habitat

enhancement, wetlands creation and restoration, and public recreation in watersheds of 250,000 or fewer acres. Both technical and financial assistance are available.

Contact:

www.nrcs.usda.gov

Wallop-Breaux Aquatic Resources Trust Fund

Key Topics
Fish stream access
Stream restoration

Under the Wallop-Breaux Aquatic Resources Trust Fund, administered by the Alaska Department of Fish and Game, Sport Fish Division, funds are available for trail projects oriented toward sport fishing access.

Contact:

Bryan Glynn
Alaska Department of Fish and Game
Sport Fish Division
(907)465-4296
Bryan_Glynn@fishgame.state.ak.us

Southeast Alaska Trail System – “SEATrails”

Key Topics
Trails marketing

“SEATrails” is a new organization with a goal of planning for, constructing or maintaining a region-wide Southeast Alaska trail system linked to the Alaska Marine Highway System. The organization is made up of communities, non-profit trails organizations, the visitor industry, and transportation and land management agencies. SEATrails’ discussions have focused on the economic benefits of a regional trail system that would attract independent travelers, and benefit Southeast Alaska residents. Grant funds for trail work may be available in the future.

Contact:

Judy Chapman
Department of Transportation and Public Facilities
(907)465-8769
Judy_Chapman@dot.state.ak.us
www.seatrails.org

Nonpoint Source Pollution Control Program – “Section 319” Water Quality Grants

Key Topics
Stream restoration
Watershed management
Water pollution control
Nonpoint source pollution

The Alaska Department of Environmental Conservation gives annual grants to address water quality problems caused by “nonpoint sources” of water pollution. Projects eligible for funding include: restoring water quality and habitat in polluted water bodies; watershed protection or restoration plans; implementing and monitoring Best Management Practices (BMPs); water body assessments or monitoring; education and outreach; research of a specific watershed problem or pollution source. The grants require a match of 40 percent non-federal funds.

Contact:

Carl Schrader
Department of Environmental Conservation
(907)465-5307
Carl_Schrader@envircon.state.ak.us
www.state.ak.us/dec/dawq/nps

U.S. Fish and Wildlife Service, Partners for Fish and Wildlife Program

Key Topics

**Fish habitat restoration
Watershed management
Landowner participation**

Under the Partners for Fish and Wildlife Program, the U.S. Fish and Wildlife Service (USFWS) provides financial and technical assistance to private (non-federal) landowners, including municipalities, for fish and wildlife habitat restoration. Examples of projects include replacing an inadequate culvert, stream or

wetland restoration, or replanting streamside vegetation. Most grants do not exceed \$10,000 but larger grants are available. Landowners are required to “match” the grant money with equivalent value, in cash, in-kind labor, equipment and/or material costs.

Contact:

Timmie Mandish
U.S. Fish and Wildlife Service
(907)586-7482
timmie_mandish@fws.gov
<http://partners.fws.gov>

Community-Based Habitat Restoration Projects

Key Topics

**Stream restoration
Watershed management
Water pollution control
Nonpoint source pollution**

The National Oceanic and Atmospheric Administration (NOAA) provides funding for community-based on-the-ground habitat restoration projects that will benefit living marine resources, including anadromous fish. Projects must be supported by a partnership of community government, organizations, businesses, landowners and the public – and include community outreach, education

and involvement. Funding is available annually (May deadline). Typical grants range from \$25,000 - \$150,000. Grants must be “matched” by non-federal funding, donations, in-kind services, or other local match (a 1:1 match requirement is strongly encouraged, but not required).

Contact:

Christopher Doley
NOAA Restoration Center
National Marine Fisheries Service
(301) 713-0174
Chris.Doley@noaa.gov
www.nmfs.noaa.gov/habitat/restoration/funding.html

Five Star Restoration Challenge Grants

Key Topics

**Stream restoration
Watershed management
Water pollution control
Nonpoint source pollution**

The Five Star Restoration Program brings together citizen groups, landowners, government agencies and others to undertake projects that restore stream banks and wetlands. The program supports projects that involve multiple and diverse partners, and non-federal funding and contributions are required. Typical grants are \$10,000.

Contact:

National Fish and Wildlife Foundation
<http://www.nfwf.org/5star-rfp.htm>

National Fish and Wildlife Foundation (NFWF)

Key Topics

**Stream restoration
Watershed management
Fish and wildlife habitat**

The National Fish and Wildlife Foundation, in cooperation with NOAA, provide grant funds for community-based fish and wildlife habitat restoration projects. Grants must be "matched" by non-federal funding, donations, in-kind services, or other local match (a 1:1 match requirement).

Contact:

Tom Kelsch
National Fish and Wildlife Foundation
(202) 857-0166
<http://www.nfwf.org/>

Private Foundation Funding and Assistance

There is currently no consolidated listing of foundation funding available for community recreation and access projects, though several recreation agencies hope to develop and maintain a web site with this information in the future. Many private foundations do provide funding to address the wide range of issues that community recreation projects may address, including: recreation, trails, conservation of resources, outdoor education, and providing safe activities for children and youth. Examples include:

Eastman Kodak American Greenway Awards

Key Topics

**Trail construction
Greenways
Bike paths**

Provides small grants to stimulate the planning and design of greenways in communities throughout America. Grants may be used for activities such as: mapping, ecological assessment, surveying, design; brochures, displays,

building a foot bridge, planning a bike path, or other creative projects. The maximum grant is \$2,500. Applications may be submitted from March 1 to June 1 each year, for award in early fall. (Note: The Kachemak Bay Land Trust in Homer, Alaska, received funding to create a handicapped accessible walking and bicycle trail through the central business district in Homer).

Contact:

American Greenways
The Conservation Fund
(703) 525-6300
www.conservationfund.org/conservation/amgreen/index.html

Power Bar – “DIRT Grant” (Direct Impacts on Rivers and Trails)

<p><u>Key Topics</u> Trail construction</p>

Power Bar provides funding for access and conservation issues in local communities. Funds are limited and competitive. Examples of fundable projects are those that create or maintain access to recreation areas;

improve or restore natural areas; or increase the number or size of local parks, recreation and wilderness areas. Grant applications are due in early-June for award in mid-August.

Contact:

Power Bar, Inc.
Attn: DIRT Program
2150 Shattuck Ave.
Berkeley, CA 94704
www.powerbar.com

The Paul G. Allen Charitable Foundation

<p><u>Key Topics</u> Disabled access</p>
--

The Paul Allen Charitable Foundation funds projects to promote the healthy development of vulnerable populations and strengthen families and communities in the Pacific Northwest. The Foundation invests in capital

projects, giving priority to requests for facility purchase or construction, renovation or leasehold improvements, and other projects that benefit disadvantaged populations and communities. Preferred projects are ones that support innovation, enhance or expand services, and benefit the broader community.

Contact:

Jody Patton, Executive Director
505 5th Ave South
Suite 900
Seattle, WA 98104
www.paulallen.com

Community Opinion Survey Results

Areas Used by the Public in the City of Haines



prepared for
City of Haines



prepared by
Sheinberg Associates

January 2001



Table of Contents

Topic	page
Summary of Community Opinion Survey Results.....	1
Survey Purpose.....	1
Methodology	1
Who Responded?.....	1
Important Public Use Areas in the City of Haines.....	2
Response for Each Public Use Area.....	3
Chilkat River Beaches.....	3
Portage Cove	3
Trails	4
Lutak Beaches.....	4
Sawmill Creek.....	4
Fort Seward.....	5
Economic Benefits of Public Use Areas.....	5
Access Improvements.....	5
Survey Results.....	7
Chilkat River Beaches.....	8
Portage Cove	10
Trails	13
Lutak Beaches.....	15
Sawmill Creek.....	17
Fort Seward.....	18
Economic Benefits.....	19
Access Improvements.....	21



Summary of Community Opinion Survey Results

Survey Purpose

The City of Haines is preparing a plan for lands in the city that are used by residents and visitors for a variety of public uses. "Public uses" include uses such as recreation, fishing, hunting and food-gathering, appreciating local history and culture, wildlife viewing, outdoor education, and other uses that benefit Haines residents and visitors. The City is considering appropriate steps it could take to maintain and enhance public use areas, to benefit Haines' quality of life and economy.

To begin the planning process, the City mailed a **Community Opinion Survey** to Haines residents and property owners. The survey invited respondents to:

- Identify areas in the City of Haines that are important to them or their family for "public uses;"
- Point out issues that make it difficult for the public to access or use important areas and suggest ways to address these problems; and
- Share ideas for how public use of areas within the city could generate new, appropriate economic opportunities to benefit Haines.

Methodology

The Community Opinion Survey was mailed on December 8, 2000, to Haines residents and property owners.¹ The survey was not designed to be a "random" survey. Instead, all city residents and property owners were given the opportunity to respond. Because it was not a random survey, survey results are not representative of the views of the overall Haines community.

Responses are likely from those that use or benefit from the use of public use areas, have local knowledge about these areas, and those with strong opinions. The survey results report on the use patterns, observations, and suggestions of these respondents. Survey respondents answered questions about areas that they and others use, and noted uses and areas on a map of the city.

Who Responded?

- Responses were received from 108 city residents or property owners.² This is a return rate of five percent.
- A strong majority of survey respondents (76%) reside in and own property in Haines; while 24% either reside in Haines, or own property in the city.

¹ The survey mailing list of 2,217 individuals was generated from Haines voter registration list (obtained from the State of Alaska, Division of Elections) and property tax roles (obtained from the Haines Borough.)

² Responses were also received from 20 people who do not reside in or own property in the City of Haines. These results were recorded for the planning process, but are not represented in the survey results provided in this report.

- Survey respondents live in the following areas of Haines:

Residence Location	Town	Mud Bay	Piedad/Hns. Hwy.	Small Tracts	Beach Rd.	FAA Rd.	N. Haines	High-lands	Not Spec.
Percent of respondents	36	15	13	7	4	3	2	1	19

- Survey respondents own property in the following areas of Haines:

Property Location	Town	Mud Bay	Piedad/Hns. Hwy.	Small Tracts	Beach Rd.	FAA Rd.	N. Haines	High-lands	Chilk. Subd.	Not Spec.
Percent of respondents	32	17	12	8	2	4	2	1	1	28

- Survey responses were received from property owners who own less than one acre (42%), one to five acres (33%), and more than five acres (17%). Eight percent of respondents did not give the size of their property.
- Over half of the respondents (59%) live in a one or two person household; 29% live in a household with three to five people; 6% live in a household with six or more people; and 6% did not specify household size.

Important Public Use Areas in the City of Haines

- Survey respondents identify Chilkat River beaches and Portage Cove as the two most important areas in the City of Haines for present and future public use.
- Chilkat River beaches received the highest ranking for their importance for public use (70% of survey respondents). However, Portage Cove received the most specific comments about public use and access/use issues (61% of respondents).

Public Use Area	Percent who say area is "important"	Percent who provided specific comments about this area
Chilkat Beaches	70%	38%
Portage Cove	64%	61%
Trails (Ripinski, Battery Pt.)	64%	37%
Lutak Beaches	59%	48%
Sawmill Creek	44%	30%
Fort Seward	44%	15%
"Other" - Lilly Lake, fairground and adjacent Borough land, Chilkat Indian Assn. land near H.S., City facilities	22%	22%

Responses for Each Public Use Area

Chilkat River Beaches

- Chilkat River beaches are ranked highest for their importance for public use (70% of survey respondents). Eighteen percent of respondents visit the beaches daily to weekly, year round.
- Primary uses of the Chilkat River beaches are beach walking and beach activity (43% of survey respondents), picnicking (19%), fishing (10%), and watching wildlife (10%). Other uses include enjoying the view; skiing; boat launching; swimming; hunting; gathering seaweed, berries and beach greens; snow machine and ATV use; and outdoor education.
- Lack of parking at the Chilkat River beaches is the primary access problem.
- Ideas for improving public use of Chilkat River beaches included:
 - Improving parking, by providing new spaces or pull-offs, and clearly marking where parking is and is not legal.
 - Constructing new beach access points and a coastal trail.
- The future use or development of Chilkat River beaches is important to respondents. Twelve percent of survey respondents favor no commercial public uses or development at Chilkat River beaches, while 7% of respondents believe limited/monitored commercial use could be appropriate.

Portage Cove

- Primary uses of the Portage Cove area are beach walking and beach activity (34% of survey respondents), picnicking (16%), and shore fishing or access to vessel fishing (15%). Other uses include enjoying the view, swimming, birding, seaweed gathering and other public uses.
- Lack of parking at Portage Cove makes public access difficult. Other problems include lack of disabled and/or convenient access, need for expanded harbor facilities, and need for cleanup and beautification.
- Ideas to improve public use of Portage Cove are:
 - Improving public access to the beach via accessible walkways, and improved signs marking access points. Several new public beach access points were suggested.
 - Improving parking, by providing new parking areas and changing current parking patterns and rules.

Respondents also suggest upgrading the boat harbor, cleaning up the beach and beautifying the dock, improving water access, and providing public facilities/restrooms.

- Several respondents favor no commercial public uses or development in Portage Cove, while others believe commercial use is appropriate in some or all of the cove.

Trails

- Sixty-four percent of survey respondents indicate that trails are important for public use. Thirty seven percent provided information about their use of the Mt. Ripinski and Battery Point trails for hiking, running, skiing and hunting. Eight percent of respondents also note the value of the Lilly Lake area for hiking, camping and hunting.³
- Mt. Ripinski trail users need better parking and trailhead signs, particularly at the Highland Estates access, and recommend increased maintenance.
- Battery Point trail users need for better parking and signage, and recommend increased maintenance (possibly with assistance of commercial tour businesses using the trail).

Lutak Beaches

- Primary uses of the Lutak Inlet beaches, from Nukdik Point to the tank farm beach, are beach walking and beach activity (24% of survey respondents) and fishing (15%). Other uses include picnicking; gathering seaweed, berries and beach greens; and fish and wildlife viewing.
- Use of the Lutak beaches is more “occasional” than the beaches closer to town, with 8% of survey respondents using the beach occasionally, and only 3% using the area at least monthly.
- Lutak beach users suggest banning overnight parking and improving day-use parking.
- Obtaining public access routes to Lutak beaches (now accessed “informally” across private land), constructing a coastal hike/bike trail, and providing disabled access are suggested as ways to improve and ensure future public use.
- Seventeen percent of survey respondents believe that the tank farm site is suitable for commercial and industrial use.

Sawmill Creek

- Primary uses of the Sawmill Creek “flats” by survey respondents are hunting (12% of survey respondents), fish and wildlife viewing (6%), and snow machine/ATV use (6%). Other uses include fishing, walking/hiking, outdoor education, enjoying the view, and photography.
- Survey respondents value the Sawmill Creek area for its habitat value, its great hunting, and the proximity of a wetland open space area to town.
- Sawmill Creek users mention the lack of parking, trash, lack of distinct trail and public access points, and ATV damage as public use issues.

³ Eleven respondents discussed use of Mt. Riley, which is outside of the City of Haines.

Fort Seward

- Residents value Fort Seward for its historical significance and because it is an open, grassy space in town. Survey respondents use the Fort to walk, bring visitors, play, view its historic resources, and participate in community activities.
- Suggestions for improving the Fort as a public use area focused on restoration and beautification of the buildings and parade grounds.
- Survey respondents recommend that Haines showcase the Fort as a unique and significant historic resource, to attract independent and cruise ship travelers. Ideas include a public museum/interpretive facility; Native Alaskan Cultural Center; living history staff, exhibits and guided tours; and using the Fort as a site to host a wide variety of community/regional events.

Economic Benefits of Public Use Areas

- Nineteen percent of survey respondents believe that public use lands/recreation areas benefit the Haines area by:
 - Contributing to a “quality of life” that attracts year round residents, seasonal residents and retirees; and
 - Attracting commercial tour visitors and independent travelers.
- Nearly half of the survey respondents (44%) have specific suggestions for new public use amenities or facilities, marketing approaches, or community improvements that can attract visitors and residents to Haines.
- Nine percent of survey respondents caution against encouraging additional tourism, or more “industrial” tourism.

Access Improvements

- Constructing interconnecting paths for walking, biking and other uses is favored by 19% of survey respondents. Specific routes suggested are along the Chilkat River, along Lutak Road, through downtown, connecting to Sawmill Creek, and paths joining established trails from downtown Haines.
- Improving access for disabled users and seniors is suggested by 21% of survey respondents. Respondents see the highest need at Portage Cove, but also recommend disabled access to Carr’s Cove, Lutak beaches, on forest trails, and to public buildings.

- Providing more parking at public access points, with RV parking at appropriate locations, is a priority for 8% of survey respondents.
- Ten percent of survey respondents think that no access improvements are necessary, or are opposed to such improvements.

Survey Results

CHILKAT RIVER BEACHES

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • enjoy beach/walk/run/bike (46) • picnic (21) • view wildlife (11) • fish (11) • view/photography (10) • ski /snow show/sled (9) • boat launch (5) • swim (4) • hunt (2) • gather seaweed, berries, beach greens, wood (4) • ATV, snow machine (2) • outdoor education (1) • study plants (1)
How often?	<ul style="list-style-type: none"> • daily to weekly, year round (19) • up to once/month, year round (9) • occasional (5)
Area's values?	<ul style="list-style-type: none"> • habitat (6) • scenic (5) • easy beach access (5) • no commercial atmosphere (5) • quiet (3) • wildlife presence (2) • uncrowded, open space (1) • rare sandy beach (1) • free public recreation (1) • spring water (1)
Issues that detract from use?	<ul style="list-style-type: none"> • lack parking (16) – one respondent noted need for family parking • commercial tours changing feel of area (5) • off-road vehicle use (3) • private ownership of public use areas stopping access (2) • concern about potential development (2) • no restrooms (1) • boat launch access difficult (1)

<p>Potential solutions?</p>	<p><u>Improve Parking (20)</u></p> <ul style="list-style-type: none"> • Provide more parking/pulloffs at Mud Bay Road access (18) • Stop ticketing (2) <p><u>Public Access to Beach (10)</u></p> <ul style="list-style-type: none"> • Maintain public access to the public beach resource (3) • Build trail from Sawmill Creek to Carr's or Letnikof Cove (3) • Construct beach access at Jones Point (1) Provide access, parking, turnarounds at both ends (Cemetery Hill and Carr's Cove) (1) • Build usable boat launches (1) • Disabled access at Carr's Cove (1) <p><u>Comments on Future Use and Development (32)</u></p> <ul style="list-style-type: none"> • No commercial tours (13) • "Keep Natural" – No Facilities Needed (8) • Nonmotorized use only (5) • Allow limited commercial use (4) <ul style="list-style-type: none"> ○ Less than current commercial use ○ No tours near private homes, small tours on beaches ○ Permitted, seasonal tours ○ Monitor/limit tour effects • Jones Point suitable for commercial development; the rest dedicated to recreation (2) • Carr's Cove suitable for commercial and public use (2) • Possible city park site south of Carr's Cove (1) <p><u>Aesthetics (2)</u></p> <ul style="list-style-type: none"> • Beach cleanup (volunteers) (2)
------------------------------------	--

PORTAGE COVE

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • enjoy beach/walk/run/bike (41) • picnic (16) • fish (10) • view/photography (7) • swim (7) • boat harbor use (5) • small boat launch from shore (3) • camp (S end) (2) • play at Tlingit Park playground (2) • birding (1) • seaweed gathering (1) • waterski (1) • 4th July festivities (1) • watch cruise ships (1)
How often?	<ul style="list-style-type: none"> • summer use, frequent (12) • daily to weekly, year round (10) • up to once/month, year round (8)
Area's values?	<ul style="list-style-type: none"> • beach close to town (13) • scenic (5) • sandy beach (3) • sheltered from wind/weather (3) • welcoming and attractive to tourists (3) • great for kids/teens (2) • free public use (1) • natural state (1) • bird habitat (1) • boat harbor valuable (1) • safe beach (1)
Issues that detract from use?	<ul style="list-style-type: none"> • lack parking (25) • no disabled or "easy" access (6) • not enough sandy beach (4) • boat harbor facilities inadequate (3) • trash (3) • unsightly near cruise ship dock (2) • no public facilities, restrooms, phones (2) • no commercial facilities (1) • large cruise ships dominate beach (1) • disturbances on beach (1)

<p>Potential solutions?</p>	<p><u>Improve Public Access to Beach (31)</u></p> <ul style="list-style-type: none"> • Accessible walkway for disabled users (use volunteers?) (12) • Signs to mark local/tourist access (11) • More beach access points (4) <ul style="list-style-type: none"> ○ Dedicate access at city-owned lot between boat harbor and junction of Front St/Highway (next to Tim Hannon prop.) ○ Build tourist related boardwalk between dock and harbor ○ Develop access at city-owned land between Lookout Park and dock ○ Purchase additional waterfront for access • Install safe road crossing to beach (2) • Construct stairways (1) • Bike path access (1) <p><u>Improve parking (17)</u></p> <ul style="list-style-type: none"> • Extend parking toward Lookout Park (1) • Fill in ditch near Lutak Lumber for parking (1) • Park west of Lookout Park on beach side of Beach Rd (1) • Allow public parking when cruise ships not in (1) <p><u>Improve Boat Harbor (9)</u></p> <ul style="list-style-type: none"> • Expand/improve boat harbor (4) • Find alternate bus parking location (not harbor parking area) • Improve boat launching facility (1) • Build fishing dock/cold storage (1) • Enlarge sailing facilities (1) <p><u>Aesthetic Improvements (9)</u></p> <ul style="list-style-type: none"> • Provide trash cans; cleanups; encourage control of dog waste (5) • Keep beach natural (2) • Remove old dock pilings (2) • Landscape (2) • Improve cruise ship area (pave, landscape, remove fence) (1) • Keep vistas clear of vegetation (1) • Maintain Lookout Park (1) <p><u>Public/Commerical Facilities (8)</u></p> <ul style="list-style-type: none"> • Provide public facilities, restroom, picnic tables (6) • Encourage commercial enterprises, such as food sales, etc. (1) • Modernize playground at Tlingit Park (1) • Make sure sewage is discharged far enough offshore (1)
------------------------------------	---

Beach Use and Water Access (8)

- More sandy beach for small boat launch from beach (4)
- Extend beach area toward Lookout Park (1)
- Open cruise ship dock to locals for fishing (1)
- Install floats for swimmers (1)
- Install benches/interpretive signs at Nukdik Pt.(1)

Comments on Future Use and Development

- No commercial activity or development (3)
- Portage Cove is appropriate for commercial development (2)
- Commercial use only at harbor and dock (2)
- Have kayak tour access at Portage Cove (1)

TRAILS

General Comments About Trails:

- Establish system of greenways/coastal trails/bike paths (9 respondents)
- Need more disabled accessible trails (4 respondents)
- Need better trail maintenance (2 respondents)
- Need to address "carrying capacity for trails" (1 respondent)

Mt. Ripinski Trail:

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • hike, picnic, ski, hunting access, berry picking, etc.
How often?	<ul style="list-style-type: none"> • daily to weekly (1) • up to once/month (8) • occasional/seasonal (6)
Area's values?	<ul style="list-style-type: none"> • scenic (4) • access undeveloped areas (2) • noncommercial (1) • free public recreation (1) • close to home (1) • food source (1)
Issues that detract from use?	<ul style="list-style-type: none"> • needs more parking and trailhead signs (Highlands access) (10) • needs trail maintenance (5) • needs better trail markers (2) • commercial use detracts (1) • too crowded in summer (1) • steep area at base of Mt. Rip. unsuitable for gravel extraction (1)
Potential solutions?	<ul style="list-style-type: none"> • improve trailhead parking and signage (7) • no commercial tours (1) • limit commercial tours (1) • improve trail maintenance (7) • better trail markers (2) • access from 2nd Ave. to Mt. Ripinski trail (1) • ban rock extraction behind Highland Estates (1) • put in some disabled access (1) • city or borough should purchase trail head to ensure access (1)

Battery Point Trail:

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • hike, picnic, ski, hunting access, berry picking, etc.
How often?	<ul style="list-style-type: none"> • daily to weekly (1) • up to once/month (7) • occasional/seasonal (5)
Area's values?	<ul style="list-style-type: none"> • close to town (2) • easy/moderate hike (1) • best beach hiking trail in Haines (1) • picnic area (1) • view (1) • access to undeveloped areas (2) • free public recreation (1) • source of subsistence foods (1)
Issues that detract from use?	<ul style="list-style-type: none"> • commercial use is a detraction and adds wear to trails (3) • trail maintenance needed (3) • better parking and signs (8) • need better trail markers (1)
Potential solutions?	<ul style="list-style-type: none"> • More parking and signs (4) • no commercial tours (1) • install board walk (1) • limit tours (1) • "don't sell off all the public land" (1) • improve trail maintenance (commercial tour assist?) (4) • better trail markers (1)

LUTAK BEACHES

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • enjoy beach/walk/run/bike (26) • fishing (16) • picnic (8) • seaweed and beach green gathering, berry picking (uplands) (6) • view/photography (4) • fish and wildlife viewing (3) • berry picking (uplands above road) (2) • kayak launch (2) • diving (1) • snowmachine (1) • camp (1)
How often?	<ul style="list-style-type: none"> • daily to weekly (1) • up to once/month (3) • occasional/seasonal (9)
Area's values?	<ul style="list-style-type: none"> • southern exposure (good winter access)(2) • close to town, easy access (2) • bird flyway and wildlife corridor (2) • view (1) • sandy beaches (1) • open space (1)
Issues that detract from use?	<ul style="list-style-type: none"> • lack parking (7) • RV overnight use (3) • concern about tank farm beach pollution (3) • public access points not assured (private property) (3) • trash (2) • development increasing on beach side of road (1) • overuse by tourist groups (1) • road traffic (1)
Potential solutions?	<p><u>Parking (8)</u></p> <ul style="list-style-type: none"> • No overnight parking, no RV camping (4) • Improve short-term, dayuse parking (4) <p><u>Public Access to Beach (8)</u></p> <ul style="list-style-type: none"> • Provide public access to beach (city acquire land?) (3) • Construct coastal trail or bike path from town to tank farm (3) • Provide disabled access points (1) • Improve beach access at Nukdik Point (1) • More beach access points along Lutak beaches (1)

Future Use and Development

- Tank farm area and farther north suitable for commercial/industrial use (18)
- Limit development (2)
- Keep natural -- no improvements needed (2)
- Build ski area on mountain above tank farm (1)
- Limit tourism (1)
- Allow archery hunting for bear, moose in uplands (1)

SAWMILL CREEK

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • hunting (13) • wildlife and fish viewing (6) • snow machine, ATV (6) • fishing (5) • walk/hike/ski (4) • outdoor education (4) • view/photography (4) • picnic (1) • study plants (1)
How often?	<ul style="list-style-type: none"> • occasional (5)
Area's values?	<ul style="list-style-type: none"> • habitat (7) • great hunting (2) • proximity to town (2)
Issues that detract from use?	<ul style="list-style-type: none"> • lack parking (2) • development encroaching (2) • trash (2) • no restrooms (1) • lack of distinct trail access (1) • not knowing land status (1) • ATV damage (1)
Potential solutions?	<p><u>Improve Public Access (4)</u></p> <ul style="list-style-type: none"> • Improve parking (1) • Maintain public access easements (1) • Develop ski trails connected to town (1) • Build boardwalk (1) <p><u>Comments on Future Use and Development (11)</u></p> <ul style="list-style-type: none"> • Keep "as is," no additional development (7) • No commercial tourism (1) • Golf course eventually planned (1) • No motorized vehicles year round, or no summer ATV use (2) • Open to archery hunting for moose (1) <p><u>Aesthetics (2)</u></p> <ul style="list-style-type: none"> • Provide trash cans; litter cleanup (2) <p><u>Public Facilities (1)</u></p> <ul style="list-style-type: none"> • Provide restrooms (1)

FORT SEWARD

SURVEY QUESTION	SUMMARY OF RESPONSES
How do you or your family use this area?	<ul style="list-style-type: none"> • walk (4) • bring visitors (3) • play/bike/games (2) • view historic site (2) • community activities (1) • suntan (1) • snowmachine (1)
How often?	<ul style="list-style-type: none"> • daily to weekly (5) • up to once/month (2) • occasional (1)
Area's values?	<ul style="list-style-type: none"> • valuable heritage site (3) • open space (1) • close to town for play (1) • visible from ships (1)
Issues that detract from use?	<ul style="list-style-type: none"> • vehicle congestion (1) • parade ground not maintained (1) • lacks public museum (1) • some buildings unsightly (1)
Potential solutions?	<p><u>Restoration and Beautification (6)</u></p> <ul style="list-style-type: none"> • Restore buildings/barracks (3) • Remove debris (2) • Maintain/mow parade grounds (1) • Install benches for public use (1) <p><u>Traffic (2)</u></p> <ul style="list-style-type: none"> • Reduce vehicle congestion (1) • Make Fort Seward Drive one-way street (1) <p><u>Comments on Future Use and Development</u></p> <ul style="list-style-type: none"> • Develop as living history site with staff and tours (2) • No further development (2) • Create Native Cultural Center (1) • Establish public museum or interpretive facility (1) • Promote as unique cruise ship destination (1) • Don't over-commercialize (1) <p><u>Fort Ownership/Management (2)</u></p> <ul style="list-style-type: none"> • Form non profit organization • City acquire parade grounds and ensure public use in perpetuity

ECONOMIC BENEFITS

The following responses were provided to the survey question: "Do you have ideas for how "public uses" of lands in the City of Haines can benefit the Haines economy?" Sixty-two percent of survey respondents answered this question. Some respondents provided general remarks about how public use lands effect the Haines economy, while others gave specific suggestions for economic ventures that could be tried in Haines.

General Effects of Public Use Areas on Haines Economy

- Public use lands/recreation areas attract visitors on commercial tours and independent travelers, and bring money into Haines. (10)
- Public use lands provide a quality of life which attracts year round residents, seasonal residents and retirees – all of which contribute to a healthy Haines community and economy. (9)
- Public use areas support subsistence food harvests. (1)

Specific Suggestions for Economic Benefit

Develop new attractions:

- Paths and trails, including better signage and interpretive information. (7)
- Winter recreation/ski area (above tank farm, on borough property at Jones Point). (3)
- Fort Seward as a unique historic site, with living history staff/tours and restored buildings. (2)
- Tram to bluffs above downtown. (2)
- Improved Fairgrounds for rodeo, winter activities and community/regional events.(2)
- Expanded waterfront park and improved beach access. (2)
- Improved boat harbor, with more commercial uses. (2)
- Improved Tlingit Park. (1)
- Sawmill Creek educational walking tour. (1)
- Golf course. (1)
- Covered ice rink. (1)
- RV park. (1)
- Deep water port at tank farm, for commercial use. (1)
- Bowling alley. (1)
- Road, electrical service to Chilkat Lake to start retirement community. (1)

Market Haines as:

- Uniquely suited, in southeast Alaska, for small boat launching/camping (3)
- Attractive retirement and second home community. (2)
- Town with visitor attractions, but without big cruise ships. (2)
- Naturally beautiful, mountainous waterfront city. (1)
- Great location for Canadians to come fishing. (1)

- Unique historic site (Fort Seward). (1)
- A town that is “real,” not a Disneyland atmosphere. (1)

Restore Haines “natural” attractions:

- City beautification. (2)
- Sawmill Creek spawning channels. (1)
- Natural wildflower beds that beautify town. (1)
- Replant clearcut areas. (1)

Revenue:

- Collect permit fees from commercial users of public lands. (1)
- Encourage cottage industries. (1)

Other Comments:

- There are no economic benefits to public use areas (generally discouraging tourism). (5)
- Commercial tours are OK, but not “industrial tourism” as in Skagway/Juneau. (2)
- Reduce commercial tours, or keep in control. (2)
- Don’t change too much. Visitors want to see Haines as it is. (1)
- Enough is being done for economic stimulation. (1)
- Need to have public access, but also need areas for business. (1)

ACCESS IMPROVEMENTS

The following responses were provided to the survey question: "What access improvements would you like to see for areas used by the public within the city?" Half of the survey respondents (50%) answered this question.

The following responses relate to general access improvements to Haines public use areas. Suggestions for improving access to specific public use areas (such as Portage Cove, or Chilkat River beaches) are discussed in previous sections of this document.

Trails/Paths

- Construct an interconnected system of paths for walking, running, biking, skiing (17). Specific ideas for trail/path system:
 - Portage Cove to tank farm, or beyond to Chilkoot State Park (3)
 - Sawmill Creek to Carr's Cove or Letnikof Cove (3)
 - bike trail connecting beach, Post Office, Tlingit Park, library, schools (1)
 - ski trails on Fairgrounds, connecting to Sawmill Creek flats (1)
 - from Highway, through Fairgrounds to Chilkat River beaches (between Jones Point and Mud Bay Road) (1)
 - from downtown (2nd Ave. or Young Road) to Mt. Ripinski Trail (2)
 - paths on Chilkat Indian Association land near High School, connecting to Sawmill Creek wetlands (2)
- Serve trails/paths with better parking, signs, and public facilities (restrooms) at access points (2)
- Need better maintenance of trails and access paths (2)
- Address "carrying capacity" for safe trails that give the desired experience (1)
- Make any access improvements that are ecologically sound and cost permitted (1)

Disabled Access

- Generally, need more disabled and seniors access (4). Specifically, survey respondents suggested disabled access at Portage Cove (12), Carr's Cove (1), on trails (5), and on Lutak beaches (1).
- Wheelchair access to public buildings (2)

Vehicle access

- Construct more day use parking and pulloffs at beach/public use area access points, with signs (9)
- More RV parking (2)
- More parking downtown (1)
- Free city bus from dock to downtown (1)
- Route pedestrians so they do not disrupt traffic (1)
- Nonmotorized use of beaches (1)
- Better road maintenance (1)
- More roads (1)
- Construct highway to Juneau (1)

Boat Access

- Create more sandy beaches for small boat access to water (3)
- Construct better boat ramps for access to water (2)
- Chain of coastal anchorages/campgrounds reachable by small boats (1)
- Increase transient moorage space at boat harbor (1)

Opposition to Public Access Improvements

- No improvements needed (8)
- Additional access simply threatens the land it is accessing (1)
- Don't designate more coastal areas for public use; it is unfair to property owners (1)
- City should recognize the value of *inaccessible* public land that is held in a natural state, without encouraging access (1)